



## 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, SEPTEMBER 2, 2020**

**2:00 PM**

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. GENERAL COUNSEL REPORT
  - a. Report from Closed Session from August 5 Board Meeting: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Claim of Marie Goulis-Nijessen

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 August 5, 2020
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2020
- c. Acceptance of Capital Projects Quarterly Status Report 4<sup>th</sup> Quarter Fiscal Year 2020
- d. Continuation of Special Counsel Services
- e. Authorization to File Claims and Receive Lifeline Transportation Program Funding

**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 August 5, 2020

**INFORMATIONAL**

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – July 2020
7. Mobility Management Report – Annual Summary

**MOTION**

8. Resolution Endorsing the “Riding Together: Bay Area Healthy Transit Plan”
9. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE\***  
(J. Powell, Chair, R. Collins, C. Stone)

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of August 5, 2020
3. Proposed Fiscal Year 2021 Operating and Capital Budget
4. Award of Contract for Public-Private Partnership (P3) Consultant Services
5. Adjourn

**C. STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE/  
COMMITTEE OF THE WHOLE\***  
(D. Pine, Chair, C. Groom, R. Guilbault)

1. Call to Order

**MOTION**

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of March 4, 2020
3. Dumbarton Rail Corridor Project – Project Status Update and Board Approval of Project Commitment Letter to MTC

**INFORMATIONAL**

4. San Mateo County Transit District Shuttle Study Update
5. Adjourn

**D. 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 August 5, 2020

**INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

**10. RECONVENE BOARD OF DIRECTORS MEETING**

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

**SUBJECTS DISCUSSED**

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Multimodal Ridership Report – July 2020
- e. Mobility Management Report – Annual Summary

**RESOLUTION**

- f. Endorsing the "Riding Together: Bay Area Healthy Transit Plan" as a Baseline Set of Measures to Ensure the Health of Transit Riders and Workers During the COVID-19 Pandemic

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

**RESOLUTIONS**

- a. Adopting Fiscal Year 2021 Operating Budget in the Amount of \$209,396,751 and Fiscal Year 2021 Amended Capital Budget in the Amount of \$11,898,522
- b. Awarding a Contract to Jones Lang LaSalle Americas, Inc. for Public-Private Partnership Consulting Services for a Total Not-To-Exceed Amount of \$3,099,425 for a Seven-year Term

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

**MOTION**

- a. Dumbarton Rail Corridor Project – Project Status Update and Board Approval of Project Commitment Letter to MTC

**SUBJECT DISCUSSED**

- b. San Mateo County Transit District Shuttle Study Update

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

**SUBJECT DISCUSSED**

- a. State and Federal Legislative Update

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

**16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, October 7, 2020 at 2:00 pm, via Zoom teleconference

**17. 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

**18. ADJOURN**

## **INFORMATION FOR THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at. 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.**

\*Should Zoom not be operational, please check online at [http://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html) for any updates or further instruction.

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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  
AUGUST 5, 2020**

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

**MEMBERS ABSENT:** None

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

### 1. CALL TO ORDER

Chair Karyl Matsumoto called the meeting to order at 2:05 pm.

### 2. ROLL CALL

Dora Seamans, District Secretary, confirmed that all Board members were present.

Chair Matsumoto proposed that the Item #16 (a) closed session be heard at the beginning of the meeting as Item #3 (b).

She also proposed adding an emergency item following the Report of the General Manager/CEO to provide the Board with the opportunity to comment on a critical item being considered at the JPB Special Meeting the following morning, August 6. She noted that adding the item would require a four-fifths vote.

Motion/Second: Matsumoto/Ratto

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

Noes: None

Absent: None

### 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**

Joan Cassman, Legal Counsel, said the Board did not take any action.

**b. Closed Session: Conference with Legal Counsel – Anticipated Litigation: Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**

*The Board meeting recessed to closed session at 2:11 pm.*

*Chair Matsumoto reconvened the Board meeting into open session at 3:58 pm.*

Ms. Cassman reported that no action was taken during the closed session.

### 4. CONSENT CALENDAR

**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** – *Approved by Resolution No. 2020-34*
- d. Authorization to Enter into a Funding Agreement with Caltrans for the El Camino Real Congestion Impact Study**– *Approved by Resolution No. 2020-35*
- e. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2020**

Motion/Second: Guilbault/Stone

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

Noes: None

Absent: None

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

There were no public comments.

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

Chair Matsumoto said that she had no report.

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

Jim Hartnett, General Manager/CEO, said his report was in the packet. He noted that the District had begun to implement changes to their runbook. He said the new runbook is designed to provide maximum flexibility to relieve chokepoints based on meeting social distancing requirements. Mr. Hartnett extended praise to staff for their hard work and flexibility and to the Board members for their leadership.

Ms. Cassman said that she wanted to give the SamTrans Board the opportunity to comment on the emergency item and resolution that was going to be considered for approval at the Peninsula Corridor Joint Powers Board special meeting the following morning, on August 6. She said that the JPB would be seeking direction on expenditures of the Caltrain sales tax proceeds that pertain to the Caltrain sales tax measure that has been under discussion regionally.

Mr. Hartnett said that Carter Mau, Deputy General Manager/CEO, would provide an introduction. Mr. Mau said that Caltrain would consider a new resolution at their Board meeting on August 6. He said the resolution would provide the Caltrain Board with direction on several topics, including the expenditure of the revenues that would be generated from the sales tax measures, modifications to Caltrain governance, appointment of new legal counsel, appointment of a new auditor, repayment of SamTrans, and rules for placing items on the Caltrain agenda.

Director Dave Pine said as Chair of the JPB Board, he was part of the team assembling the resolution going before the JPB Board. He said that it is crucial that a sales tax measure go before the voters.

Director Charles Stone said the best thing for the measure's chance of success would be for the resolution not to exist. He said he hoped that the measure would succeed.

Director Carole Groom said that she supported Director Pine's initiative.

Director Ron Collins expressed his support for Director Pine's efforts on the JPB Board.

Director Peter Ratto said that to keep customers satisfied, the train needs to run. He said that Caltrain is an essential service for essential workers.

Director Rose Guilbault commended Director Pine for his leadership. She said that it would be best for things not to become politicized on the JPB Board.

Director Marina Fraser thanked Director Pine for his leadership in attempting to preserve Caltrain service.

Chair Matsumoto expressed her thanks to Director Pine.

Public Comment:

- Yoriko Kishimoto echoed the Board's sentiments on supporting Caltrain.
- Adina Levin said that Friends of Caltrain have been working on funding for Caltrain for a long time.
- Rick Bonilla, San Mateo City Councilmember, said he supported putting a clean sales tax measure before the voters.

Director Stone said that the report concluded that Caltrain operations needed to be strengthened.

**8. BOARD MEMBER REQUESTS/COMMENTS**

There were no requests or comments.

**9. RECESS TO COMMITTEE MEETINGS**

The Board meeting recessed to Committee meetings at 4:35 pm.

**10. RECONVENE BOARD OF DIRECTORS MEETING**

Chair Matsumoto reconvened the Board meeting at 5:04 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 – June 2020

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

Director Powell reported on the following item:

SUBJECT DISCUSSED:

- a. Preliminary Fiscal Year 2021 Operating and Capital Budgets



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

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

MOTION:

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

Motion/Second: Collins/Groom

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

Noes: None

Absent: None

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

Chair Matsumoto noted that the correspondence was in the packet.

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

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

### **16. GENERAL COUNSEL REPORT**

#### **b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Claim of Marie Goulis-Nijessen**

Ms. Cassman suggested that the Board meeting adjourn to the closed session and that she would report on any action taken during the Closed session at the next Board meeting on September 2.

### **17. ADJOURN**

The Board meeting adjourned at 5:09 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING JULY 31, 2020**

**ACTION**

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

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through July 31, 2020. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

**SIGNIFICANCE**

**Year to Date Revenues:** As of July year-to-date actual, the Total Sources of Funds (page 1, line 17) are \$6.9 million lower than the prior year. This is primarily driven by the Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), District Sales Tax (page 1, line 10), Measure W Sales Tax (page 1, line 11) and Due from PCJPB, SMCTA and SAMTR Capital Wages and Benefits (page1, line 14).

**Year to Date Expenses:** As of July year-to-date actual, the Total Uses of Funds (page 1, line 37) are \$1.4 million lower than the prior year-to-date actual. This is primarily due to decreases in PCJPB, SMCTA and SAMTR Capital Wages and Benefits (page1, line 20), ADA Programs (page1, line 22), Sales Tax Capital (page 1, line 31) and Measure W Sales Tax Capital (page 1, line 32). The decrease are partially offset by increases in Wages and Benefits for Motor Bus due to unfunded CalPERS and Other Post-Employment Benefits (OPEB) liability (this expense will not recure throughout the year) (page 1, line 21), and Member Funding for Caltrain (page 1, line 23),

**BUDGET IMPACT**

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

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant II  
Jennifer Ye, Manager, General Ledger

650-508-6288  
650-622-7890

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2021  
JULY 2020

% OF YEAR ELAPSED: 8.3%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>SOURCES OF FUNDS</b>					
<b>Operating Revenues</b>					
1 Passenger Fares	1,275,325	36,578	(1,238,747)	(97.1%)	-
2 Local TDA and STA Funds	4,978,856	3,191,353	(1,787,503)	(35.9%)	9,574,060
3 Pass through to Other Agencies	26,333	31,695	5,362	20.4%	95,086
4 Operating Grants	7,051	35,699	28,648	406.3%	315,823
5 SMCTA Measure A	1,205,519	1,504,720	299,202	24.8%	4,514,161
6 SM County Measure K & Other	-	-	-	0.0%	-
7 AB434 Funds, TA Funded Shuttle & Other	34,500	34,862	362	1.1%	113,000
8 <b>Subtotal - Operating Revenues</b>	<b>7,527,584</b>	<b>4,834,909</b>	<b>(2,692,675)</b>	<b>(35.8%)</b>	<b>14,612,130</b>
<b>Other Revenue Sources</b>					
10 District Sales Tax	7,583,333	5,603,322	(1,980,011)	(26.1%)	20,900,000
11 Measure W Sales Tax	3,791,667	2,758,659	(1,033,007)	100.0%	10,450,000
12 Investment Income	344,664	288,781	(55,883)	(16.2%)	907,500
13 Other Interest, Rent & Other Income	643,987	375,256	(268,731)	(41.7%)	1,783,350
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	3,626,199	2,736,501	(889,697)	(24.5%)	8,754,048
15 <b>Subtotal - Other Revenues</b>	<b>15,989,850</b>	<b>11,762,519</b>	<b>(4,227,331)</b>	<b>(26.4%)</b>	<b>42,794,898</b>
16 <b>Total Revenues</b>	<b>23,517,434</b>	<b>16,597,428</b>	<b>(6,920,005)</b>	<b>(29.4%)</b>	<b>57,407,028</b>
17 <b>Total Sources of Funds</b>	<b>23,517,434</b>	<b>16,597,428</b>	<b>(6,920,005)</b>	<b>(29.4%)</b>	<b>57,407,028</b>
<b>USES OF FUNDS</b>					
20 PCJPB, SMCTA & SAMTR Capital W&B	3,626,199	2,736,501	(889,697)	(24.5%)	8,754,048
21 Motor Bus	14,335,969	14,687,367	351,398	2.5%	44,600,312
22 A. D. A. Programs	1,239,506	1,055,479	(184,027)	(14.8%)	5,576,472
23 Caltrain	902,185	1,226,054	323,868	35.9%	3,678,161
24 Other Multi-modal Programs	204,463	160,575	(43,888)	(21.5%)	767,180
25 Pass through to Other Agencies	26,333	31,695	5,362	20.4%	95,086
26 Land Transfer Interest Expense	-	-	-	0.0%	-
27 <b>Total Operating Expense</b>	<b>20,334,656</b>	<b>19,897,672</b>	<b>(436,984)</b>	<b>(2.1%)</b>	<b>63,471,259</b>
28					
29 <b>Total Operating Surplus / (Deficit)</b>	<b>3,182,778</b>	<b>(3,300,243)</b>	<b>(6,483,021)</b>	<b>(203.7%)</b>	<b>(6,064,231)</b>
30					
31 District Sales Tax Capital	707,843	23,411	(684,432)	(96.7%)	280,931
32 Measure W Sales Tax Capital	202,917	-	(202,917)	100.0%	-
33 <b>Sales Tax Allocation - Capital Program</b>	<b>910,760</b>	<b>23,411</b>	<b>(887,349)</b>	<b>(97.4%)</b>	<b>280,931</b>
34					
35 <b>Total Debt Service</b>	<b>809,476</b>	<b>738,898</b>	<b>(70,578)</b>	<b>(8.7%)</b>	<b>4,787,235</b>
36					
37 <b>Total Uses of Funds</b>	<b>22,054,892</b>	<b>20,659,981</b>	<b>(1,394,911)</b>	<b>(6.3%)</b>	<b>68,539,425</b>
38					
39 <b>Application of CARES Act Funds/Reserves</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,132,397</b>
40					
41 <b>NET SURPLUS / (DEFICIT)</b>	<b>1,462,542</b>	<b>(4,062,553)</b>	<b>(5,525,095)</b>	<b>(377.8%)</b>	<b>-</b>

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**STATEMENT OF REVENUES**  
**FISCAL YEAR 2021**  
**JULY 2020**

% OF YEAR ELAPSED: **8.3%**

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>					
PASSENGER FARES	1,209,949	36,478	(1,173,470)	(97.0%)	-
LOCAL (TDA) TRANSIT FUND	3,800,769	2,712,488	(1,088,281)	(28.6%)	8,137,465
STATE TRANSIT ASSISTANCE	833,902	295,011	(538,890)	(64.6%)	885,034
OPERATING GRANTS	7,051	-	(7,051)	(100.0%)	249,224
DISTRICT SALES TAX REVENUE	7,791,970	11,277,674	3,485,704	44.7%	33,575,463
INVESTMENT INTEREST INCOME	297,085	224,985	(72,100)	(24.3%)	781,250
<b>OTHER REVENUE SOURCES:</b>					
Rental Income	174,291	85,010	(89,281)	(51.2%)	362,873
Advertising Income	130,844	31,403	(99,442)	(76.0%)	308,900
Other Income	90,107	24,316	(65,791)	(73.0%)	300,103
<b>TOTAL OTHER REVENUES</b>	<b>395,243</b>	<b>140,729</b>	<b>(254,514)</b>	<b>(64.4%)</b>	<b>971,876</b>
<b>TOTAL MOTOR BUS</b>	<b>14,335,969</b>	<b>14,687,367</b>	<b>351,398</b>	<b>2.5%</b>	<b>44,600,312</b>
<b>AMERICAN DISABILITIES ACT:</b>					
Passenger Fares Redi-Wheels	65,376	100	(65,276)	(99.8%)	-
Local TDA 4.5 Redi-Wheels	205,979	144,200	(61,779)	(30.0%)	432,600
Local STA - Paratransit	138,206	39,654	(98,553)	(40.2%)	118,961
Operating Grants	-	35,699	35,699	100.0%	66,599
Sales Tax Revenue - ADA	365,388	383,538	18,150	5.0%	3,646,062
Interest Income - Paratransit Fund	47,579	63,795	16,216	34.1%	126,250
SMCTA Measure A Redi-Wheels	303,333	278,667	(24,667)	(8.1%)	836,000
SM County Measure K	-	-	-	0.0%	-
Measure M Paratransit	113,645	109,826	(3,819)	(3.4%)	350,000
<b>TOTAL ADA PROGRAMS</b>	<b>1,239,506</b>	<b>1,055,479</b>	<b>(184,027)</b>	<b>(14.8%)</b>	<b>5,576,472</b>
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>					
Transfer from SMCTA for Caltrain	902,185	1,226,054	323,868	35.9%	3,678,161
Other Sources - Caltrain	-	-	-	0.0%	-
AB434 Funds-SamTrans Shuttle	34,500	34,862	362	1.1%	113,000
Employer SamTrans Shuttle Funds	135,099	84,690	(50,409)	(37.3%)	388,625
Dumbarton Rental Income	-	40,010	40,010	100.0%	72,849
Sales Tax Revenue - Gen. Operating Asst.	34,864	1,012	(33,852)	(97.1%)	192,706
<b>TOTAL MULTIMODAL</b>	<b>1,106,649</b>	<b>1,386,629</b>	<b>279,980</b>	<b>25.3%</b>	<b>4,445,341</b>
<b>TOTAL REVENUES</b>	<b>16,682,124</b>	<b>17,129,474</b>	<b>447,350</b>	<b>2.7%</b>	<b>54,622,125</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2021  
JULY 2020**

% OF YEAR ELAPSED: **8.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>DISTRICT OPERATED BUSES</b>					
Motor Bus Wages & Benefits	10,641,512	11,912,265	1,270,753	11.9%	24,500,243
Services:					
Board of Directors	(1,418)	9,296	10,714	(755.4%)	30,529
Contracted Vehicle Maintenance	10,866	25,553	14,687	135.2%	319,304
Property Maintenance	11,766	6,152	(5,614)	(47.7%)	458,250
Professional Services	1,500	18,720	17,220	1148.0%	1,596,283
Technical Services	589,179	205,971	(383,208)	(65.0%)	3,516,833
Other Services	7,414	74,817	67,403	909.1%	1,186,809
Materials & Supply:					
Fuel and Lubricants	212,059	65,870	(146,190)	(68.9%)	598,558
Bus Parts and Materials	112,629	98,169	(14,460)	(12.8%)	537,351
Uniforms and Driver Expense	5,428	13,251	7,823	144%	131,670
Timetables and Tickets	-	-	-	0.0%	53,750
Office Supplies / Printing	3,561	5,487	1,926	54.1%	292,961
Other Materials and Supply	5,120	5,417	297	5.8%	35,700
Utilities:					
Telephone	15,354	10,316	(5,039)	(32.8%)	166,875
Other Utilities	4,364	7,186	2,822	64.7%	444,635
Insurance	111,002	138,346	27,344	24.6%	1,550,825
Claims Reserves and Payments	16,495	17,678	1,183	100.0%	363,891
Workers' Compensation	240,000	166,989	(73,011)	(30.4%)	954,419
Taxes and License Fees	57,376	32,528	(24,848)	(43.3%)	204,857
Leases and Rentals	90,788	1,600	(89,188)	(98.2%)	17,950
Promotional and Legal Advertising	8,450	-	(8,450)	(100.0%)	415,813
Training and Business Travel	14,863	-	(14,863)	(100.0%)	117,043
Dues and Membership	28,243	13,897	(14,346)	(50.8%)	50,463
Postage and Other	4,081	3,876	(205)	(5.0%)	61,645
<b>Total District Operated Buses</b>	<b>12,190,634</b>	<b>12,833,384</b>	<b>642,751</b>	<b>5.3%</b>	<b>37,606,655</b>
<b>CONTRACTED BUS SERVICES</b>					
Contracted Urban Bus Service	1,898,075	1,608,033	(290,043)	(15.3%)	5,676,200
Coastside Services	126,183	130,964	4,781	3.8%	438,500
Redi Coast Non-ADA	18,955	14,017	(4,938)	(26.1%)	65,200
La Honda - Pescadero	-	-	-	0.0%	13,783
SamCoast - Pescadero	12,402	2,497	(9,905)	(79.9%)	37,250
CUB Related Wages & Benefits	16,123	31,383	15,260	100.0%	110,105
CUB Related Other Support	1,365	372	(993)	(72.8%)	27,300
CUB Insurance	38,143	61,808	23,664	62.0%	570,720
CUB Claims Reserves & Payments	34,091	4,910	(29,181)	100.0%	54,600
<b>Total Contracted Bus Service</b>	<b>2,145,335</b>	<b>1,853,982</b>	<b>(291,353)</b>	<b>(13.6%)</b>	<b>6,993,657</b>
<b>TOTAL MOTOR BUS</b>	<b>14,335,969</b>	<b>14,687,367</b>	<b>351,398</b>	<b>2.5%</b>	<b>44,600,313</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2021  
JULY 2020**

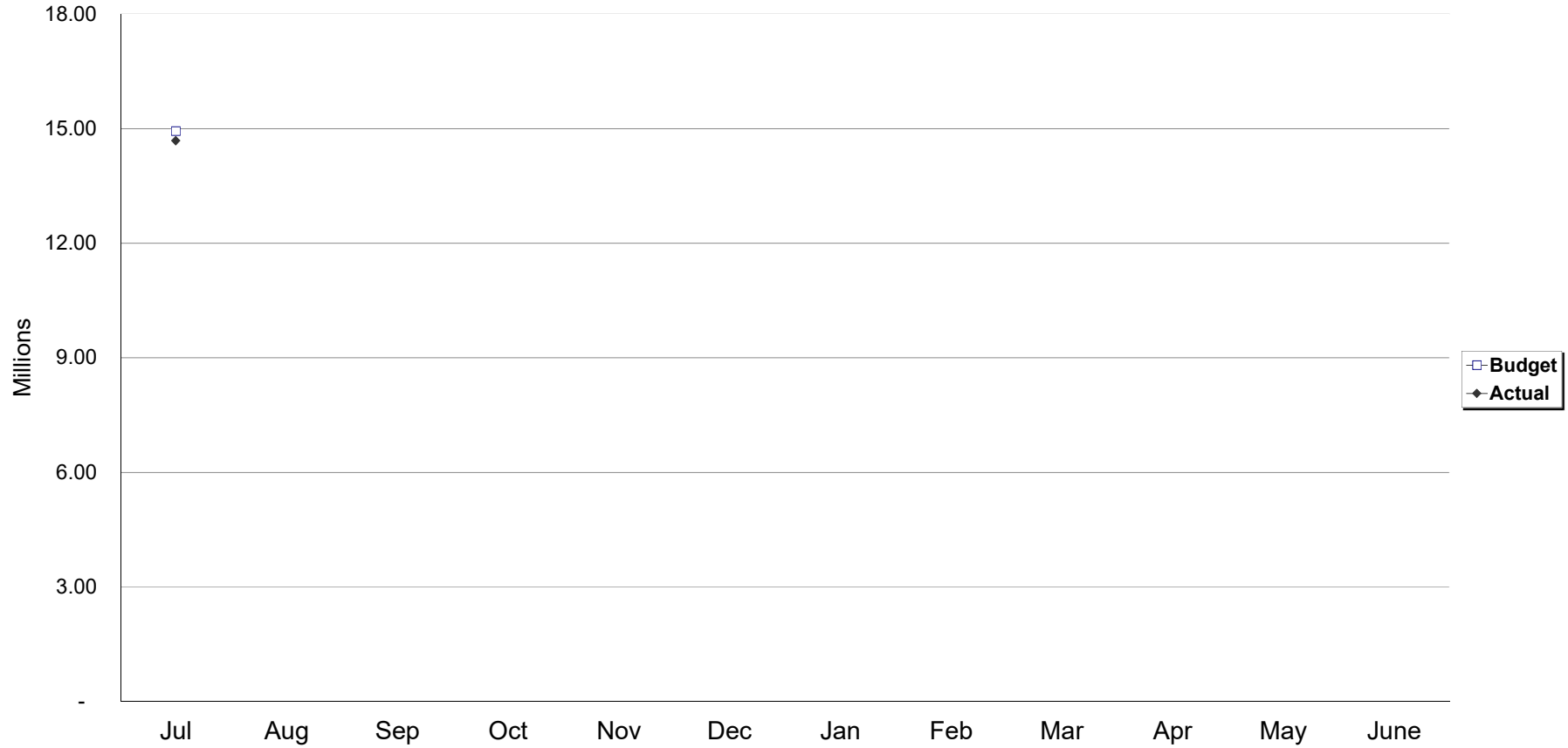
% OF YEAR ELAPSED: 8.3%

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>					
Elderly & Disabled/Redi-Wheels	397,035	493,012	95,977	24.2%	2,247,200
ADA Sedans/ Taxi Service	432,559	180,913	(251,646)	(58.2%)	1,052,525
Coastside ADA	150,806	97,637	(53,169)	(35.3%)	508,225
ADA Related Wages & Benefits	202,063	223,415	21,352	10.6%	662,400
ADA Related Other Support	29,486	8,296	(21,190)	(71.9%)	585,832
ADA Insurance	30,873	52,206	21,333	69.1%	465,690
ADA Claims Reserves & Payments	(3,315)	-	3,315	100.0%	54,600
<b>TOTAL ADA PROGRAMS</b>	<b>1,239,506</b>	<b>1,055,479</b>	<b>(184,027)</b>	<b>(14.8%)</b>	<b>5,576,472</b>
<b>MULTI-MODAL TRANSIT PROGRAMS</b>					
<b>CALTRAIN SERVICE</b>					
Peninsula Rail Service	902,185	1,226,054	323,868	35.9%	3,678,161
<b>Total Caltrain Service</b>	<b>902,185</b>	<b>1,226,054</b>	<b>323,868</b>	<b>35.9%</b>	<b>3,678,161</b>
<b>OTHER SUPPORT</b>					
SamTrans Shuttle Service	177,049	155,799	(21,251)	(12.0%)	525,375
Shuttle Related Wages & Benefits	3,710	4,602	892	100.0%	23,219
Dumbarton M.O.W.	16,762	-	(16,762)	100.0%	171,474
Maintenance Multimodal Facilities	6,943	175	(6,768)	100.0%	47,112
<b>Total Other Support</b>	<b>204,463</b>	<b>160,575</b>	<b>(43,888)</b>	<b>(21.5%)</b>	<b>767,180</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>1,106,649</b>	<b>1,386,629</b>	<b>279,980</b>	<b>25.3%</b>	<b>4,445,341</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>16,682,124</b>	<b>17,129,474</b>	<b>447,350</b>	<b>2.7%</b>	<b>54,622,125</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

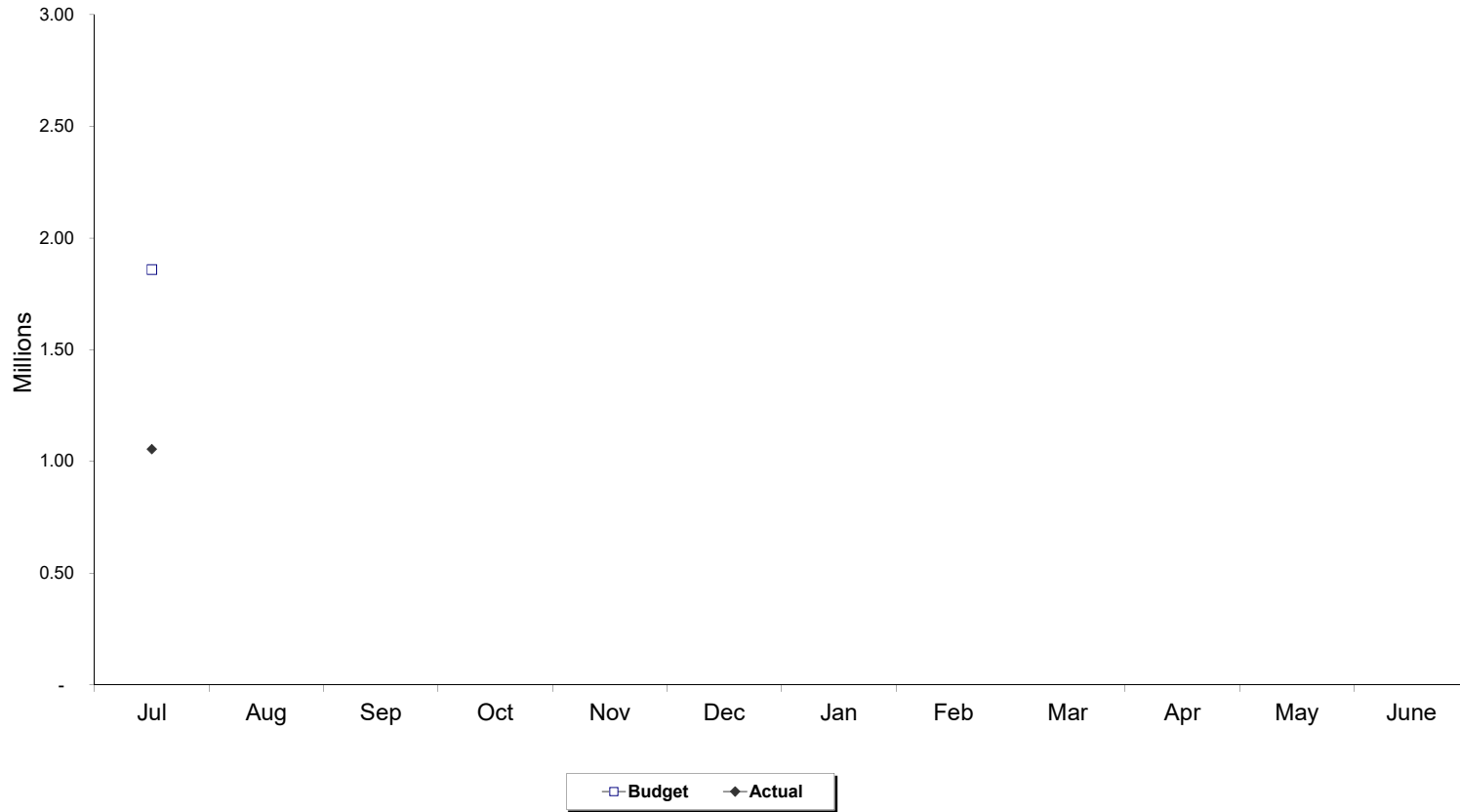
### FISCAL YEAR 2021



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	14,942,139											
Actual	14,687,367											
<b>CUMULATIVE EXPENSES</b>												
Budget	14,942,139											
Actual	14,687,367											
Variance - F(U)	254,773											
Variance %	1.7%											

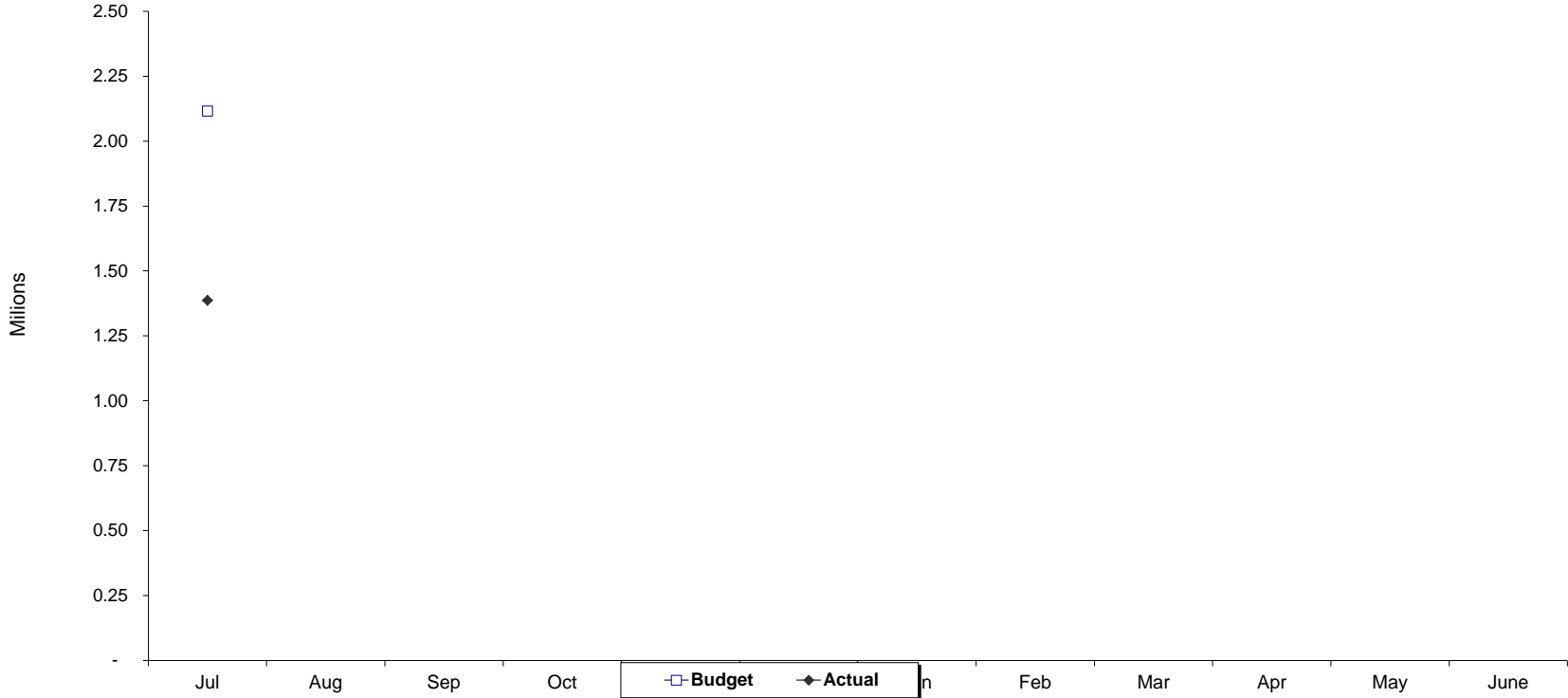


**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2021**



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,858,824											
Actual	1,055,479											
<b>CUMULATIVE EXPENSES</b>												
Budget	1,858,824											
Actual	1,055,479											
Variance - F(U)	803,345											
Variance %	43.2%											

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2021**



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	2,116,061											
Actual	1,386,629											
<b>CUMULATIVE EXPENSES</b>												
Budget	2,116,061											
Actual	1,386,629											
Variance - F(U)	729,432											
Variance %	34.5%											

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

7/31/2020

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	\$	29,302,666.90
Bank of America Checking (Restricted)		7,970,470.62
Wells Fargo		0.00
LAIF		74,933,456.92

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	144,499,032.69
MMF - US Bank Custodian Account	20,715,374.13

<b>Debt Service Reserves Held By Trustee</b>	3,197,798.20
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<b>TOTAL</b>	<b><u><u>280,618,799.46</u></u></b>
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\* Fund Managed by PFM Investment Advisor

**Cash and Fixed Income Summary**

<i>Risk Metric</i>	<i>Value</i>
Cash	-749,790.00
MMFund (incl LAIF)	95,648,831.05
Fixed Income	145,248,822.69
Duration	1.891
Convexity	-0.444
WAL	1.426
Years to Final Maturity	1.499
Years to Effective Maturity	1.426
Yield	0.444
Book Yield	1.059
Avg Credit Rating	AA-/Aa3/AA-

**Issuer Concentration**

<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	31.196%
United States	23.459%
Other	21.433%
U.S. Bancorp	9.429%
Freddie Mac	7.666%
Federal National Mortgage Association	3.274%
Federal Home Loan Banks	2.109%
Mitsubishi UFJ Financial Group, Inc.	1.434%

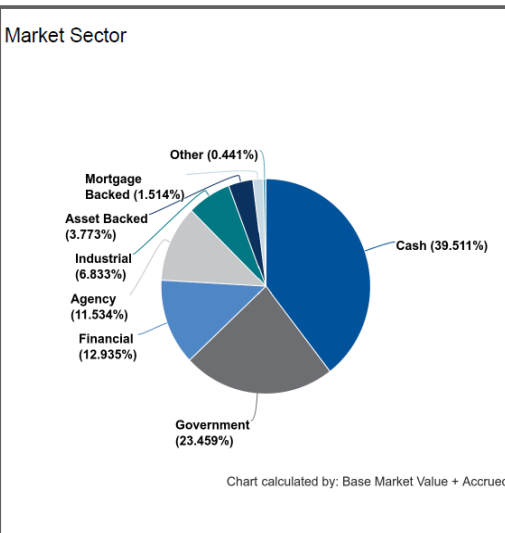
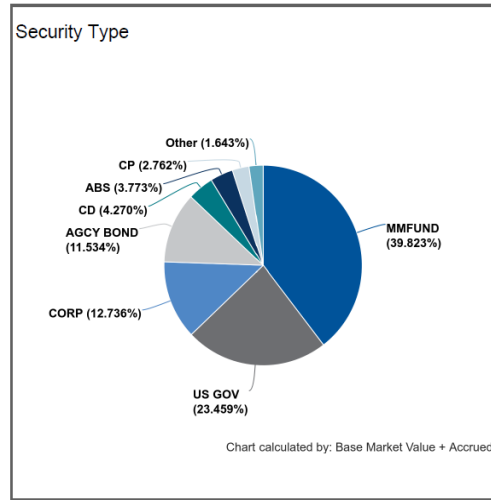
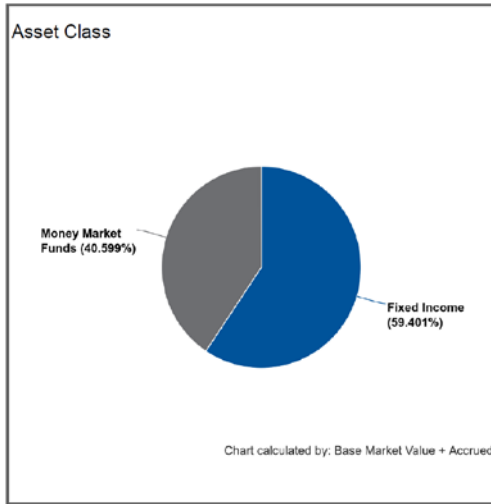
---	100.000%
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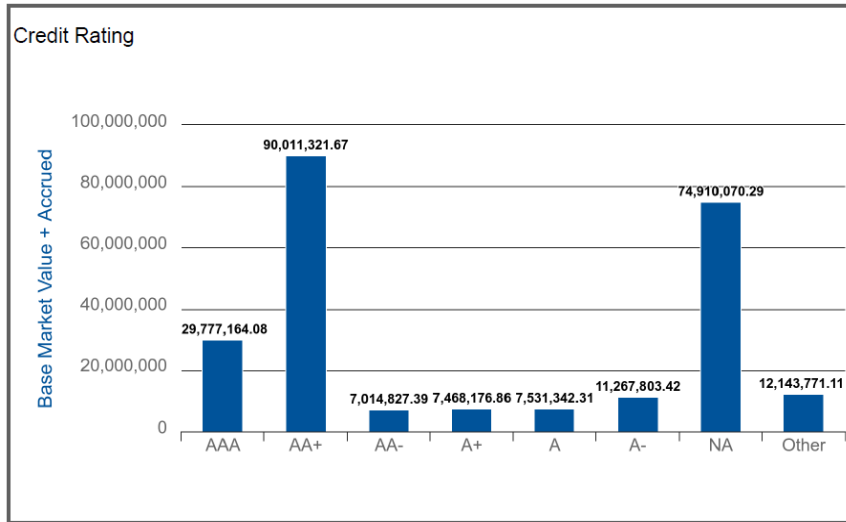
Footnotes: 1,2

**Footnotes:**

1) Grouped by Issuer Concentration

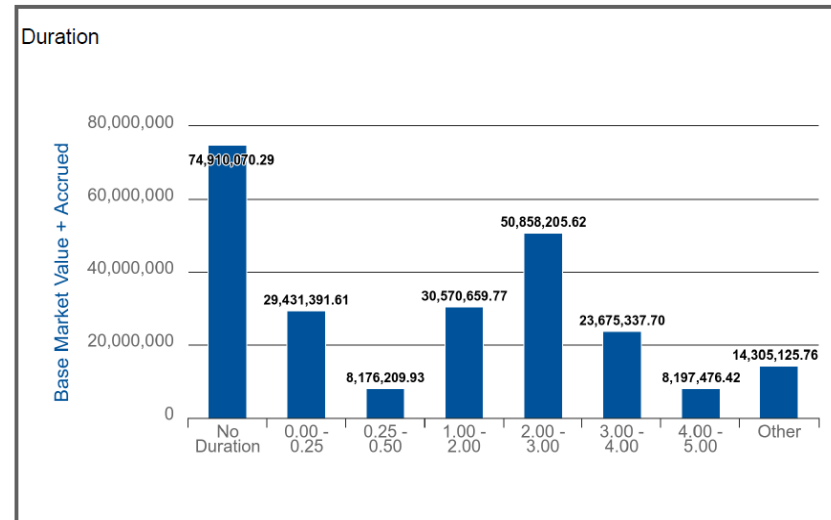
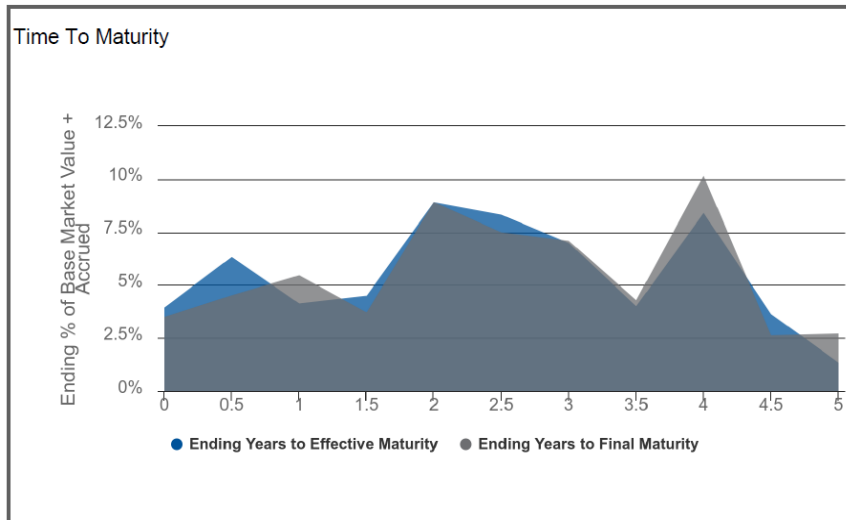
2) Groups sorted by: % of Base Market Value+Accrued

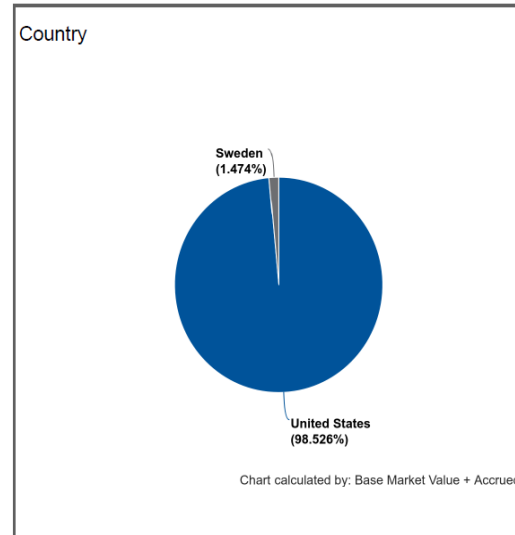
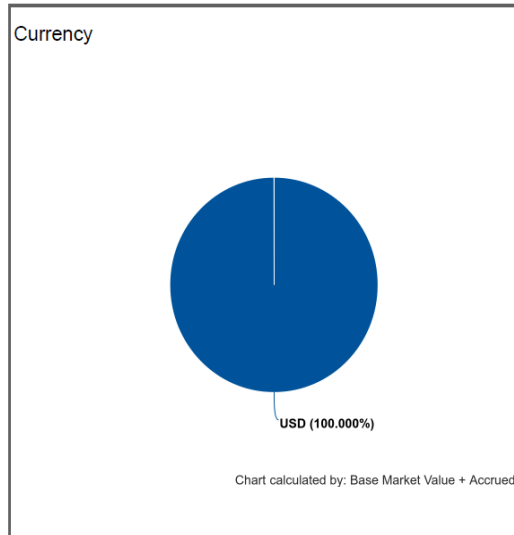
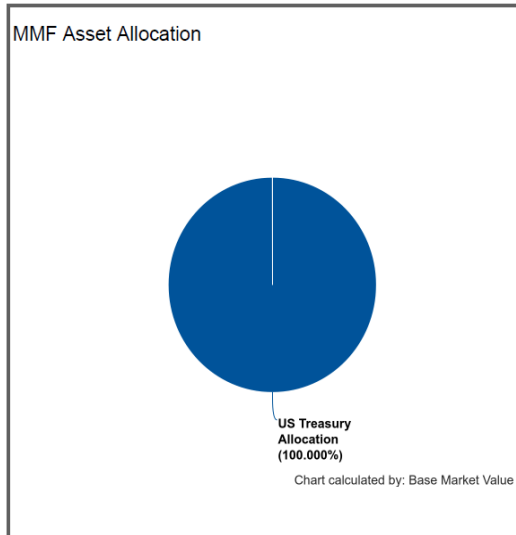
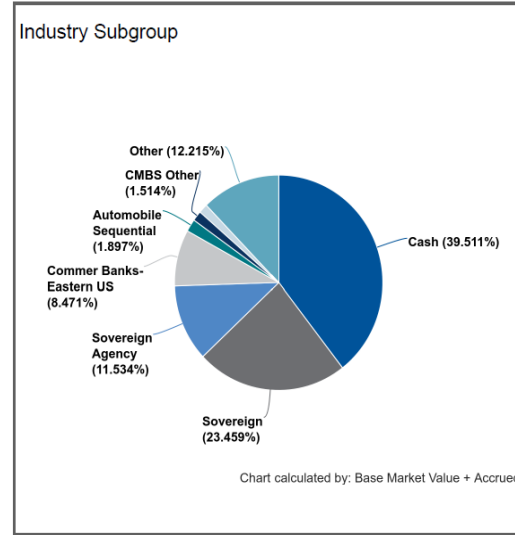
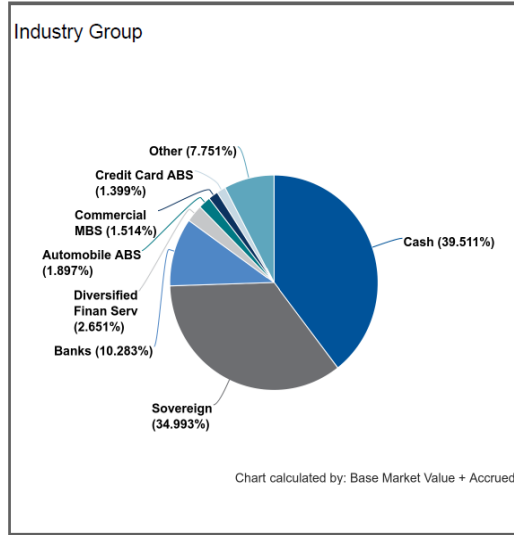
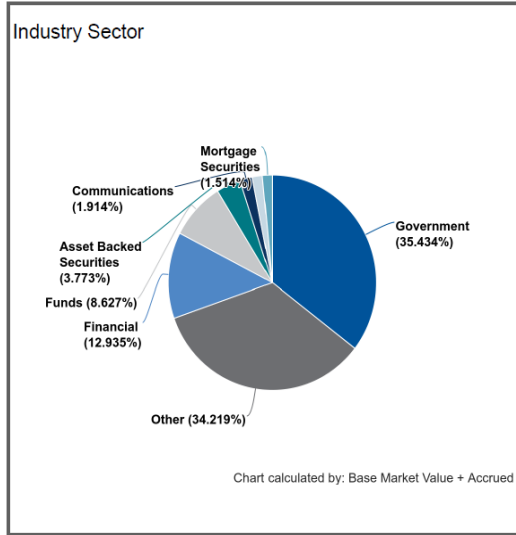




### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	9.730%	0.469%	1.889%	0.313%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	5.938%	8.713%	15.195%	9.037%	2.797%	0.000%	0.000%	0.000%	0.000%
A	5.460%	3.549%	3.566%	0.509%	0.617%	0.000%	0.000%	0.000%	0.000%
BBB	0.492%	0.000%	0.531%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%





Report: Master BS by lot - group by Security type  
Account: SAM TR Reimbursement Fund (136225)  
As of: 07/31/2020  
Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,440,745.17	---	07/31/2020	8,440,745.17	0.00	8,440,745.17	8,440,745.17
<b>MMFUND</b>			<b>8,440,745.17</b>	<b>---</b>		<b>8,440,745.17</b>	<b>0.00</b>	<b>8,440,745.17</b>	<b>8,440,745.17</b>

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



Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 07/31/2020  
 Base Currency USD

**ABS (ASSET-BACKED SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	387,226.93	04/30/2018	11/15/2022	387,156.61	502.53	391,873.53	392,376.06
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	67.20	315,226.01	315,293.21
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,706,491.38	1,707,760.36
ABS	14313FAD1	CARMX 2018-3 A3	391,055.22	07/25/2018	06/15/2023	391,001.92	544.00	399,032.97	399,576.97
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	69.75	451,419.59	451,489.34
ABS	17305EGK5	CCCTI 2018-A1 A1	900,000.00	01/31/2018	01/20/2021	899,875.44	684.75	909,331.19	910,015.94
ABS	36255JAD6	GMCAR 2018-3 A3	331,176.44	07/18/2018	05/16/2023	331,099.21	416.73	337,193.94	337,610.67
ABS	43814PAC4	HAROT 2017-3 A3	62,515.36	09/29/2017	09/18/2021	62,508.59	40.41	62,673.79	62,714.20
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	31.88	250,138.65	250,170.52
ABS	47788BAD6	JDOT 2017-B A3	55,518.63	07/18/2017	10/15/2021	55,514.57	44.91	55,607.15	55,652.06
ABS	47788CAC6	JDOT 2018 A3	113,915.04	02/28/2018	04/18/2022	113,906.85	134.67	114,821.38	114,956.05
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	97.78	400,303.54	400,401.32
ABS	89190BAD0	TAOT 2017-B A3	148,734.21	05/17/2017	07/15/2021	148,722.80	116.34	148,878.04	148,994.38
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	45.96	941,080.77	941,126.73
ABS	89238BAD4	TAOT 2017-A A3	230,620.07	01/31/2018	05/16/2022	230,617.42	240.87	232,288.89	232,529.76
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	487,660.09	487,928.60
<b>ABS</b>			<b>7,110,761.91</b>	<b>---</b>		<b>7,109,707.45</b>	<b>4,575.26</b>	<b>7,204,020.91</b>	<b>7,208,596.18</b>

**AGCY BOND (FEDERAL AGENCY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	1,434.38	2,724,686.10	2,726,120.48
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	2,067.08	440,826.32	442,893.40
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,458.33	1,005,797.00	1,007,255.33
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	4,048.61	11,012,309.00	11,016,357.61
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,684.03	1,011,666.00	1,013,350.03
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	583.33	1,005,044.00	1,005,627.33
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	8,684.03	1,542,269.10	1,550,953.13
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	2,704.86	480,378.90	483,083.76
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	1,312.50	931,748.40	933,060.90
AGCY BOND	3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	580,000.00	09/29/2017	09/29/2020	578,950.20	3,194.03	581,334.58	584,528.61
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	831.25	953,789.55	954,620.80
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	243.06	1,000,586.00	1,000,829.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	133.33	1,598,398.40	1,598,531.73
<b>AGCY BOND</b>			<b>24,170,000.00</b>			<b>24,126,692.88</b>	<b>28,378.82</b>	<b>24,288,833.35</b>	<b>24,317,212.17</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accr
CASH	CCYUSD	Payable	(749,790.00)	---	07/31/2020	(749,790.00)	0.00	(749,790.00)	(749,790.00)
<b>CASH</b>			<b>(749,790.00)</b>			<b>(749,790.00)</b>	<b>0.00</b>	<b>(749,790.00)</b>	<b>(749,790.00)</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	900,000.00	04/04/2019	04/01/2022	900,000.00	8,277.75	900,000.00	908,277.75
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	3,230.00	950,000.00	953,230.00
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	7,664.65	950,000.00	957,664.65
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	7,290.00	1,503,053.73	1,510,343.73
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	7,706.08	950,000.00	957,706.08
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	900,000.00	07/14/2020	07/08/2022	900,000.00	315.00	900,000.00	900,315.00
CD	87019U6D6	SWEDBANK AB (PUBL)	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	8,626.00	1,795,372.28	1,803,998.28
<b>CD</b>			<b>7,950,000.00</b>			<b>7,950,000.00</b>	<b>43,109.49</b>	<b>7,948,426.01</b>	<b>7,991,535.50</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	5,185.00	982,233.90	987,418.90
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	6,243.75	918,810.00	925,053.75
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	2,040.00	955,357.20	957,397.20
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	2,500.00	1,029,703.00	1,032,203.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	2,500.00	1,029,703.00	1,032,203.00
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	11,250.00	963,901.80	975,151.80
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	743.75	101,633.70	102,377.45
CORP	06051GGS2	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	4,268.00	551,694.00	555,962.00
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	1,798.10	255,616.50	257,414.60
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	14,116.67	1,468,682.60	1,482,799.27
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	2,121.88	398,088.75	400,210.63
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	301.08	727,949.30	728,250.38
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	3,108.00	937,050.30	940,158.30
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	13,228.13	947,270.60	960,498.73
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	828.13	464,647.95	465,476.08
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	326.67	182,218.75	182,545.42
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	7,065.63	994,880.85	1,001,946.48
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	8,328.38	947,408.40	955,736.78
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	2,213.75	994,976.10	997,189.85
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	2,356.00	367,990.92	370,346.92
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	11,660.00	910,333.80	921,993.80
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	8,719.55	970,219.80	978,939.35
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	9,621.00	940,047.30	949,668.30
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	4,108.33	381,078.00	385,186.33
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	5,642.11	523,347.12	528,989.23
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	700.00	986,912.10	987,612.10
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,859.38	337,581.40	341,440.78
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	3,533.33	606,134.40	609,667.73
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	3,602.08	581,845.74	585,447.82
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,780.00	470,358.90	474,138.90
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	1,176.00	146,333.88	147,509.88
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	1,134.00	141,107.67	142,241.67
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	7,144.27	735,827.15	742,971.42
CORP	91159HHX1	U.S. BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	120.00	1,926,169.20	1,926,289.20
CORP	931142EA7	WALMART INC	900,000.00	10/20/2017	12/15/2020	898,695.00	2,185.00	905,354.10	907,539.10
<b>CORP</b>	<b>---</b>	<b>---</b>	<b>24,620,000.00</b>			<b>25,207,361.05</b>	<b>157,507.94</b>	<b>25,782,468.18</b>	<b>25,939,976.12</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	1,800,000.00	12/06/2019	09/01/2020	1,774,890.00	0.00	1,797,117.00	1,797,117.00
CP	62479LK61	MUFG BANK LTD. (NEW YORK BRANCH)	1,000,000.00	01/13/2020	10/06/2020	986,650.00	0.00	996,700.00	996,700.00
CP	63873JK90	NATIXIS, NEW YORK BRANCH	2,500,000.00	01/17/2020	10/09/2020	2,467,673.61	0.00	2,491,614.58	2,491,614.58
<b>CP</b>	<b>---</b>	<b>---</b>	<b>5,300,000.00</b>			<b>5,229,213.61</b>	<b>0.00</b>	<b>5,285,431.58</b>	<b>5,285,431.58</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	714,733.50	716,392.08
FHLMC	3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	465,084.00	466,242.75
FHLMC	3137FKK39	FHMS K-P05 A	219,637.10	12/17/2018	07/25/2023	219,636.44	586.25	227,227.75	227,814.00
FHLMC	3137FQ3V3	FHMS K-J27 A1	294,168.07	11/26/2019	07/25/2024	294,161.01	512.83	303,996.23	304,509.06
<b>FHLMC</b>	<b>---</b>	<b>---</b>	<b>1,613,805.17</b>			<b>1,649,824.79</b>	<b>3,916.41</b>	<b>1,711,041.48</b>	<b>1,714,957.90</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	815,788.10	12/15/2016	05/25/2021	832,295.06	1,820.91	825,479.66	827,300.58
FNMA	3136B1XP4	FNA 2018-M5 A2	304,627.96	04/30/2018	09/25/2021	310,687.32	903.73	309,057.25	309,960.98
<b>FNMA</b>	<b>---</b>	<b>---</b>	<b>1,120,416.06</b>			<b>1,142,982.38</b>	<b>2,724.64</b>	<b>1,134,536.92</b>	<b>1,137,261.56</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	10,878,023.40	---	07/31/2020	10,878,023.40	0.00	10,878,023.40	10,878,023.40
<b>MMFUND</b>			<b>10,878,023.40</b>			<b>10,878,023.40</b>	<b>0.00</b>	<b>10,878,023.40</b>	<b>10,878,023.40</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accr
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,416.15	241,380.40	243,796.55
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	0.00	751,717.50	751,717.50
<b>MUNI</b>	<b>---</b>	<b>---</b>	<b>980,000.00</b>			<b>979,790.00</b>	<b>2,416.15</b>	<b>993,097.90</b>	<b>995,514.05</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
US GOV	912828L32	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	2,359.17	410,384.38	412,743.55
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	4,203.80	2,384,839.84	2,389,043.65
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	10,902.17	6,184,859.38	6,195,761.55
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	5,543.48	3,144,843.75	3,150,387.23
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	5,698.78	1,655,118.75	1,660,817.53
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	14,864.75	5,629,500.00	5,644,364.75
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	2,615.10	990,375.00	992,990.10
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	4,679.64	1,772,250.00	1,776,929.64
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	815.23	353,554.69	354,369.92
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	12,114.64	3,092,429.69	3,104,544.33
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	9,445.31	2,411,046.88	2,420,492.19
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	18,750.00	2,576,562.50	2,595,312.50
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	17,532.27	3,812,156.25	3,829,688.52
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	8,695.65	5,357,812.50	5,366,508.15
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	2,565.22	1,580,554.69	1,583,119.90
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	1,130.43	696,515.63	697,646.06
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	782.61	482,203.13	482,985.73
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	2,347.83	1,446,609.38	1,448,957.20
<b>US GOV</b>			<b>42,000,000.00</b>			<b>41,489,870.98</b>	<b>125,046.09</b>	<b>43,981,616.41</b>	<b>44,106,662.50</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
---	---	---	124,993,216.54	---	11/17/2022	125,013,676.54	367,674.81	128,457,706.14	128,825,380.95

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

Report: Master BS by lot - group by Security type  
 Account: SAM Paratransit Fund (136227)  
 As of: 07/31/2020  
 Base Currency: USD

**ABS (ASSET-BACKED SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	110,210.74	04/30/2018	11/15/2022	110,190.73	143.03	111,533.23	111,676.26
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	19.20	90,064.58	90,083.78
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	488,303.26	488,666.37
ABS	14313FAD1	CARMX 2018-3 A3	102,419.23	07/25/2018	06/15/2023	102,405.27	142.48	104,508.63	104,651.11
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	20.15	130,410.10	130,430.25
ABS	17305EGK5	CCCT 2018-A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	190.21	252,592.00	252,782.21
ABS	36255JAD6	GMCAR 2018-3 A3	99,352.93	07/18/2018	05/16/2023	99,329.77	125.02	101,158.18	101,283.20
ABS	43814PAC4	HAROT 2017-3 A3	18,944.05	09/29/2017	09/18/2021	18,942.00	12.25	18,992.06	19,004.30
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	7.65	60,033.28	60,040.93
ABS	47788BAD6	JDOT 2017-B A3	15,730.28	07/18/2017	10/15/2021	15,729.13	12.72	15,755.36	15,768.08
ABS	47788CAC6	JDOT 2018 A3	31,976.15	02/28/2018	04/18/2022	31,973.85	37.80	32,230.56	32,268.37
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	26.89	110,083.47	110,110.36
ABS	89190BAD0	TAOT 2017-B A3	41,315.06	05/17/2017	07/15/2021	41,311.89	32.32	41,355.01	41,387.33
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	4.89	100,114.98	100,119.86
ABS	89238BAD4	TAOT 2017-A A3	64,061.13	01/31/2018	05/16/2022	64,060.39	66.91	64,524.69	64,591.60
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	128,331.60	128,402.26
<b>ABS</b>			<b>1,824,009.57</b>			<b>1,823,725.26</b>	<b>1,275.28</b>	<b>1,849,990.99</b>	<b>1,851,266.27</b>

**AGCY BOND (FEDERAL AGENCY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	276.25	524,754.36	525,030.61
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	399.32	85,159.63	85,558.95
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	401.04	276,594.18	276,995.22
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	463.11	278,208.15	278,671.26
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	160.42	276,387.10	276,547.52
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	797.22	141,585.36	142,382.58
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	2,619.44	465,209.04	467,828.48
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	364.58	258,819.00	259,183.58
AGCY BOND	3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	165,000.00	09/29/2017	09/29/2020	164,701.35	908.65	165,379.67	166,288.31
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	240.63	276,096.98	276,337.60
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	66.84	275,161.15	275,227.99
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	29.17	349,649.65	349,678.82
<b>AGCY BOND</b>			<b>3,345,000.00</b>			<b>3,333,583.19</b>	<b>6,726.67</b>	<b>3,373,004.26</b>	<b>3,379,730.92</b>

## CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	Credit Agricole Corporate And Investment Bank, New	250,000.00	04/04/2019	04/01/2022	250,000.00	2,299.38	250,000.00	252,299.38
CD	23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/06/2019	12/02/2022	275,000.00	935.00	275,000.00	275,935.00
CD	65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/29/2019	08/26/2022	275,000.00	2,218.72	275,000.00	277,218.72
CD	78012UEE1	Royal Bank of Canada New York Branch	425,000.00	06/08/2018	06/07/2021	425,000.00	2,065.50	425,865.22	427,930.72
CD	83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	275,000.00	09/03/2019	08/26/2022	275,000.00	2,230.71	275,000.00	277,230.71
CD	86565CKU2	Sumitomo Mitsui Banking Corporation, New York Bra	250,000.00	07/14/2020	07/08/2022	250,000.00	87.50	250,000.00	250,087.50
CD	87019U6D6	Swedbank AB (publ)	500,000.00	11/17/2017	11/16/2020	500,000.00	2,396.11	498,714.52	501,110.63
<b>CD</b>	<b>---</b>	<b>---</b>	<b>2,250,000.00</b>			<b>2,250,000.00</b>	<b>12,232.91</b>	<b>2,249,579.75</b>	<b>2,261,812.66</b>

## CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	1,734.38	255,225.00	256,959.38
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	566.67	265,377.00	265,943.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	687.50	283,168.33	283,855.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	3,125.00	267,750.50	270,875.50
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	185.94	25,408.43	25,594.36
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	1,241.60	160,492.80	161,734.40
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	539.43	76,684.95	77,224.38
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	565.83	106,157.00	106,722.83
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	83.06	200,813.60	200,896.66
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	211.63	118,743.37	118,955.00
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	93.33	52,062.50	52,155.83
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	2,008.13	282,755.61	284,763.74
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	614.93	276,382.25	276,997.18
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	654.44	102,219.70	102,874.14
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	3,238.89	252,870.50	256,109.39
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	2,672.50	261,124.25	263,796.75
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	1,095.56	101,620.80	102,716.36
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	1,643.33	152,431.20	154,074.53
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	194.44	274,142.25	274,336.69
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,187.50	103,871.20	105,058.70
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	971.67	166,686.96	167,658.63
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	1,011.11	163,325.12	164,336.23
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	1,050.00	130,655.25	131,705.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	420.00	52,262.10	52,682.10
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	210.00	26,131.05	26,341.05
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,970.83	202,986.80	204,957.63
CORP	931142EA7	WALMART INC	250,000.00	10/20/2017	12/15/2020	249,637.50	606.94	251,487.25	252,094.19
<b>CORP</b>	<b>---</b>	<b>---</b>	<b>4,445,000.00</b>			<b>4,457,485.95</b>	<b>28,584.64</b>	<b>4,612,835.76</b>	<b>4,641,420.40</b>

clearwater

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	650,000.00	12/06/2019	09/01/2020	640,932.50	0.00	648,958.92	648,958.92
CP	63873JK90	NATIXIS, NEW YORK BRANCH	700,000.00	01/17/2020	10/09/2020	690,948.61	0.00	697,652.08	697,652.08
<b>CP</b>	<b>---</b>	<b>---</b>	<b>1,350,000.00</b>			<b>1,331,881.11</b>	<b>0.00</b>	<b>1,346,611.00</b>	<b>1,346,611.00</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	192,428.25	192,874.79
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	134,357.60	134,692.35
FHLMC	3137FKK39	FHMS K-P05 A	62,396.90	12/17/2018	07/25/2023	62,396.72	166.55	64,553.34	64,719.89
FHLMC	3137FQ3V3	FHMS K-J27 A1	76,407.29	11/26/2019	07/25/2024	76,405.46	133.20	78,960.06	79,093.26
<b>FHLMC</b>	<b>---</b>	<b>---</b>	<b>443,804.19</b>			<b>453,577.18</b>	<b>1,081.04</b>	<b>470,299.25</b>	<b>471,380.29</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	224,341.73	12/15/2016	05/25/2021	228,881.14	500.75	227,006.91	227,507.66
FNMA	3136B1XP4	FNA 2018-M5 A2	83,772.69	04/30/2018	09/25/2021	85,439.01	248.53	84,990.74	85,239.27
<b>FNMA</b>	<b>---</b>	<b>---</b>	<b>308,114.42</b>			<b>314,320.15</b>	<b>749.28</b>	<b>311,997.65</b>	<b>312,746.93</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,396,605.56	---	07/31/2020	1,396,605.56	0.00	1,396,605.56	1,396,605.56
<b>MMFUND</b>			<b>1,396,605.56</b>			<b>1,396,605.56</b>	<b>0.00</b>	<b>1,396,605.56</b>	<b>1,396,605.56</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	630.30	62,968.80	63,599.10
<b>MUNI</b>			<b>60,000.00</b>			<b>60,000.00</b>	<b>630.30</b>	<b>62,968.80</b>	<b>63,599.10</b>

US GOV

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	1,464.67	176,886.72	178,351.39
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	460.33	80,075.00	80,535.33
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	1,293.48	733,796.88	735,090.35
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	2,956.52	1,677,250.00	1,680,206.52
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	1,570.65	891,039.06	892,609.71
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	642.85	186,705.47	187,348.32
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	4,404.37	1,668,000.00	1,672,404.37
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	550.55	208,500.00	209,050.55
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	1,514.00	573,375.00	574,889.00
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	3,490.66	891,039.06	894,529.72
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	2,566.66	655,175.78	657,742.44
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	5,250.00	721,437.50	726,687.50
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	6,159.99	1,339,406.25	1,345,566.24
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	1,826.09	1,125,140.63	1,126,966.71
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	739.13	455,414.06	456,153.19
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	217.39	133,945.31	134,162.70
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	304.35	187,523.44	187,827.79
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	782.61	482,203.13	482,985.73
<b>US GOV</b>	<b>---</b>	<b>UNITED STATES TREASURY</b>	<b>11,640,000.00</b>	<b>---</b>	<b>04/26/2023</b>	<b>11,495,007.53</b>	<b>36,194.29</b>	<b>12,186,913.28</b>	<b>12,223,107.58</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,062,533.74	---	11/13/2022	26,916,185.93	87,474.41	27,860,806.29	27,948,280.70

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



Report: Trade Activity  
 Account: SAM Transit District Agg (136232)  
 Date: 07/01/2020 - 07/31/2020  
 Base Currency USD

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	33,057,912.93	0.000	Buy	---	---	07/31/2020	33,057,912.93	0.00	(33,057,912.93)
31846V534	FIRST AMER:US TRS MM Y	(23,503,653.44)	0.000	Sell	---	---	07/31/2020	(23,503,653.44)	0.00	23,503,653.44
31846V534	FIRST AMER:US TRS MM Y	1,231,038.07	0.000	Buy	---	---	07/31/2020	1,231,038.07	0.00	(1,231,038.07)
31846V534	FIRST AMER:US TRS MM Y	(331,506.60)	0.000	Sell	---	---	07/31/2020	(331,506.60)	0.00	331,506.60
3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	0.250	Buy	07/22/2020	07/23/2020	06/08/2022	11,004,400.00	3,437.50	(11,007,837.50)
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	0.375	Buy	07/21/2020	07/23/2020	07/21/2025	1,592,032.00	0.00	(1,592,032.00)
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	0.375	Buy	07/21/2020	07/23/2020	07/21/2025	348,257.00	0.00	(348,257.00)
89237VAB5	TAOT 2020-C A3	940,000.00	0.440	Buy	07/21/2020	07/27/2020	10/15/2024	939,927.62	0.00	(939,927.62)
89237VAB5	TAOT 2020-C A3	100,000.00	0.440	Buy	07/21/2020	07/27/2020	10/15/2024	99,992.30	0.00	(99,992.30)
09661RAD3	BMWOT 2020-A A3	315,000.00	0.480	Buy	07/08/2020	07/15/2020	10/25/2024	314,976.22	0.00	(314,976.22)
09661RAD3	BMWOT 2020-A A3	90,000.00	0.480	Buy	07/08/2020	07/15/2020	10/25/2024	89,993.21	0.00	(89,993.21)
47787NAC3	JDOT 2020-B A3	250,000.00	0.510	Buy	07/14/2020	07/22/2020	11/15/2024	249,961.90	0.00	(249,961.90)
574193TQ1	MARYLAND ST	750,000.00	0.510	Buy	07/23/2020	08/05/2020	08/01/2024	749,790.00	0.00	(749,790.00)
47787NAC3	JDOT 2020-B A3	60,000.00	0.510	Buy	07/14/2020	07/22/2020	11/15/2024	59,990.86	0.00	(59,990.86)
14315FAD9	CARMX 2020-3 A3	450,000.00	0.620	Buy	07/14/2020	07/22/2020	03/17/2025	449,922.87	0.00	(449,922.87)
14315FAD9	CARMX 2020-3 A3	130,000.00	0.620	Buy	07/14/2020	07/22/2020	03/17/2025	129,977.72	0.00	(129,977.72)
14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	0.650	Buy	07/06/2020	07/08/2020	07/07/2023	724,594.00	0.00	(724,594.00)
14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	0.650	Buy	07/06/2020	07/08/2020	07/07/2023	199,888.00	0.00	(199,888.00)
86565CKU1	Sumitomo Mitsui Banking Corporation, New York Bra	900,000.00	0.700	Buy	07/10/2020	07/14/2020	07/08/2022	900,000.00	0.00	(900,000.00)
86565CKU2	Sumitomo Mitsui Banking Corporation, New York Bra	250,000.00	0.700	Buy	07/10/2020	07/14/2020	07/08/2022	250,000.00	0.00	(250,000.00)
037833DT4	APPLE INC	1,000,000.00	1.125	Buy	07/15/2020	07/17/2020	05/11/2025	1,026,120.00	2,062.50	(1,028,182.50)
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(600,000.00)	1.500	Maturity	07/30/2020	07/30/2020	07/30/2020	(600,000.00)	0.00	600,000.00
3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(150,000.00)	1.500	Maturity	07/30/2020	07/30/2020	07/30/2020	(150,000.00)	0.00	150,000.00
166764BW9	CHEVRON CORP	900,000.00	1.554	Buy	07/15/2020	07/17/2020	05/11/2025	934,353.00	2,564.10	(936,917.10)
89190BAD0	TAOT 2017-B A3	(75,102.54)	1.760	Principal Paydown	07/15/2020	07/15/2020	07/15/2021	(75,102.53)	0.00	75,102.53
89190BAD0	TAOT 2017-B A3	(20,861.82)	1.760	Principal Paydown	07/15/2020	07/15/2020	07/15/2021	(20,861.82)	0.00	20,861.82
02007HAC5	ALLYA 2017-2 A3	(21,609.97)	1.780	Principal Paydown	07/15/2020	07/15/2020	08/16/2021	(21,609.95)	0.00	21,609.95
02007HAC5	ALLYA 2017-2 A3	(5,982.00)	1.780	Principal Paydown	07/15/2020	07/15/2020	08/16/2021	(5,982.00)	0.00	5,982.00
43814PAC4	HAROT 2017-3 A3	(14,833.03)	1.790	Principal Paydown	07/18/2020	07/18/2020	09/18/2021	(14,833.03)	0.00	14,833.03
43814PAC4	HAROT 2017-3 A3	(4,494.86)	1.790	Principal Paydown	07/18/2020	07/18/2020	09/18/2021	(4,494.86)	0.00	4,494.86
47788BAD6	JDOT 2017-B A3	(16,946.03)	1.820	Principal Paydown	07/15/2020	07/15/2020	10/15/2021	(16,946.03)	0.00	16,946.03
47788BAD6	JDOT 2017-B A3	(4,801.38)	1.820	Principal Paydown	07/15/2020	07/15/2020	10/15/2021	(4,801.38)	0.00	4,801.38
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	(650,000.00)	1.850	Sell	07/06/2020	07/08/2020	09/04/2020	(651,605.50)	(4,141.94)	655,747.44
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	(185,000.00)	1.850	Sell	07/06/2020	07/08/2020	09/04/2020	(185,456.95)	(1,178.86)	186,635.81
912828VP2	UNITED STATES TREASURY	(575,000.00)	2.000	Maturity	07/31/2020	07/31/2020	07/31/2020	(575,000.00)	0.00	575,000.00
912828VP2	UNITED STATES TREASURY	(490,000.00)	2.000	Maturity	07/31/2020	07/31/2020	07/31/2020	(490,000.00)	0.00	490,000.00
912828XX3	UNITED STATES TREASURY	(350,000.00)	2.000	Sell	07/21/2020	07/23/2020	06/30/2024	(374,595.70)	(437.50)	375,033.20
30231GBC5	EXXON MOBIL CORP	900,000.00	2.019	Buy	07/16/2020	07/20/2020	08/16/2024	945,567.00	7,773.15	(953,340.15)
3137FQ3V3	FHMS K-J27 A1	(552.05)	2.092	Principal Paydown	07/01/2020	07/01/2020	07/25/2024	(552.05)	0.00	552.05
3137FQ3V3	FHMS K-J27 A1	(143.39)	2.092	Principal Paydown	07/01/2020	07/01/2020	07/25/2024	(143.39)	0.00	143.39
06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	2.200	Buy	07/17/2020	07/21/2020	08/16/2023	1,467,256.00	13,261.11	(1,480,517.11)
89238BAD4	TAOT 2017-A A3	(26,266.10)	2.350	Principal Paydown	07/15/2020	07/15/2020	05/16/2022	(26,266.10)	0.00	26,266.10
89238BAD4	TAOT 2017-A A3	(7,296.14)	2.350	Principal Paydown	07/15/2020	07/15/2020	05/16/2022	(7,296.14)	0.00	7,296.14
91159HHX1	U.S. BANCORP	1,800,000.00	2.400	Buy	07/16/2020	07/20/2020	07/30/2024	1,920,420.00	20,400.00	(1,940,820.00)
47788CAC6	JDOT 2018 A3	(13,123.62)	2.660	Principal Paydown	07/15/2020	07/15/2020	04/18/2022	(13,123.61)	0.00	13,123.61
47788CAC6	JDOT 2018 A3	(3,683.82)	2.660	Principal Paydown	07/15/2020	07/15/2020	04/18/2022	(3,683.82)	0.00	3,683.82
3136AJ7G5	FNA 2014-M6 A2	(1,424.12)	2.679	Principal Paydown	07/01/2020	07/01/2020	05/25/2021	(1,424.12)	0.00	1,424.12
3136AJ7G5	FNA 2014-M6 A2	(391.63)	2.679	Principal Paydown	07/01/2020	07/01/2020	05/25/2021	(391.63)	0.00	391.63
02004VAC7	ALLYA 2018-2 A3	(35,193.57)	2.920	Principal Paydown	07/15/2020	07/15/2020	11/15/2022	(35,193.57)	0.00	35,193.57
02004VAC7	ALLYA 2018-2 A3	(10,016.63)	2.920	Principal Paydown	07/15/2020	07/15/2020	11/15/2022	(10,016.63)	0.00	10,016.63
36255JAD6	GMCAR 2018-3 A3	(21,665.30)	3.020	Principal Paydown	07/16/2020	07/16/2020	05/16/2023	(21,665.30)	0.00	21,665.30
36255JAD6	GMCAR 2018-3 A3	(6,499.59)	3.020	Principal Paydown	07/16/2020	07/16/2020	05/16/2023	(6,499.59)	0.00	6,499.59
14313FAD1	CARMX 2018-3 A3	(24,390.39)	3.130	Principal Paydown	07/15/2020	07/15/2020	06/15/2023	(24,390.39)	0.00	24,390.39
14313FAD1	CARMX 2018-3 A3	(6,387.96)	3.130	Principal Paydown	07/15/2020	07/15/2020	06/15/2023	(6,387.96)	0.00	6,387.96
3137FKK39	FHMS K-P05 A	(401.30)	3.203	Principal Paydown	07/01/2020	07/01/2020	07/25/2023	(401.30)	0.00	401.30
3137FKK39	FHMS K-P05 A	(114.01)	3.203	Principal Paydown	07/01/2020	07/01/2020	07/25/2023	(114.01)	0.00	114.01

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
20030NBL4	COMCAST CORP	850,000.00	3.375	Buy	07/15/2020	07/17/2020	02/15/2025	946,611.00	12,112.50	(958,723.50)
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	(900,000.00)	3.390	Sell	07/10/2020	07/14/2020	10/16/2020	(907,344.00)	(7,542.75)	914,886.75
86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	(250,000.00)	3.390	Sell	07/10/2020	07/14/2020	10/16/2020	(252,040.00)	(2,095.21)	254,135.21
002824BE9	ABBOTT LABORATORIES	900,000.00	3.400	Buy	07/17/2020	07/21/2020	11/30/2023	983,772.00	4,335.00	(988,107.00)
46647PAP1	JPMORGAN CHASE & CO	900,000.00	3.559	Buy	07/17/2020	07/21/2020	04/23/2024	967,887.00	7,829.80	(975,716.80)
3136B1XP4	FNA 2018-M5 A2	(23,845.33)	3.560	Principal Paydown	07/01/2020	07/01/2020	09/25/2021	(23,845.34)	0.00	23,845.34
3136B1XP4	FNA 2018-M5 A2	(6,557.47)	3.560	Principal Paydown	07/01/2020	07/01/2020	09/25/2021	(6,557.47)	0.00	6,557.47
6174467P8	MORGAN STANLEY	(1,800,000.00)	5.500	Maturity	07/24/2020	07/24/2020	07/24/2020	(1,800,000.00)	0.00	1,800,000.00
6174467P8	MORGAN STANLEY	(500,000.00)	5.500	Maturity	07/24/2020	07/24/2020	07/24/2020	(500,000.00)	0.00	500,000.00
---	---	<b>30,411,206.93</b>	<b>0.561</b>	---	---	---	<b>07/10/2021</b>	<b>30,910,854.49</b>	<b>58,379.40</b>	<b>(30,969,233.89)</b>

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

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

## Glossary of Terms

- Accrued Interest** - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date.  
Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.
- Amortized Cost** - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.
- Book Yield** - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.
- Average Credit Rating** - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.
- Convexity** - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.
- Credit Rating** - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.
- Duration** - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments.  
Duration is expressed as a number of years.
- Income Return** - The percentage of the total return generated by the income from interest or dividends.
- Original Cost** - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.
- Par Value** - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.
- Price Return** - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.
- Short-Term Portfolio** - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.
- Targeted-Maturities Portfolio** - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.
- Total Return** - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.
- Unrealized Gains/(Loss)** - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed.  
A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.
- Weighted Average Life (WAL)** - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.
- Yield** - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.
- Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.
- Yield to Maturity at Market (YTM @ Market)** - The internal rate of return of a security given the market price as of the report date and future expected cash flows.
- Years to Effective Maturity** - The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.
- Years to Final Maturity** - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio.  
Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

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

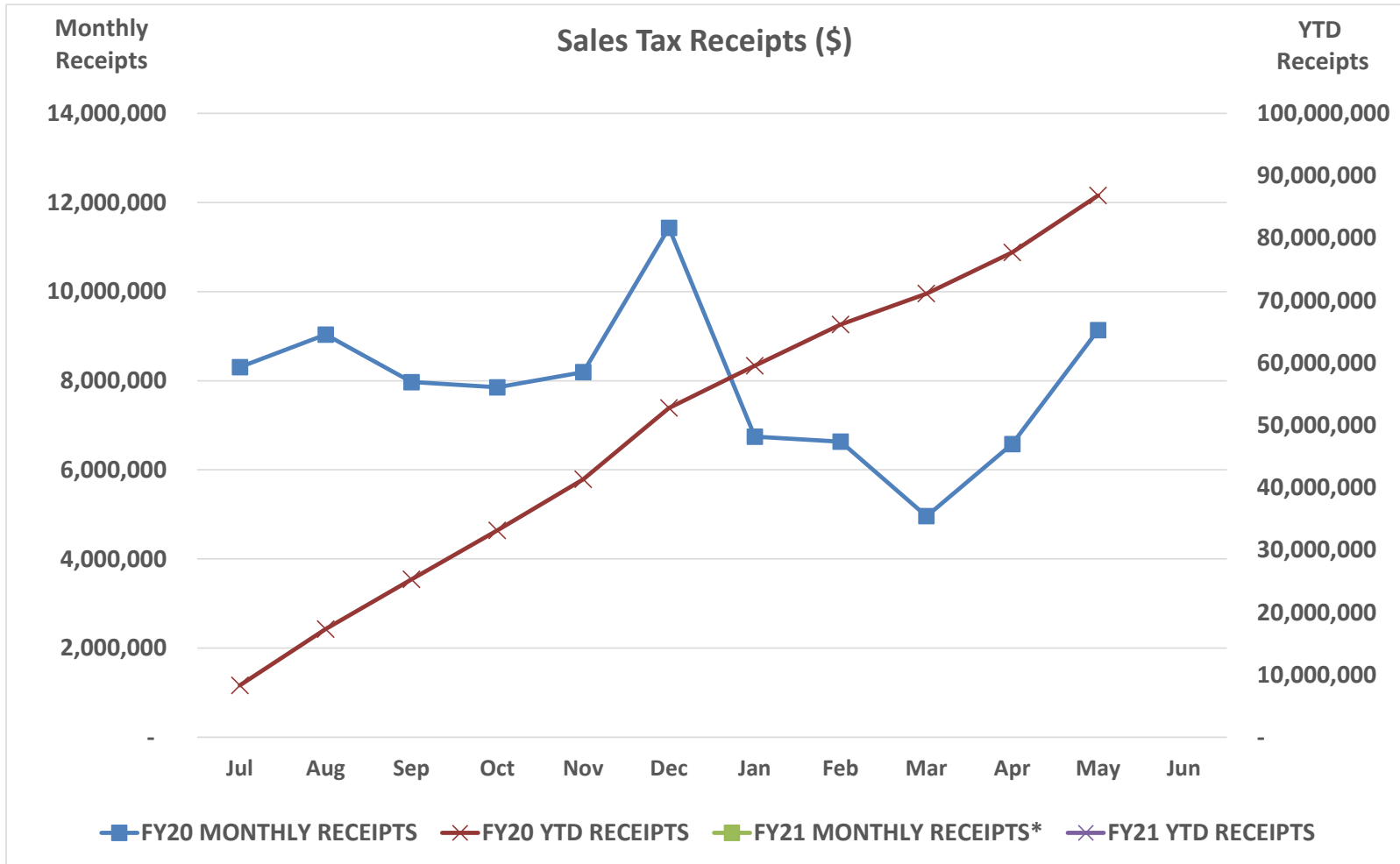
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021  
Measure A Sales Tax  
July 2020**



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

San Mateo County Transit District  
 Monthly Sales Tax Receipts  
 FY2021  
 July 2020

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
<b>Jul</b>	\$8,304,089		(100.0%)	\$8,304,089		(100.0%)
<b>Aug</b>	9,033,753		(100.0%)	17,337,842		(100.0%)
<b>Sep</b>	7,968,941		(100.0%)	25,306,783		(100.0%)
<b>Oct</b>	7,849,372		(100.0%)	33,156,155		(100.0%)
<b>Nov</b>	8,194,769		(100.0%)	41,350,924		(100.0%)
<b>Dec</b>	11,430,057		(100.0%)	52,780,982		(100.0%)
<b>Jan</b>	6,746,535		(100.0%)	59,527,516		(100.0%)
<b>Feb</b>	6,631,567		(100.0%)	66,159,083		(100.0%)
<b>Mar</b>	4,960,039		(100.0%)	71,119,122		(100.0%)
<b>Apr</b>	6,579,611			77,698,734		
<b>May</b>	9,136,069			86,834,803		
<b>Jun</b>	\$86,834,803	-				

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
Executive Director

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4<sup>TH</sup> QUARTER  
FISCAL YEAR 2020**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

Prepared by: Gordon Hail, Cost Engineer

650-508-7795



## Capital Projects

# Quarterly Status Report

**4th Quarter FY2020: April 01 – June 30, 2020**

Prepared for the September 02, 2020 SamTrans Board Meeting



**San Mateo County Transit District**





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100354 - MB-2000 Bus Simulator System	7
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## SamTrans - Capital Program - Budget Status Summary

4th Quarter FY2020 - April 01, 2020 to June 30, 2020

All Costs in \$1,000's

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

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

### Active Projects

- Bus Stop Improvement Program
- Central Roof Replacement Project
- Non-Revenue Service Support Vehicles Project
- North and South Base Industrial Waste Line Replacement Project
- Procurement of 10 Electric Buses Project
- Purchase a New Bus Simulator
- Replace & Upgrade Servers & Out of Warranty Equipment Project
- Replace Paratransit Vehicles
- Traffic Signal Priority Project
- Wi-Fi at Bases for Video Review Project

### Projects Completed Within the Last Three Years

- Central Office Sanitary Sewer Pump Replacement Project
- Facilities Smaller Projects - FY2012
- Lighting Upgrade at North Base and South Bases Project
- Linda Mar Park-n-Ride Lot Repaving Project
- Major Bus Components - FY2012
- Non-Revenue Service Support Vehicles Project
- North and South Base Industrial Waste Line Replacement Project
- Redi-Wheels (3) Expansion Vehicles Project
- Replace 50 2003 Gillig low-floor buses Project
- Replacement of 55 - 2002 NABI Buses Project
- San Carlos Transit Center Project
- Wi-Fi Installation at North and South Bases Project

### **Note:**

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

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**SamTrans Quarterly Report  
TRAFFIC LIGHT REPORT**

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

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q3 FY20	Q4 FY20	Q3 FY20	Q4 FY20	Q3 FY20	Q4 FY20	Q3 FY20	Q4 FY20		
<b><u>Vehicle Replacement Projects:</u></b>										
021502 - Major Bus Components Project										5
100113 - Procurement of 10 Electric Buses Project										6
100354 - MB-2000 Bus Simulator System										7
100460 - FY2020 Purchase 14 Revenue Para Transit Vehicles (Vans)										8
100461 - FY2020 13 Paratransit (Cutaway) Revenue Vehicles										9
<b><u>Information Technology Projects:</u></b>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										11
100016 - Wi-Fi at Bases for Video Review Project										12
100247 - FY2018 Tech Refresh										13
100248 - EPM Replacement										13
100348 - Upgrade Current District Website										14
<b><u>Facilities / Construction Projects:</u></b>										
100058 - Facility Smaller Projects										15
100252 - Central Roof Replacement										16
100255 - Traffic Signal Priority Project										17
100349 - FY2019 Facilities Eng. Smaller Projects										18
100469 - North Base Bus Washer Replacement										19
100470 - N & S Bases IW Line to Brake Pit Replacement										19
100474 - South Base Bus Washer Walls Rehab										20
100511 - South Base Natural Gas Line Replacement										20



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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**SamTrans - Major Capital Project - Quarterly Report - Q4 FY2020 April 01, 2020 to June 30, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

**VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:**

021502	Major Bus Components PM - David Harbour	<p><b>Scope:</b> The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Purchased major bus components and replacement parts.</p> <p><b>Next Quarter:</b> (1) Continue to purchase major bus components and replacement parts, as needed.</p> <p><b>Note:</b> Scheduled was rebaselined this quarter.</p>	\$6,606,636	\$6,606,636	\$0	\$6,606,636	\$5,937,314	\$669,322	\$6,606,636	\$0	89.9%	89.9%	07/01/15 / 07/01/15A	12/31/20 / 12/31/20
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**SamTrans - Major Capital Project - Quarterly Report - Q4 FY2020 April 01, 2020 to June 30, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100113	Procurement of 10 Electric Buses PM - David Harbour	<p><b>Scope:</b> Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities</b></p> <p><b>This Quarter:</b>                      (1) Continued weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses).                      (2) Continued corresponding with Resident Inspector about production in 2020.                      (3) Continued production of remaining buses.                      (4) Received one bus.                      (5) Began accepting buses.                      (6) Managed production delays.</p> <p><b>Next Quarter:</b>                      (1) Continue weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses).                      (2) Continue corresponding with Resident Inspector about production in 2020.                      (3) Continue production of remaining buses.                      (4) Continue managing production delays.                      (5) Continue accepting buses.                      (6) Receive more buses.</p> <p><b>Note:</b> The first two buses are in service. Production for the remaining eight buses began in February 2020. Delivery of buses was planned to complete in April 2020. Proterra has delayed delivery of buses due to Covid-19 impact.</p>	\$10,926,668	\$10,926,668	\$0	\$10,926,668	\$3,181,358	\$7,745,310	\$10,926,668	\$0	29.1%	69.0%	02/01/18 / 02/01/18A	11/30/20 / 03/31/21



**SamTrans - Major Capital Project - Quarterly Report - Q4 FY2020 April 01, 2020 to June 30, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100354	MB-2000 Bus Simulator System PM - David Harbour	<p><b>Scope:</b> The replacement of the outdated MB-2000 Bus Simulator acquired in 2005. SamTrans has benefited in training awareness from the MB-2000 Bus Simulator technology but is at the end of its life span and can no longer be upgraded. The older Simulator lacks the ability to adapt to the changing advances as a multi functioning training tool. A new simulator gives us the flexibility to manage larger classes in the training room environment and frees up buses in service. Also a primary reason for the simulator is to reduce preventable collisions and incidents. Reducing Risk in a hazards environments. The Simulator has shown positive results in the preventing preventable and at fault collisions.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Finalize schedule for delivery of simulator system. (2) Simulator system scheduled to be delivered in fall 2020.</p> <p><b>Next Quarter:</b> (1) Await simulator system delivery.</p>	\$310,000	\$310,000	\$165,320	\$475,320	\$2,229	\$473,091	\$475,320	\$0	0.5%	0.5%	12/01/19 / 12/01/19A	12/31/20 / 12/31/20

**SamTrans - Major Capital Project - Quarterly Report - Q4 FY2020 April 01, 2020 to June 30, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100460	FY2020 - Purchase 14 Revenue Para Transit Vehicles (Vans) PM - David Harbour	<p><b>Scope:</b> The project scope is to procure and replace fourteen revenue Para Transit vans which have exceeded their useful service life. This procurement will also continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets and will improve customer service and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El Dorado will mitigate overall repair costs. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. The new replacement vehicles will be part of the phase 2 standards and will lessen the overall carbon footprint and day to day fuel cost in the replacement sub-fleet.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Prepared staff report and resolution for Agenda Review and Board authorization.                      (2) Completed Agenda Review on purchase of minivans.</p> <p><b>Next Quarter:</b>                      (1) Obtain Board authorization.                      (2) Obtain quote for Pre-Award Buy America audit.                      (3) Obtain tentative production schedule for Braun Entervan minivans.                      (4) Issue PO to Vendor for order of 14 Braun Entervan minivans.                      (5) Obtain Agreement with Vendor for purchase of Braun Entervan minivans.</p>	\$942,034	\$942,034	\$0	\$942,034	\$4,000	\$938,034	\$942,034	\$0	0.4%	5.0%	03/05/20 / 03/05/20A	12/31/20 / 12/31/20

**SamTrans - Major Capital Project - Quarterly Report - Q4 FY2020 April 01, 2020 to June 30, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100461	FY2020 - 13 Para Transit (Cutaway) Revenue Vehicles PM - David Harbour	<p><b>Scope:</b> The project scope is to procure and replace 13 Para Transit (cutaway) revenue vehicles that have exceeded useful service life. This will continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets which in turn will improve customer service, and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El dorado will also mitigate overall repair costs for that period. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. These new replacement vehicles will be part of the phase 2 standards and help to decrease the overall carbon footprint and day to day fuel costs associated with this sub-fleet.</p> <p><b>Issues:</b> Parts shortage, delaying production completion.</p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Production schedule delayed due to sale of paratransit shuttle business from El Dorado to Phoenix River.                      (2) Awarded contract to VTC the In-Plant Inspection Services/Post Delivery Buy America.                      (3) Conducted Kick-off meeting with In-Plant Inspector regarding production activities.                      (4) Coordinated with In-Plant Inspector around production activities and schedule.</p> <p><b>Next Quarter:</b>                      (1) Production schedule: first bus to go online *6/8/20, planned delivery *7/30/20.                      (2) Coordinate with In-Plant Inspector on production activities, parts shortage, release for delivery, and obtaining inspection docs.                      (3) First two vehicles planned delivery at South Base for acceptance.                      (4) Coordinate for post-delivery acceptance.</p>	\$1,755,886	\$1,755,886	\$0	\$1,755,886	\$19,313	\$1,736,573	\$1,755,886	\$0	1.1%	25.0%	02/07/20 / 02/07/20A	08/31/20 / 10/31/20

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**INFORMATION TECHNOLOGY PROJECTS:**

021505	Replace & Upgrade Servers & Out of Warranty Equipment Project  PM - Ed Kelly	<p><b>Scope:</b> This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities</b> <b>This Quarter:</b> (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p><b>Next Quarter:</b> (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,515,419	\$2,563,581	\$7,079,000	\$0	63.8%	68.0%	07/01/14 / 07/01/14A	12/31/20 / 12/31/20
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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100016	WiFi at Bases for Video Review PM - Karambir Cheema	<p><b>Scope:</b> The project scope will primarily be as follows:                      1. Install and test WiFi equipment at North Base and South Base.                      2. Specify software configuration based on stakeholder consensus.                      3. Install, configure, and test servers, including:                          a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video.                          b. Database server, which runs Microsoft SQL server and houses data for the server application.                      4. Install and configure client application on specified computers.                      5. Configure all new WiFi equipped DVRs to communicate with the application server.</p> <p><b>Issues:</b>                      (1) Due to COVID-19 delays, schedule has been extended to 12/31/2020.                      (2) According to C&amp;P, since GSA pricing was offered, a Single Source request was no longer required.</p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) IT provided a cost analysis on increasing the bandwidth between the 2 remote sites and the central office with purchasing new hardware for the 2 remote sites.                      (2) Decided on a single site deployment with servers located at Central.                      (3) IT continued to configure the outdoor wireless equipment for North Base and South Base.                      (4) IT determined an increase to the WAN link rates between Central and the North/South bases is not necessary at this time.                      (5) A new OLR, ICE and GSA quote was submitted to the C&amp;P department.                      (6) The vendor provided a Statement of Work draft.</p> <p><b>Next Quarter:</b>                      (1) C&amp;P will issue a PO to the vendor.                      (2) IT will complete deployment of the wireless network at North and South Base.                      (3) IT will start the purchasing process for the server and workstation hardware.</p>	\$690,499	\$690,499	\$0	\$690,499	\$14,918	\$675,581	\$690,499	\$0	2.2%	10.0%	03/26/18 / 03/26/18A	06/30/20 / 12/31/20

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100247	FY2018 Tech Refresh PM - Ed Kelly	<p><b>Scope:</b> To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p><b>Next Quarter:</b> (1) Continue replacement of District's IT equipment on an as needed basis.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$479,936	\$823,540	\$1,303,476	\$0	36.8%	40.0%	07/01/18 / 07/01/18A	12/31/20 / 12/31/20
100248	EPM Replacement PM - L. Millard-Olmeda	<p><b>Scope:</b> This project will replace and upgrade the EPM (Enterprise Performance Management) software that is currently being used by the Budgets group.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Project is currently on hold and will be removed from the MPR next quarter until project activities begin.</p> <p><b>Next Quarter:</b> (1) Project is currently on hold and will be removed from the MPR next quarter until project activities begin.</p>	\$500,000	\$500,000	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	0.0%	0.0%	07/01/20 / 01/01/20	09/30/21 / 09/30/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100348	Upgrade Current District Website PM - J.Lipps	<p><b>Scope:</b> To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Debriefed the losing bidders.</p> <p><b>Next Quarter:</b> (1) Contract will be finalized.</p>	\$600,000	\$600,000	\$0	\$600,000	\$48,366	\$551,634	\$600,000	\$0	8.1%	8.1%	06/01/19 / 06/01/19	03/31/21 / 03/31/21



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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

**FACILITIES / CONSTRUCTION PROJECTS:**

100058	Facility Smaller Projects PM - Greg Moyer	<p><b>Scope:</b> This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Performed maintenance or repairs work, as needed.</p> <p><b>Next Quarter:</b> (1) Continue with maintenance and repairs work, as needed.</p> <p><b>Note:</b> Scheduled was rebaselined this quarter.</p>	\$1,110,000	\$1,110,000	\$0	\$1,110,000	\$621,679	\$488,321	\$1,110,000	\$0	56.0%	56.0%	07/01/19 / 07/01/19A	12/31/20 / 12/31/20
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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100252	Central Roof Replacement PM - Greg Moyer	<p><b>Scope:</b> Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p><b>Issues:</b> None.</p> <p><b>This Quarter:</b> (1) Project team continued working with C&amp;P for design-build procurement type. (2) Continued working with GEC to create design build specifications for procurement.</p> <p><b>Next Quarter:</b> (1) Project team to continue working with C&amp;P for design-build procurement type. (2) Continue working with GEC to create design build specifications for procurement.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$6,055	\$1,268,945	\$1,275,000	\$0	0.5%	0.5%	09/01/19 / 09/01/19A	12/31/20 / 12/31/20

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100255	Traffic Signal Priority Project PM - Robert Tam	<p><b>Scope:</b> This project will implement Traffic Signal Priority (TSP) technology for SamTrans buses traveling on El Camino Real in San Mateo County (State Highway 82). This will improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections. SamTrans will build on the existing El Camino Real Smart Corridor Project, implemented by Caltrans and the City/County Association of Governments of San Mateo County (C/CAG), and deploy wayside antennas at intersections and transponders aboard buses as the primary TSP detection technology to provide maximum communication precision.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b>                      (1) The contractor resumed work and completed the bus installations except for the new electric buses which have not arrived yet.                      (2) Completed all the intersection installations except for the ones in Menlo Park because Caltrans will need to upgrade their traffic controller.                      (3) The electrical contractor installed the TSP equipment at Brewster and South Base.</p> <p><b>Next Quarter:</b>                      (1) Complete the bus base TSP installations at North Base and MV San Francisco.                      (2) Test the intersections where the TSP have been installed.</p>	\$3,907,000	\$3,907,000	\$0	\$3,907,000	\$1,489,545	\$2,417,455	\$3,907,000	\$0	38.1%	60.0%	01/01/18 / 01/01/18A	09/30/21 / 09/30/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100349	FY2019 Facilities Eng Smaller Projects  PM - Various	<p><b>Scope:</b> To maintain a state of good repair for the District's buildings, shops, infrastructure and facilities, with the objective of maintaining continuity of services, inclusive of routine maintenance or replacement. This project adds Engineering and Project Management services to these "smaller projects" in order to expedite their delivery. This year's funding request contains specific projects as follows:</p> <ul style="list-style-type: none"> <li>- Central Office Parking Structure Wall Rehab - <b>Complete.</b></li> <li>- North Base Maintenance Building Hydraulic Line Rehab - <b>Complete</b></li> <li>- Other Projects</li> </ul> <p><b>Issues:</b> None.  <b>Key Activities:</b>  <b>This Quarter:</b></p> <p><u>Central Parking Wall Rehab</u>                      (1) Completed closeout of the project.</p> <p><u>North Base Maintenance Building Hydraulic Line Rehab</u>                      (1) Completed closeout of the project.</p> <p><b>Next Quarter:</b>  <u>Central Parking Wall Rehab</u>                      None.</p> <p><u>North Base Maintenance Building Hydraulic Line Rehab</u>                      None.</p> <p><b>Note: This will be the last report for the project.</b></p>	\$530,000	\$530,000	\$0	\$530,000	\$198,650	\$1,350	\$200,000	\$330,000	99.3%	100.0%	07/01/18 / 07/01/18A	09/30/20 / 04/30/20A

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100469	North Base Bus Washer Replacement PM - Alvin Piano	<p><b>Scope:</b> The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.</p> <p><b>Issues: None</b></p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Field site investigation performed to identify existing equipment to be utilized.                      (2) Identified Contract specifications.</p> <p><b>Next Quarter:</b>                      (1) Prepare Division 01 Specifications.                      (2) Prepare Division 02 Specifications.</p>	\$540,000	\$540,000	\$0	\$540,000	\$650	\$539,350	\$540,000	\$0	0.1%	0.1%	08/01/19 / 01/01/20A	06/31/20 / TBD
100470	N & S Base IW Line to Brake Pit Replacement PM - Alvin Piano	<p><b>Scope:</b> This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.</p> <p><b>Issues: None</b></p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Implemented IFB revisions and submitted to C&amp;P.                      (2) Submitted IFB Package for C&amp;P Review.</p> <p><b>Next Quarter:</b>                      (1) Coordinate with C&amp;P for procurement activities.                      (2) Prepare Bid documents and site walk.</p>	\$780,000	\$780,000	\$0	\$780,000	\$11,845	\$768,155	\$780,000	\$0	1.5%	1.5%	07/01/19 / 12/01/19A	03/31/21 / TBD

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100474	South Base Bus Washer Walls Rehab PM - Alvin Piano	<p><b>Scope:</b> This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls during reconstruction.</p> <p><b>Issues: None</b></p> <p><b>Key Activities:</b> <b>This Quarter:</b> (1) Coordinated onsite field investigation with Design team. (2) Prepared work directive deliverables for future Design work.</p> <p><b>Next Quarter:</b> (1) Coordinate with Facilities team for scoping session. (2) Coordinate with C&amp;P to issue work directive proposal request for Design work.</p>	\$350,000	\$350,000	\$0	\$350,000	\$950	\$349,050	\$350,000	\$0	0.3%	0.3%	07/01/19 / TBD	12/31/20 / TBD
100511	South Base Natural Gas Line Replacement PM - Alvin Piano	<p><b>Scope:</b> This project will replace the existing natural gas distribution system at South Base. The existing gas distribution system has been leaking and localized repairs have been completed but the gas system is to a point where total replacement is necessary to fully operate the South Base Bus Maintenance Building. The project includes on-call General Engineering Contractors (GEC's) to provide 35%, 65%, 95%, and 100% plans, specifications, and drawings (PS&amp;E), bid support and design support during construction and construction.</p> <p><b>Issues: None</b></p> <p><b>Key Activities:</b> <b>This Quarter:</b> (1) Contractor continued saw cutting and demolition activities . (2) Contractor continued to install gas line system.</p> <p><b>Next Quarter:</b> (1) Contractor to test gas line system. (2) Contractor to start closing activities.</p>	\$1,070,000	\$1,070,000	\$0	\$1,070,000	\$74,540	\$995,460	\$1,070,000	\$0	7.0%	7.0%	11/01/19 / 05/26/20A	11/22/20 / 11/22/20

## San Mateo County Transit District Fiscal Year 2018 Capital Budget

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
<b>Revenue Vehicle Support</b>					
1.1	100113/100389	Purchase 10 electric buses	3,676,668	7,250,000	10,926,668
1.2	100246	50 flip seats & modesty panels	147,306	-	147,306
1.3	021502	Major bus components (FY18)	1,500,000	3,341,436	4,841,436
<b>S/T</b>			<b>5,323,974</b>	<b>10,591,436</b>	<b>15,915,410</b>
<b>Information Technology</b>					
2.1	100247	Tech Refresh (FY 18)	2,377,800	(1,074,324)	1,303,476
2.2	100248	EPM replacement	500,000	-	500,000
<b>S/T</b>			<b>2,877,800</b>	<b>(1,074,324)</b>	<b>1,803,476</b>
<b>Planning/Development</b>					
3.1	100249	Ridership reporting software	222,000	-	222,000
3.2	021407	Samtrans business plan	780,000	358,000	1,138,000
3.3	090037	Capital program & project development	250,000	118,123	368,123
3.4	099024	Capital program management	250,000	-	250,000
3.5	100085	Express bus feasibility study - COMPLETE	50,000	634,000	684,000
<b>S/T</b>			<b>1,552,000</b>	<b>1,110,123</b>	<b>2,662,123</b>
<b>Facilities/Construction</b>					
4.1	100255	Traffic signal priority	3,907,000	-	3,907,000
4.2	021507	Facilities smaller projects (FY17 & FY18)	265,000	282,000	547,000
4.3	100250	Timeclock replacement	100,000	-	100,000
4.4	100251	Transit asset management plan	975,000	-	975,000
4.5	100252	Roof replacement	475,000	-	475,000
4.6	100253	<b>Linda Mar park-n-ride repaving - COMPLETE</b>	700,000	-	700,000
4.7	021237	<b>San Carlos transit center - COMPLETE</b>	860,000	6,230,214	7,090,214
<b>S/T</b>			<b>7,282,000</b>	<b>6,512,214</b>	<b>13,794,214</b>
<b>Other</b>					
6.1		Contingency	250,000	-	250,000
<b>S/T</b>			<b>250,000</b>	<b>-</b>	<b>250,000</b>
<b>Total FY2018 Budget</b>			<b>17,285,774</b>	<b>17,139,449</b>	<b>34,425,223</b>

## Fiscal Year 2019 Capital Budget - Amendment 2

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



## Fiscal Year 2020 Capital Budget - Amendment 1

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

## Fiscal Year 2020 Capital Budget (Cont)

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

# SamTrans : Disadvantaged Business Enterprise (DBE)

## Quarterly Status Report:

- The SamTrans overall DBE goal is 3%.
- There were zero federal awards for the first or third quarters of the fiscal year.
- SamTrans had zero percent (0%) DBE utilization for the year to date.

FFY20 Q3: April 1, 2020 to June 30, 2020 | FFY20 YTD: October 01, 2019 to June 30, 2020



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## Definition of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Performance Status (Traffic Light) Criteria

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Carter Mau  
Deputy General Manager/CEO

SUBJECT: **CONTINUATION OF SPECIAL COUNSEL SERVICES**

**ACTION**

The General Manager/CEO recommends that the Board authorize amendment of the agreement between the San Mateo County Transit District (District) and the law firm of Wagstaffe, von Loewenfeldt, Busch & Radwick, LLP (WVBR) for special counsel services related to the District's rights under the foundational documents that govern the Peninsula Corridor Joint Powers Board (JPB).

**SIGNIFICANCE**

Under the General Manager/CEO's contract authority, the District engaged WVBR in June 2019 to provide legal services at a cost not to exceed \$75,000. The General Manager later amended this agreement to increase the total cost to \$150,000 which represents the upper limit of his contract authority.

Staff recommends the Board of Directors authorize the General Manager to further amend the agreement, as necessary, to continue the services of special counsel up to a total cost of \$250,000.

This engagement provides the District with access to legal counsel to advise on issues that should not be addressed by the District's General Counsel, who also serves as legal counsel to the JPB. More specifically, these special counsel services focus on the District's rights and obligations as a member agency of the JPB and provide guidance and financial analysis on issues flowing out of the governance-related work being done as part of the Organizational Assessment for the Caltrain Business Plan, and issues that surfaced during discussions related to the placement of the Caltrain sales tax on the November 3 ballot.

**BUDGET IMPACT**

Funding for continuing special counsel services will initially be provided from the professional services category of the operating budget. Supplemental budget authority will be solicited as requirements for these and other services become clearer.



## **BACKGROUND**

The Caltrain Business Plan includes long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it serves.

The Organizational Assessment work is a distinct component of the overall Caltrain Business Plan process and resulted in a report presented a year ago containing research, analysis and recommendations across a spectrum of organizational areas including service delivery, internal organization and governance. With the JPB Board's exploration of these issues, the District desired to engage special counsel to better understand its rights and responsibilities as both a member agency and the Managing Agency of the JPB. The need for this legal guidance continues.

Prepared by: Carter Mau

Deputy General Manager/CEO

(650) 622-7874

**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 FILE CLAIMS AND RECEIVE LIFELINE TRANSPORTATION PROGRAM FUNDING**

**ACTION**

Staff proposes Board approval of the following:

1. Authorize the General Manager/CEO, or his designee, to file claims to receive a total of \$262,751 in Federal Transit Administration (FTA) 5307 funds through the Lifeline Transportation Program (LTP);
2. Authorize the General Manager/CEO, or his designee, to take such further actions as may be necessary to give effect to the resolution.

**SIGNIFICANCE**

The Metropolitan Transportation Commission (MTC) is allocating FTA 5307 funds, through the LTP, to fund both operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area. The San Mateo County Transit District (District) will be allocated \$262,751, which will be used for the continuation of fixed-route bus service on Route 17 and general-public demand-response service on the Coastsides of San Mateo County. These services address the transportation needs of a significant number of minority and low-income families and individuals. The District has previously received LTP funding for service on Route 17 and SamCoast, as well as funds for bus stop improvements and three 30-foot buses for Route 17. A minimum 20% local match is required.

**BUDGET IMPACT**

The total cost of Coastsides operations is \$12,014,800, with most of the funding provided by District sales taxes. With only \$262,751 in LTP funds, the District more than meets the 20% local match requirement. The LTP and District local funds are included in the District's operating budget for Fiscal Year 2021, which is being considered by the Board under a separate action at this meeting.

**BACKGROUND**

Fixed route bus service for SamTrans Route 17 operates between the hours of 6 am and 9 pm, seven days a week, with general public demand-response service operating during the same hours. The route extends from the Linda Mar Park and Ride lot in the North, through Montara, El Granada, and Half Moon Bay before ending in Pescadero to the south.

**STRATEGIC INITIATIVE**

- Priority 2: Strengthen Fiscal Health
- Goal 3: Implement existing and new best practices

Prepared By: Rebecca Arthur, Senior Grants Analyst

650-508-6368

**RESOLUTION NO. 2020 –**

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

\* \* \*

**AUTHORIZING FILING OF CLAIMS AND RECEIPT OF FUNDS FOR LIFELINE  
TRANSPORTATION PROGRAM PROJECTS**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program (LTP) to assist in funding projects that 1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, 2) are developed through a collaborative and inclusive planning process and 3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

**WHEREAS** MTC has adopted principles, pursuant to MTC Resolution No. 4416, to guide implementation of the LTP for the three year period from Fiscal Year (FY) 2021 through 2023, and MTC has solicited applications from eligible recipients of Federal Transit Administration (FTA) Section 5307 funds from each of the nine bay area counties to propose projects for Lifeline Cycle 6 funding; and

**WHEREAS**, the District generally conducted a broad, inclusive public involvement process, and used multiple methods of public outreach in identifying projects for the LTP in San Mateo County; and

**WHEREAS**, the District submitted a project to support fixed-route and demand-response service on the Coastside of San Mateo County in response to the competitive call for projects; and

**WHEREAS**, the District has confirmed that the proposed project is consistent with the LTP goals as set out in MTC Resolution No. 4416 and recommends that the proposed project be funded in part under the LTP; and

**WHEREAS**, the District agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the LTP, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4416; and

**WHEREAS**, the District certifies that the project and purpose for which funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

**WHEREAS**, there is no legal impediment to the District a making the funding request; and

**WHEREAS**, there is no pending or threatened litigation which might in any way adversely affect the ability of the District to deliver the proposed projects for which funds are being requested.

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

1. Authorizes the General Manager/CEO, or his designee, to file claims to receive a total of \$262,751 in FTA Section 5307 funds through the LTP

from the MTC to support fixed-route and demand-response service on the  
Coastside of San Mateo County, and

2. Authorizes the General Manager/CEO to take such further actions  
as may be necessary to give effect to this resolution.

Regularly passed and adopted this 2<sup>nd</sup> day of September 2020 by the  
following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary



MEMORANDUM

BOARD OF DIRECTORS 2020

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

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #7
September 2, 2020

Date: August 26, 2020
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

July 2020 Summary

July 2020 is the start of FY 2021. It will be a challenging year as the reopening of the economy starts and sputters while confronting the ever-changing complexities and consequences of COVID-19. Ridership has plummeted and sales tax and farebox revenues continue to diminish. Mask enforcement and social distancing is now the normal operating environment.

Through it all, SamTrans has maintained its commitment to provide transportation services, which are essential for our community. During July 2020 SamTrans buses provided a total of 336,120 passenger trips with approximately 2,400 ADA Paratransit trips to dialysis centers and 1,500 trips to hospitals and doctor offices. SamTrans continues to enable people to go to work, shop, and receive critical medical services.

ADA Paratransit Ridership/Performance

Day Care Centers - During calendar year 2019 there was an average of 5,252 trips per month to seven adult day care centers, which is approximately 19 percent of the total ADA Paratransit trips. The centers closed in March, except for Catholic Charities, which closed in April. No dates have been announced for reopening.

Table with 2 columns: Facility Name, Average trips/month Calendar Year 2019. Rows include Rosener House (1,104), San Carlos ADHC (Catholic Charities) (528), Senior Care (12), Senior Focus (2,010), SSF ADHC (48), Senior Coastsiders (157), Coastsiders Adult Day Care (1,392), and Total (5,252).

The table below reflects the decrease in Paratransit trips due to the COVID-19 pandemic and then the increase since the low of 5,940 in April. The 10,500 trips in July reflect 62 percent below the pre-COVID level.

	Average July thru					
	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>
Redi-Wheels & RediCoast	17,301	10,680	5,094	5,747	6,754	8,174
Taxis	<u>10,160</u>	<u>4,360</u>	<u>846</u>	<u>1,373</u>	<u>2,196</u>	<u>2,326</u>
Total Paratransit Trips	27,461	15,040	5,940	7,120	8,950	10,500

<b>Ridership</b>	<u>July 2020</u>	<u>July 2019</u>
• Paratransit AWR	400	1,130
• Paratransit Total Trips	10,500	28,710

On-time Performance goal is 90.0%

• Redi-Wheels	95.5%	92.6%
• RediCoast	95.3%	97.1%

Complaints per 1,000 trips

• Redi-Wheels	0.72	0.35
• RediCoast	0.00	0.39

There were 7,616 registrants as of July 2020, a 6.7 percent decrease or 545 fewer registrants compared to July 2019. The 7,616 registrants is the lowest in over 6 years, the previous low was 7,628 in July 2015.

There was a spike in RediCoast complaints last Fall due to new drivers on the Coast. Now, RediCoast has 5 consecutive months with 0 (zero) complaints.

### **Bus Ridership/Performance**

The table reflects the decrease in trips due to the COVID-19 pandemic and then the increase since the low of 201,730 in April. The 336,120 trips in July reflect 63.7 percent below the pre-COVID level.

	Average July thru					
	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>	<u>July</u>
Total Passenger Trips	926,908	570,520	201,730	247,860	298,250	336,120

For the four months, April through July, the ECR corridor average weekday ridership has decreased approximately 57 percent. The ridership for all the other routes combined has decreased approximately 75 percent.

During the month of July, staff closely monitored ridership to address heavy passenger loads by dispatching standby buses in support of the mandated social distancing. Bus Operations and Planning teams worked closely to refine service plans for the August runbook that included increased frequency on popular routes like ECR and Route 120. Many other routes remain with reduced or suspended services.



Additionally, much work was done to understand school reopening plans; San Mateo County's placement on the Governor's Watch List on August 2, 2020 confirmed distance learning for most of the County, at least for the start of the 20/21 school year. Maintenance designed, manufactured, and installed bus operator barriers to enable front-door boarding and fare collection.

<b>Ridership</b>	<b><u>July 2020</u></b>	<b><u>July 2019</u></b>
• AWR	11,660	30,220
• Total Trips	336,120	815,120

On-time Performance goal is 85.0%:

• Directly operated service	87.0%	85.7%
• Contracted bus service	83.4%	77.5%
• Coastside service	86.7%	77.2%
Combined service	86.4%	83.4%
Trips that Did Not Operate (DNO)	3	31

There were zero (0) DNOs in May 2020, 1 DNO in June 2020, and 3 DNOs in July 2020.

### **Human Capital Investment**

	<b><u>July 2020</u></b>		<b><u>July 2019</u></b>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	0	0	1,704	213
New fleet/route orientation	0	0	11	1
VTT/DMV mandated training	172	22	240	30
Bus Operator retraining	334	42	243	30
Maintenance training	421	53	500	63
CPR/AED/First Aid/Other	<u>0</u>	<u>0</u>	<u>16</u>	<u>2</u>
Total Hours	927	117	2,714	339

Class #164 started August 7 with eleven Bus Operator Trainees and is scheduled to graduate October 23.

### **Maintenance Department**

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

	<b><u>July 2020</u></b>			<b><u>July 2019</u></b>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	395,935	11	35,994	515,925	16	32,245
Paratransit	69,950	3	23,317	112,657	5	22,531

### **New taxi voucher program**

Launched August 1<sup>st</sup>, the "Ride Now" taxi voucher program offers a subsidized taxi service for seniors and people with disabilities, including existing SamTrans Redi-Wheels customers. Taxi trips subsidized through Ride Now must start and end within San Carlos, Redwood City, and North Fair Oaks. Customer will pay a \$5 flat fee for a one-way trip, additional charges would be picked up 100% by the grant.

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

	<b><u>July 2020</u></b>	<b><u>July 2019</u></b>
Impressions	166,816	272,209
Interactions	6,383	14,572
Website Sessions	53,263	30,640

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

\*\* Website Sessions down significantly, below 100K for fifth month in a row. July 2019 Sessions: 131K.

There were 10,887 total followers as of July 2020, up from 9,349 in July 2019.

**Clipper START Program**

MTC is inviting a second group of transit operators to join the regional Clipper START pilot program later this year. Clipper START is a means-based fare pilot program providing fare discounts to low-income passengers based on household size and income. SamTrans staff are coordinating with MTC and conducting analysis to determine the benefits and impacts of joining the program. The Board of Directors will receive a presentation on this work at the Board's October meeting.



**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, SEPTEMBER 2, 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 August 5, 2020

**INFORMATIONAL**

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – July 2020
7. Mobility Management Report – Annual Summary

**MOTION**

8. Resolution Endorsing the “Riding Together: Bay Area Healthy Transit Plan”
9. Adjourn

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
AUGUST 5, 2020**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Chair Marina Fraser called the meeting to order at 4:35 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 8, 2020**

Motion/Second: Ratto/Groom

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

Noes: None

Absent: None

## **3. ACCESSIBLE SERVICES UPDATE**

Tina Dubost, Manager, Accessible Services, said they had met with various advisory groups since the last Board meeting and provided updates on SamTrans service, including the resumption of fare collection on August 16.

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

Mike Levinson, former PCC Chair, said their recent focus has been on education.

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

John Baker, Vice Chair, Citizens Advisory Committee, reported on their June 24 meeting. He thanked the Board for their advocacy of Caltrain.

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

Jim Hartnett, General Manager/CEO, said the report was in the packet. He noted that the pandemic had substantially diminished ridership. He said the District serves a significant number of transit-dependent riders.

Public Comment:

- Hayley Currier, Transform, expressed her thanks to the Board for supporting a dedicated funding source for Caltrain.

**7. ADJOURN**

The meeting adjourned at 4:44 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: 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 July 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 July 14, 2020 Meeting*

**ATTENDANCE:**

Members:

Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Nancy Keegan, Sutter Health/Senior Focus; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health  
(Member attendance = 10/13, Quorum = Yes)

Guests:

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

Absentees:

Valerie Campos, Vista Center; Susan Capeloto, Dept. of Rehabilitation; Monica Colondres, Community Advocate

**WELCOME/INTRODUCTIONS:**

Chair Ben McMullan called the meeting to order at 1:32pm. The meeting was held via Zoom conference call service and a roll call taken.

**APPROVAL OF JUNE MINUTES:**

Dinae Cruise moved to approve the June meeting minutes; Mike Levinson seconded the motion; the minutes were approved.

**COMMITTEE REPORTS:**

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

See page 11.

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

Nancy reported that a budget reports for both SamTrans and the PCC would be available in August for review by the Executive Committee prior to inclusion in the September PCC meeting packet.

**Education – Sammi Riley, Chair**

Sammi reported that the committee had met on July 10<sup>th</sup> and that the new ID wallets had arrived. One will be sent to all the PCC members. Other discussions were:

- All in-person presentations and outreach are on hold. Jane put together a list of senior centers in the area and had contacted them to see if they would like something for a newsletter or a virtual presentation. Positive responses had been received from the San Mateo Senior Center, the Foster City Senior Center, the

Daly City Senior Center, and the College of San Mateo Accessibility Program. The information will aim to recruit Consumer Corps members and PCC members.

- A decision was made not to use a video conference call service for the committee meetings as most people call in.
- Ben had included Consumer Corps information in emergency preparedness bags distributed in Menlo Park.
- Dinae reported on two rides where the driver was not wearing a mask. She had filed a complaint and it had been handled to her satisfaction.
- Marie Violet will work with Nancy Keegan to set up a meeting of agency representatives to discuss preparation for center re-opening and other topics of interest.

The next meeting will be on Friday, September 4<sup>th</sup>, at 1pm.

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

Ben reported that the committee learned about the new contract with Nelson\Nygaard in terms of support for the PCC. Richard Weiner confirmed that a request should be made to SamTrans if PCC members wish to request research that will take him more than two hours. In addition, once 90% of the budget is reached, Nelson\Nygaard will transition work over to SamTrans.

Mike reported on his research into the transportation to COVID testing centers. Most are drive-through only and Redi-Wheels had confirmed that they can't take clients to or from a testing site as this is a shared ride service and these rides would be a health threat to drivers and other passengers. Mike had since received information that they should work with the County and there will be more information from disability groups soon on transportation. Through COD meetings, Ben and Mike will ask Lisa Mancini, Director of the Aging and Adult Services in San Mateo County about transportation for testing and will report back. Sandra suggested finding out what other counties are doing. Tina advised people to contact the County Health Department about finding a site and transportation.

Ben mentioned that CID had PPE through the State Council on Developmental Disabilities and would be happy to make it available to SamTrans. Tina thanked Ben for this offer.

The committee will meet again on August 4<sup>th</sup>.

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

Nancy reported no update on the Nominating Committee. She had requested a list of agencies and contacts who use Redi-Wheels for the committee to see if they may be interested in PCC membership. Tina had provided a list for last month but Nancy requested a larger list from January that should contain many more agencies. She felt that this is a good opportunity to bring in more members and also support Redi-Wheels plus Marie thought that there was great value in bringing a group together now for problem solving and sharing.



Marie said that this ties in with a discussion at the Education Committee. They would like to connect with other agencies and have quarterly meetings on what is going on at their centers. This will establish a relationship with more agencies and obtain information. Nancy will also check with the San Mateo County Department on Aging and Adult Services to see if they currently coordinate a provider meeting.

Richard asked if any agencies were planning to open up. Nancy is not aware of any that are able to re-open although many are preparing. Every agency is concerned with using paratransit to ensure the safety of both passengers and drivers.

### **CONSUMER COMMENTS**

Judy Garcia asked if there would be a meeting in August; Ben confirmed that there will be no PCC meeting in August.

### **OPERATIONAL REPORTS**

Tina's report is covered under the PAL committee.

### **PERFORMANCE SUMMARY**

Tina shared preliminary numbers for June. While the number of rides was down considerably from last year, ridership is starting to pick up a little. Monthly trips were 5,500 in April, 6,600 in May, and 8,380 in June. The average weekday ridership in June was 325. Last week's weekday ridership was 362, a decrease of 63% compared to February. The number of individuals riding is also increasing. In June, it was 756. The number of trips per person hasn't changed very much. In 2019, there was an average of 10.7 trips/month; in April, May and June this year it was 10.2 trips/month. There is a larger percentage of subscription trips but no agency trips and fewer advanced reservations. Inter-county transfers are increasing. The number of same-day cancels is slightly higher but customer no-shows are down. The on-time performance is excellent. People are taking shorter trips – an average of 5.8 miles in April, May and June vs. 7.6 miles last year. Taxi trips are inching up.

### **COMMENT STATISTICS REPORT**

Tina reported that they received fewer comments in May. Service-related complaints were mainly concerned with late trips.

### **SAFETY REPORT**

Patty reported that there were five incidents in June, all Redi-Wheels, all minor, and none were preventable.

### **LIAISON REPORTS**

#### **Agency – Nancy Keegan**

Nancy reported that agencies are working on their plans to re-open and they want to work collaboratively with Redi-Wheels to provide safe services for everyone. She acknowledged that there will be many challenges to be addressed.

She reported that the governor had accepted the revised budget and that funding was restored for Community-Based Adult Services (CBAS).

**ERC – Mike Levinson**

No report and no meetings are planned.

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

There is a new CID program manager. They are filming a video to commemorate the ADA and how life has changed since its inception. He will present at a NICL Conference on the history of the movement and ADA legislative work. They have a staff person to oversee emergency preparedness and he asked the committee to let CID know of anyone who needs help with Public Safety Power Shutoff (PSPS) equipment during this fire season.

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

Ben reported working with CoD and CoA on the ADA's 30<sup>th</sup> celebration. CoD is planning to have a virtual celebration at the SMC Board of Supervisors meeting on Tuesday, July 21<sup>st</sup>. There is an opportunity for people to contribute to the celebration.

Work continues on a project concerning victims of violence and, in light of the Black Lives Matter movement, some groups have taken a step back to see how they can integrate their work with any proposed reforms. They are looking at IHSS registries to see how COVID-19 is affecting the IHSS program.

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

Scott reported that there was a special presentation at the July meeting by a county representative on the 2020 Census. There was also a report from Michael Mau, the Transportation sub-committee chair and that committee will start in August or September. Michael reported that the On-Demand pilot program in Pacifica had been discontinued. The Connect-A-Ride program in Pacifica has 260 registered people but ridership is down, 140 rides in February and only 25 in May. There was also a report from a Half Moon Bay resident about a study jointly sponsored by Stanford University and the City of Half Moon Bay on transportation needs on the coast. A study report is expected on July 28<sup>th</sup>.

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

Tina reported that there will be a quick check-in meeting later in July (later scheduled for July 22<sup>nd</sup>). Ridership continues to be down although available for essential trips.

**Stakeholder Advisory Group – Sandra Lang**

Sandra reported that the group's work was completed in 2019. Team C are concerned about an adequate supply of PPE for transit workers.

**OTHER BUSINESS**

Jane Stahl gave the Consumer Corps report which covered April through June. There were 46 reports by 5 riders. On-time performance was up; the longest ride wait time was 45 minutes in June. 65% received night before calls and same day calls. 91% reported that rides met or was

above needs. 72% of the rides were on Redi-Wheels, 15% of the rides were on taxis, and 13% on Redi-Coast. 24% of riders noted Comment Cards on display. Trends are overall very similar to those reported by Tina.

Mike Levinson asked about the lack of Comment Cards on the vehicles. Tina said that the issue is that there isn't a logical place to put them in the mini-vans and sedans. Dinae said that, in her experience, Comment Cards are not displayed on at least 50% of rides. Alex asked if SamTrans reaches out to consumers for follow up after a complaint. Tina reported that they just reach out once and rely on the consumer to submit another report if the issue continues. The committee thought it would be a good idea to reach out to new consumers; Tina thought that there were plenty of ways for a consumer to reach them. She also reported that SamTrans conducts a customer satisfaction survey every three years and they are getting ready to do so again.

Mike also thought that the night-before and same-day calls were low. Tina will look into this however people who have subscription trips do not receive a night-before call.

Mike said there would be a New Beginnings Coalition meeting on July 21<sup>st</sup> at 9am.

Sandra announced that she had been appointed by the Transit Authority Board to the Citizens Advisory Committee. Everyone congratulated her.

The next meeting will be on September 8th at 1:30pm. The meeting adjourned at 3:16pm.

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

The minutes from the June PAL meeting were included in the meeting packet; Mike Levinson moved to approve; Marie Violet and Scott McMullin abstained; Dinae Cruise seconded the motion; the minutes were approved.

#### Legislative Update

Mike reported that there is a great deal of legislation pending in Sacramento and Sandra Lang asked if there was any discussion about the Heroes Act or the CARES Act at the SamTrans Board meeting. Tina Dubost reminded the committee that most of the money allocated through the CARES Act was distributed by the MTC with a Blue Ribbon task force deciding how to divide up the remaining money. This amounts to about \$28M for SamTrans and Caltrain.

Richard Weiner reported that the Transit Access for All surcharge (SB1376) to ensure access for people with disabilities already has monies collected since its inception. This money can be used for accessible TNC options. He will provide the committee with an update on this.

#### Local Advocacy

Mike reported that he had taken Redi-Wheels twice and everything had gone very well. Dinae agreed that the service has been very good and commended the drivers.

## Policy Issues

Tina thanked the Redi-Wheels drivers, staff and Serra taxi drivers for continuing to provide such an essential service.

She reported that they will be taking delivery of new buses at the end of July. Ben McMullan asked if there could be a Zoom call in August so that the committee could “see” them virtually. These are small, cut-away buses. In addition, fourteen new mini-buses will be delivered at the end of the year – these are being purchased now because they will no longer be available in a few years.

Dinae reported that the taxi she took had a plastic barrier between the driver and the passenger and she thought it was very effective protection.

Tina reported that the Bay Area transit agencies are looking at a transit recovery plan (part of the Blue Ribbon Task Force). Members are key stakeholders and include Susan Rotchy of the Independent Living Resource Center of Solano and Contra Costa counties. The plan will offer consistent policies and safety practices so that customers know what to expect and to rebuild confidence in public transit. It will cover items like vehicle cleaning, wearing of masks, as well as a common promotional campaign. One suggestion is to encourage customers not to talk while they are on public transit (called “Silence is Safer”) as research shows that talking can spread the virus. This is currently occurring during wheelchair securement with no negative feedback.

Tina reported that fares will again be charged for Redi-Wheels when fares are charged on SamTrans (this was later scheduled for August 16<sup>th</sup>, 2020). All vehicles are cleaned daily with approved products and drivers are provided with cloth masks, gloves and hand sanitizers. Staff is managing rides with a view to social distancing and drivers can assign seats as necessary. If travelling with someone from your household, you can sit next to that person. Everyone is strongly encouraged to wear masks in public, including on transit and paratransit vehicles. There haven’t been any complaints from drivers about passengers not wearing masks.

Alex Madrid asked if drivers change gloves every day; Tina said that they receive several pairs of gloves each day. He also asked what would happen if someone is unable to wear a mask. Tina suggested that the person call ahead of time so that they can work out an alternative arrangement. Ben said that CID is preparing a fact sheet on this scenario and he will provide it to the PCC. Tina said that if a person doesn’t have a mask, the driver will give them a mask. If the disability prevents them from wearing a mask, the driver will call the road supervisor to address the issue. On SamTrans buses they are taking a more educational approach. Mike suggested adding the need to wear a mask to the reservation hold message.

For paratransit eligibility, paper applications are being taken now with the hope that in-person interviews can resume when it’s safe to do so. The contract with Care Evaluators has been extended for one year.

The fixed route schedule will change in August. Ridership is being monitored for social distancing. SamTrans is conducting a survey of fixed route service to see how the virus has affected use; everyone is encouraged to complete it.

On August 1<sup>st</sup>, a new subsidized taxi service called "Ride Now" will begin for seniors aged 65+ and people with disabilities. The program is similar to other subsidized taxi services and operates in San Carlos, Redwood City and North Fair Oaks. Trips must begin and end in the service area. Applications will be available on the SamTrans website and the fare is \$5 each way. There will be no fare assistance and the service is provided by Serra Cab so wheelchair accessible vehicles will be available. They are sending information to Redi-Wheels customers who live in the area and will be doing additional marketing.

Mike reported from the SamTrans Board meeting that they are expecting to get more electric vehicles by 2022.

The next PAL meeting will be on September 8<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 – JULY 2020**

**ACTION**

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

**SIGNIFICANCE**

Ridership across all modes remains significantly below historical averages as the pandemic continues to affect our communities. However, ridership has marginally increased since April 2020 and plateaued over the summer months following business reopening and alleviations on the shelter-in-place Order in the Bay Area.

The average weekday ridership across all modes declined by 86.7 percent in the month of July 2020 compared to July 2019. The performance of each mode is as follows: average weekday ridership for Bus (-61.4%), Paratransit (-64.6%), Shuttles (-87.2%), Caltrain (-95.1%), and BART (-90.7%).

The total ridership across all modes for the month of July 2020 declined by 85.2 percent compared to last year, July 2019. The performance of each mode is as follows: monthly ridership for Bus (-58.8%), Paratransit (-63.4%), Shuttles (-87.3%), Caltrain (-94.5%) and BART (-90.4%).

The lingering effects of the Coronavirus (COVID-19) pandemic promote negative impact on ridership across all modes. On August 16, 2020, service changes were implemented to provide more frequency on high ridership routes such as the ECR, 110, 112, and 281 to increase capacity and meet the demand. Other service adjustments included front door boarding, fare collection, mask/facial covering enforcement, and issuance of mask on board the buses.

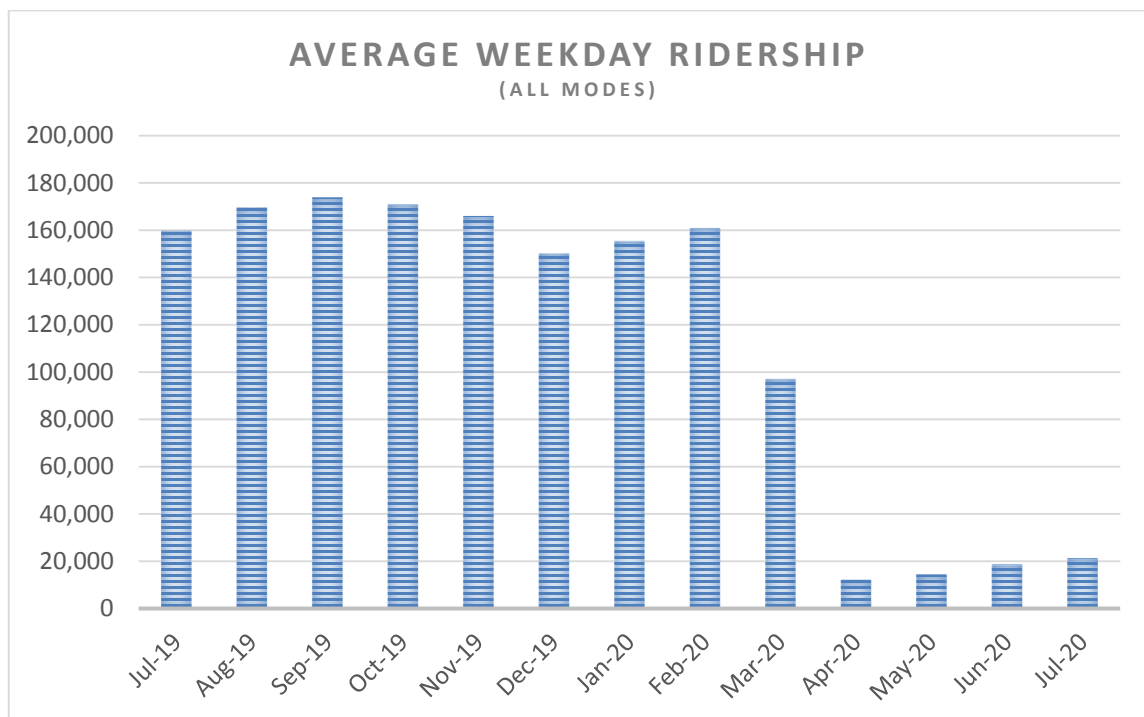
**AVERAGE WEEKDAY RIDERSHIP (AWR): July 2020 compared to July 2019**

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

July 2020 Average Weekday Ridership				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	30,660	30,220	11,660	-61.4%
Paratransit	1,210	1,130	400	-64.6%
Shuttles	11,370	11,770	1,510	-87.2%
Caltrain	71,230	70,490	3,420	-95.1%
<b>Subtotal</b>	<b>114,470</b>	<b>113,610</b>	<b>16,990</b>	<b>-85.0%</b>
BART Extension (No Daly City)	47,940	46,210	4,280	-90.7%
<b>Grand Total</b>	<b>162,410</b>	<b>159,820</b>	<b>21,270</b>	<b>-86.7%</b>
Weekdays	21	22	23	

July 2020 Year-to-date				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	30,660	30,220	11,660	-61.4%
Paratransit	1,210	1,130	400	-64.6%
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**Chart A**



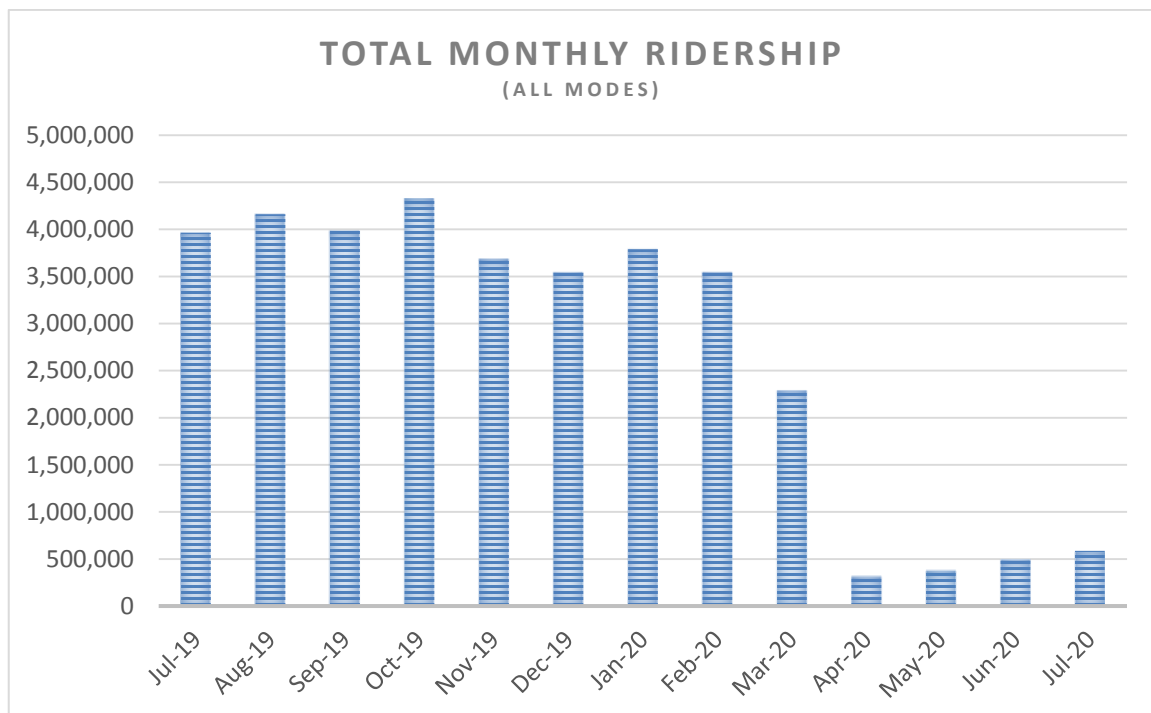
MONTHLY TOTAL RIDERSHIP: July 2020 compared to July 2019

Table B  
Total Monthly Ridership

July 2020 Total Monthly Ridership				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	809,460	815,120	336,120	-58.8%
Paratransit	28,440	28,710	10,500	-63.4%
Shuttles	239,010	265,400	33,770	-87.3%
Caltrain	1,631,130	1,672,670	91,580	-94.5%
<b>Subtotal</b>	<b>2,708,050</b>	<b>2,781,890</b>	<b>471,970</b>	<b>-83.0%</b>
BART Extension (No Daly City)	1,205,210	1,182,730	113,960	-90.4%
<b>Grand Total</b>	<b>3,913,250</b>	<b>3,964,620</b>	<b>585,930</b>	<b>-85.2%</b>
Weekdays	21	22	23	

July 2020 Year-to-date				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	809,460	815,120	336,120	-58.8%
Paratransit	28,440	28,710	10,500	-63.4%
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<b>Grand Total</b>	<b>3,913,250</b>	<b>3,964,620</b>	<b>585,930</b>	<b>-85.2%</b>

Chart B





## SAMTRANS BUS FARE USAGE: July 2020

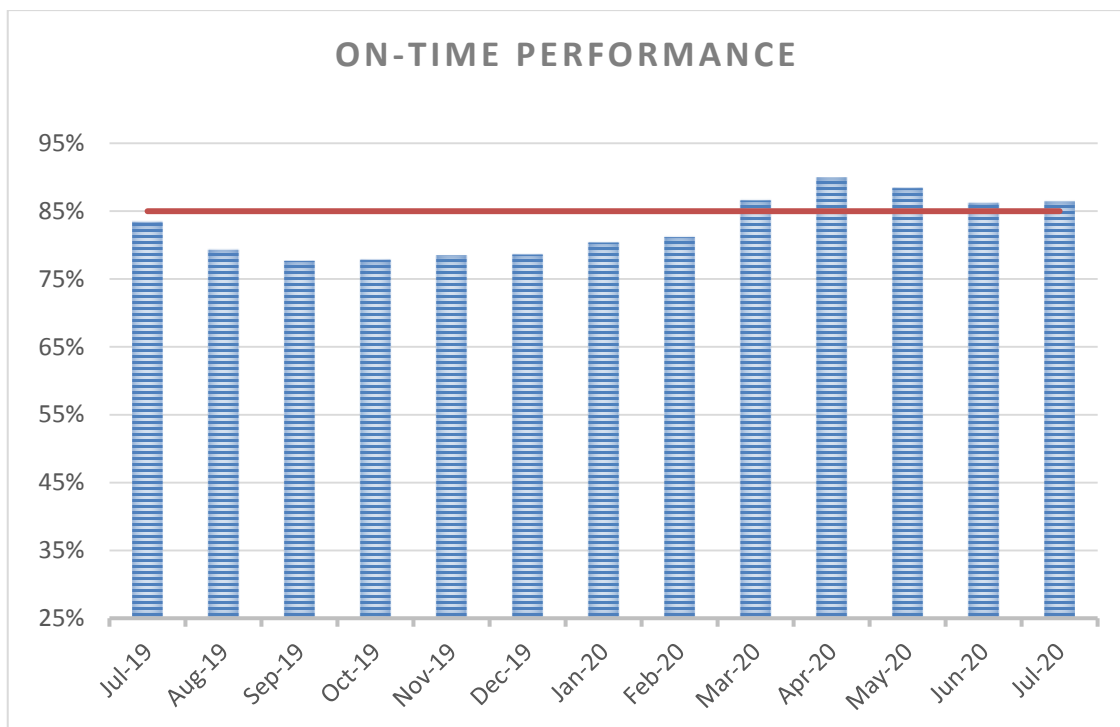
Due to the suspension of all fare collection starting Wednesday, March 25, 2020, there are no data available for riders by fare category for the month of July 2020. SamTrans resumed fare payments on August 16, 2020. Fare utilization data will be available again starting with the August Multimodal Ridership Report.

## ON-TIME PERFORMANCE: July 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. COVID-19, and the subsequent shelter-in-place, has resulted in much lighter traffic than normal. SamTrans has met its goal of 85% OTP for the past four months; however, as you can see in Chart C (below) the OTP numbers are starting to go back down as the economy slowly reopens.

The On-Time Performance for July 2020 was **86.4 percent**.

Chart C



## SamTrans Digital Metrics - JULY 2020



### *New Followers*

**+96**

**Jul 20 - 10,887**

Jun 20 - 10,791

Jul 19 - 9,349

### *SamTrans.com Sessions*

**Jul 20 - 53,263**

Jun 20 - 51,687

Jul 19 - 130,640

### *SamTrans Mobile - July*

**Downloads - 389** (Jun: 429)

**Accounts - 212** (Jun: 0)

**Orders - 36** (Jun: 0)

**Apple Rting - 2.4** - 16 reviews

### *Top Tagged Issues*

**1. COVID (32)**

**2. Compliment (12)**

**3. Complaint (5)**

**4. Media Mention (5)**

**5. Driver Compliment (2)**

### *Social Engagement*

#### **Video Views**

4,209 (Jun: 2,533)

#### **Content Impressions**

**165,011** (Jun: 159K)

#### **Interactions**

**4,472** (Jun: 7,438)

### *Yelp & FB Rating*

**2.83 (of 5 stars)**

(0 July reviews)



@SamTrans



@gosamtrans



@samtrans

**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: **MOBILITY MANAGEMENT REPORT: ANNUAL SUMMARY**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. Each of the District's four transportation modes – SamTrans fixed-route bus service, ADA Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report that summarizes the annual performance of all the modes.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

This annual performance report will focus on overall trends, as well as highlights for each of the transportation modes, including ridership, on-time performance, project updates, and other current developments.

**STRATEGIC INITIATIVE**

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

This month's presentation will be presented via PowerPoint.

Prepared by: Donald G. Esse, Senior Operations Financial Analyst 650-508-6329

# Mobility Management Report Annual Summary FY 2020

Community Relations Committee, Item 7  
September 2, 2020

# Annual Summary

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- Ridership: Impacts of COVID-19
- Multi-modal Statistics
- Summary – Year End FY 2020
- COVID-19 Service Changes
- COVID-19 Safety Actions
- SamTrans - Recovery

# Ridership: Impacts of COVID-19

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<u>Mode</u>	<u>Average Total Trips per Month</u>			<u>Percent Reduction</u>
	<u>8-months thru Feb.</u>	<u>March</u>	<u>April thru June</u>	
Bus	926,908	570,520	249,280	-73.2%
Paratransit	27,461	15,040	7,340	-73.3%
Shuttles	246,820	114,730	21,870	-91.1%
Caltrain	<u>1,566,869</u>	<u>1,242,760</u>	<u>54,730</u>	-96.5%
Total	2,768,058	1,943,050	333,220	-88.0%

Ridership data for March and April thru June were derived using different methods because of rear-door boarding, free fares, and elimination of some sampling due to the SIP Order.

# Bus Ridership – Total Trips

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	<u>FY2019</u>	<u>FY2020</u>	<u>Decrease</u>	<u>Percent</u>
SamTrans	10,670,850	8,735,870	-1,934,980	-18.1%
AC Transit	53,303,040	44,591,533	-8,711,507	-16.3%
VTA	27,472,086	21,971,911	-5,500,175	-20.0%
SF Muni	160,050,896	122,780,311	-37,270,585	-23.3%
Sacramento	9,906,691	8,451,802	-1,454,889	-14.7%
Bus National	4,587,547,945	3,635,217,277	-952,330,668	-20.8%

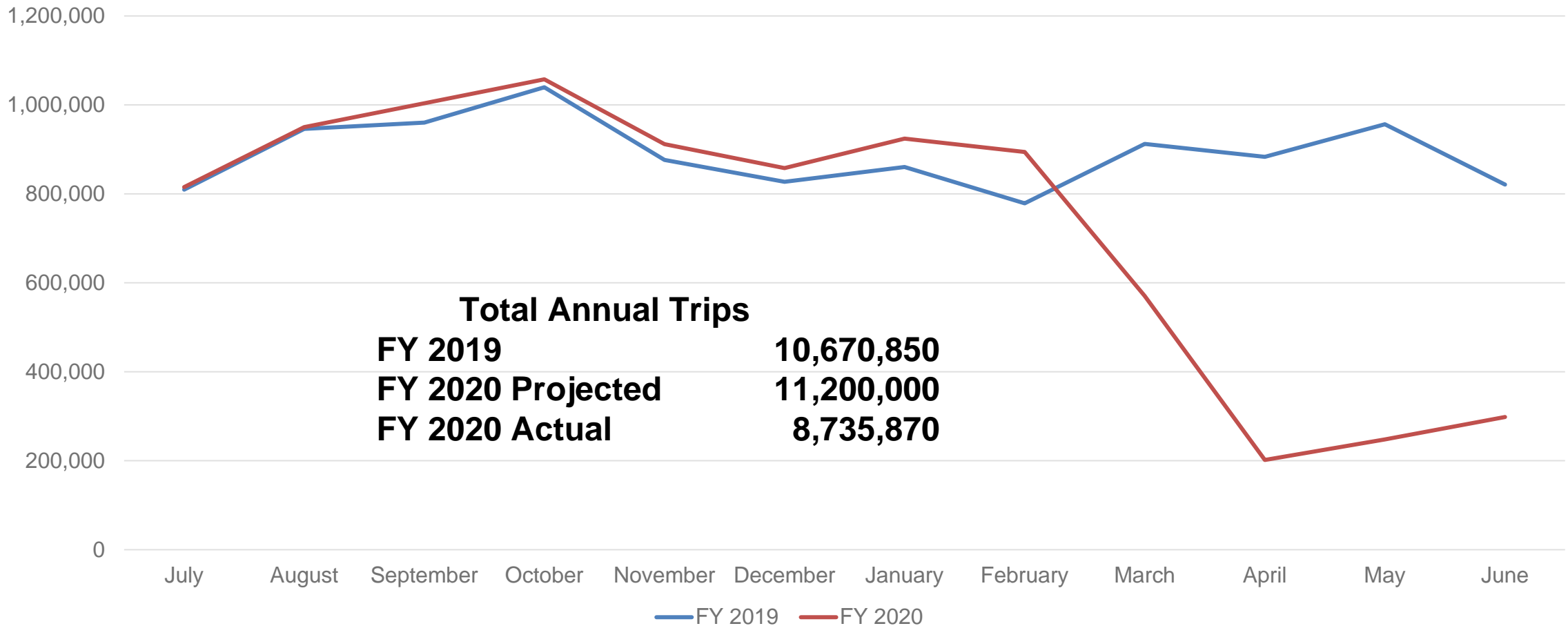
# Ridership – Other Modes

	<u>FY2019</u>	<u>FY2020</u>	<u>Decrease</u>	<u>Percent</u>
SamTrans ADA	337,420	256,730	-80,690	-23.9%
National*	25,898,702	20,002,661	-5,896,041	-22.8%
Shuttles	2,918,810	2,154,890	-763,920	-26.2%
JPB	18,365,490	13,854,180	-4,511,310	-24.6%
Rail National	4,684,580,068	3,611,578,271	-1,073,001,797	-22.9%
BART Extension	13,615,810	9,547,740	-4,068,070	-29.9%
BART System	125,105,460	88,561,797	-36,543,663	-29.2%

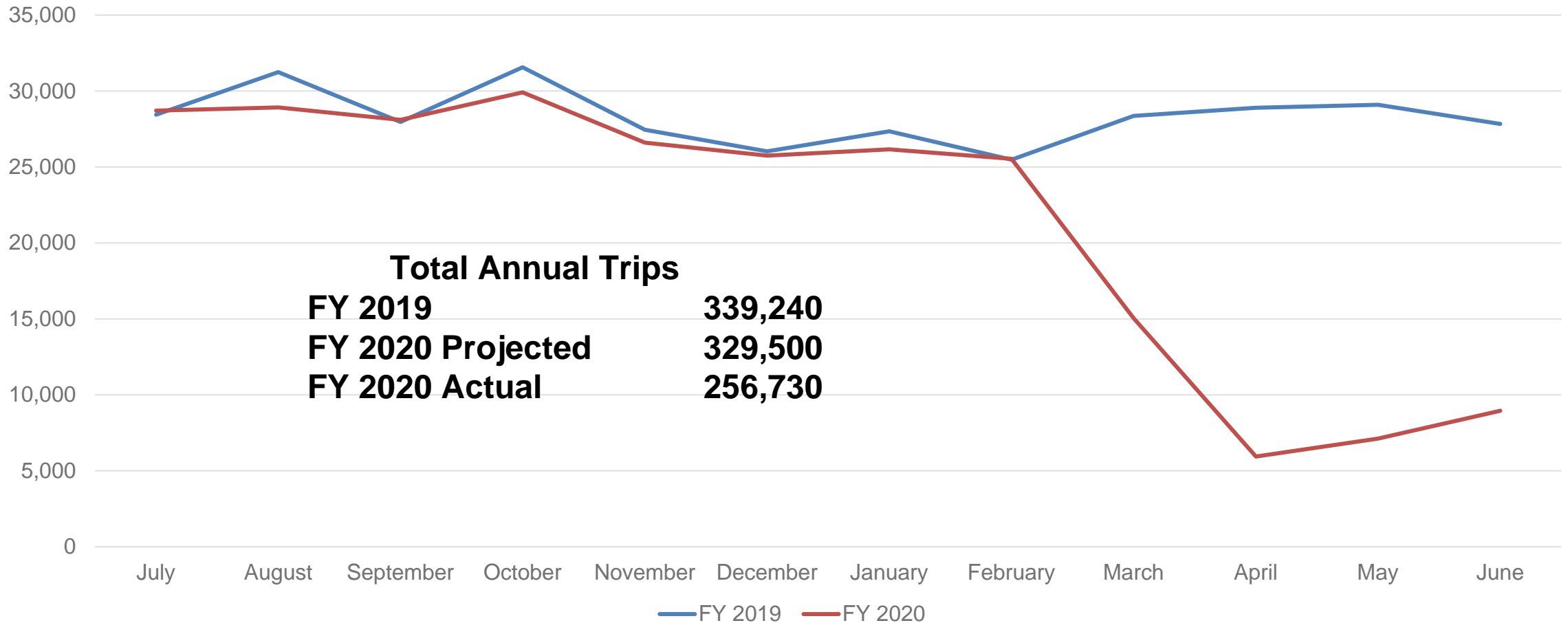
- “National” is Demand Response, which includes Paratransit and non-ADA demand response services. The NTD database does report ADA Paratransit exclusively.



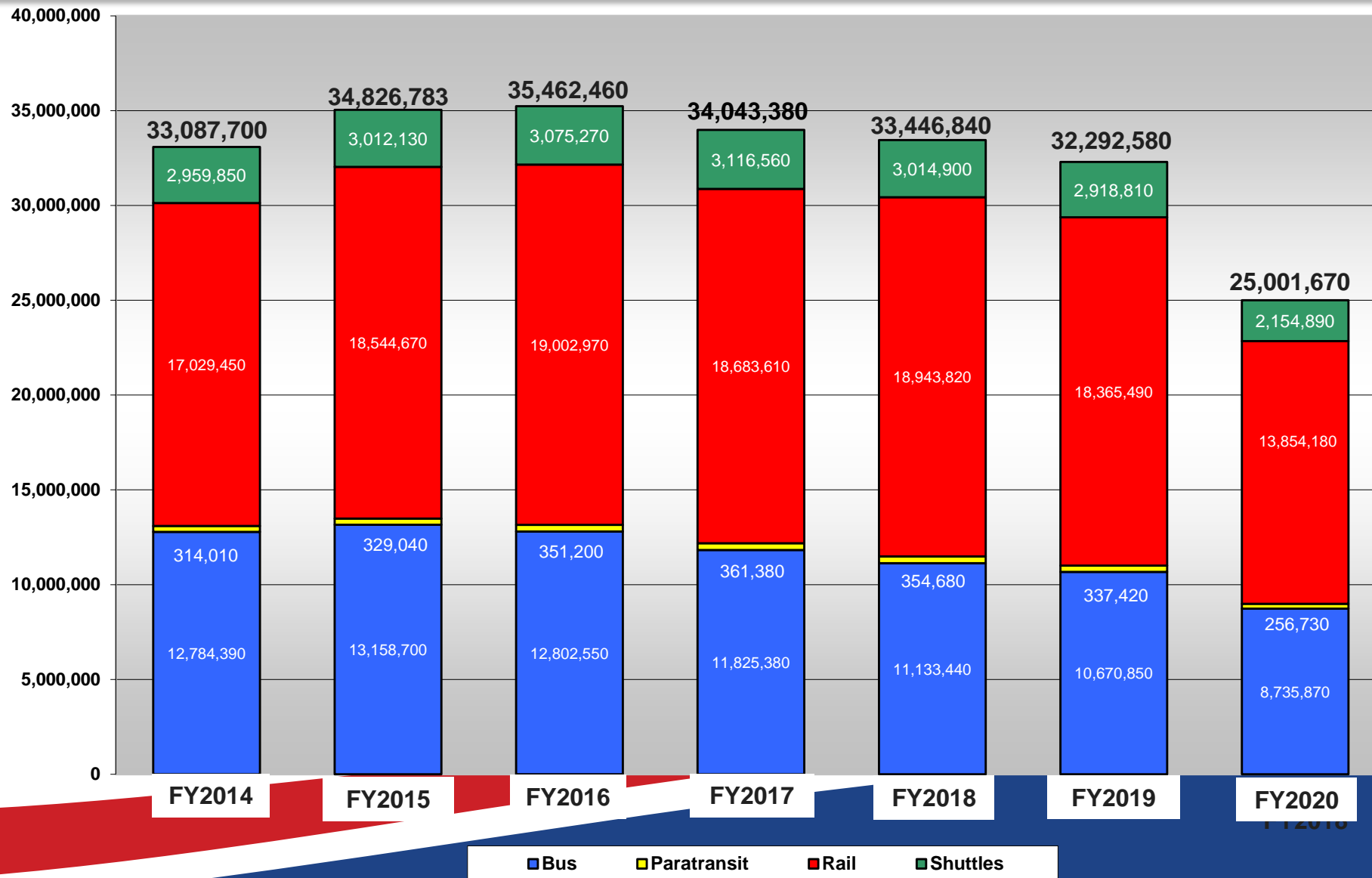
# Bus Trips by Month



# Paratransit Trips by Month



# Total Trips – All Modes



# Trips and Passenger Miles

	<u>Mode</u>	<u>AWR</u>	<u>Total Trips</u>	<u>Passenger Miles</u>
<b>FY 2019</b>	Bus	35,100	10,670,850	45,057,000
	Paratransit	1,160	337,420	4,840,000
	Shuttles	11,420	2,918,810	3,613,000
	Caltrain	<u>67,160</u>	<u>18,365,490</u>	<u>385,872,000</u>
	Total	114,840	32,292,580	439,382,000
<b>FY 2020</b>	Bus	28,950	8,735,870	36,887,000
	Paratransit	850	256,730	3,683,000
	Shuttles	8,440	2,154,890	2,667,000
	Caltrain	<u>50,380</u>	<u>13,854,180</u>	<u>291,090,000</u>
	Total	88,620	25,001,670	334,327,000

# On-time Performance

---

	<u>Bus</u>	<u>Paratransit</u>	<u>Rail</u>
FY 2019	79.1%	91.7%	93.1%
FY 2020	82.3%	92.9%	94.2%



**BUS**  
Goal 85%

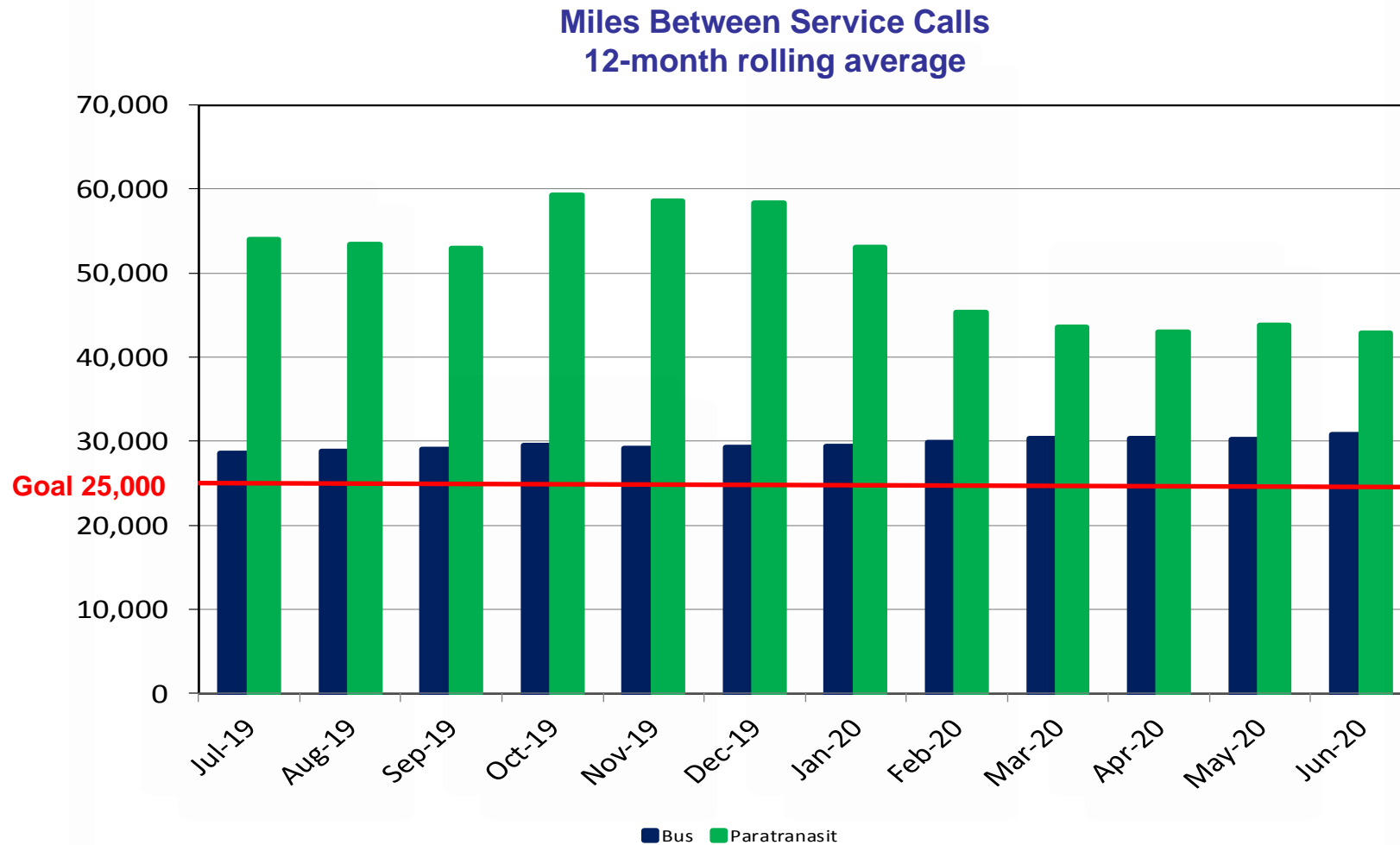


**PARATRANSIT**  
Goal 90%



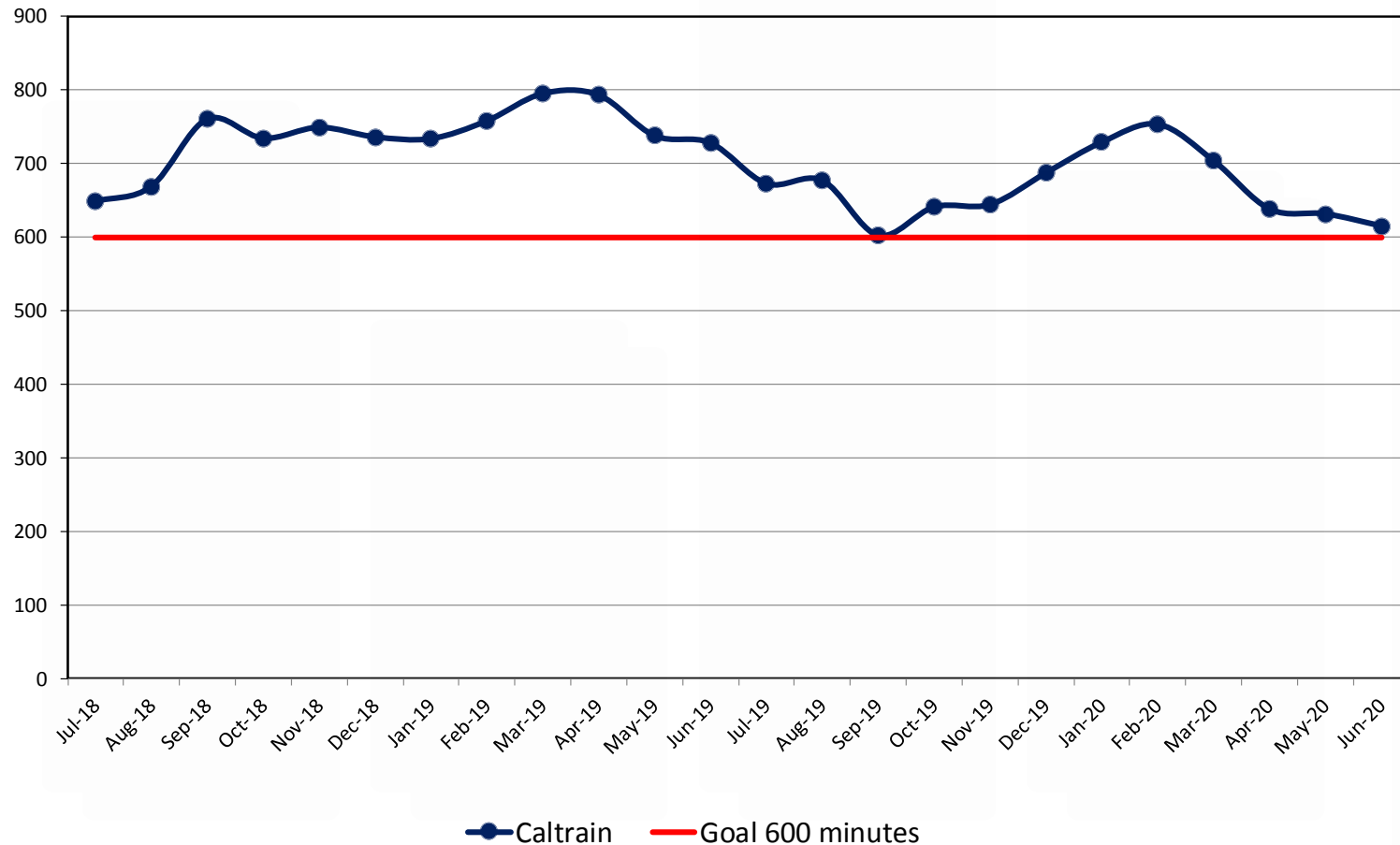
**RAIL**  
Goal 95%

# Fleet Reliability – Bus & Paratransit



# Fleet Reliability - Rail

Mechanical Minutes of Delay  
12-month rolling average



# Safety

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	<u>Vehicle Miles</u>	Preventable <u>Accidents</u>	Average <u>Miles</u>
Bus	8,921,482	175	50,980
Paratransit	2,154,811	13	165,755
	<u>Train Miles</u>	Trespasser & Vehicle <u>Strikes</u>	Average <u>Miles</u>
Rail	1,208,701	59	20,486



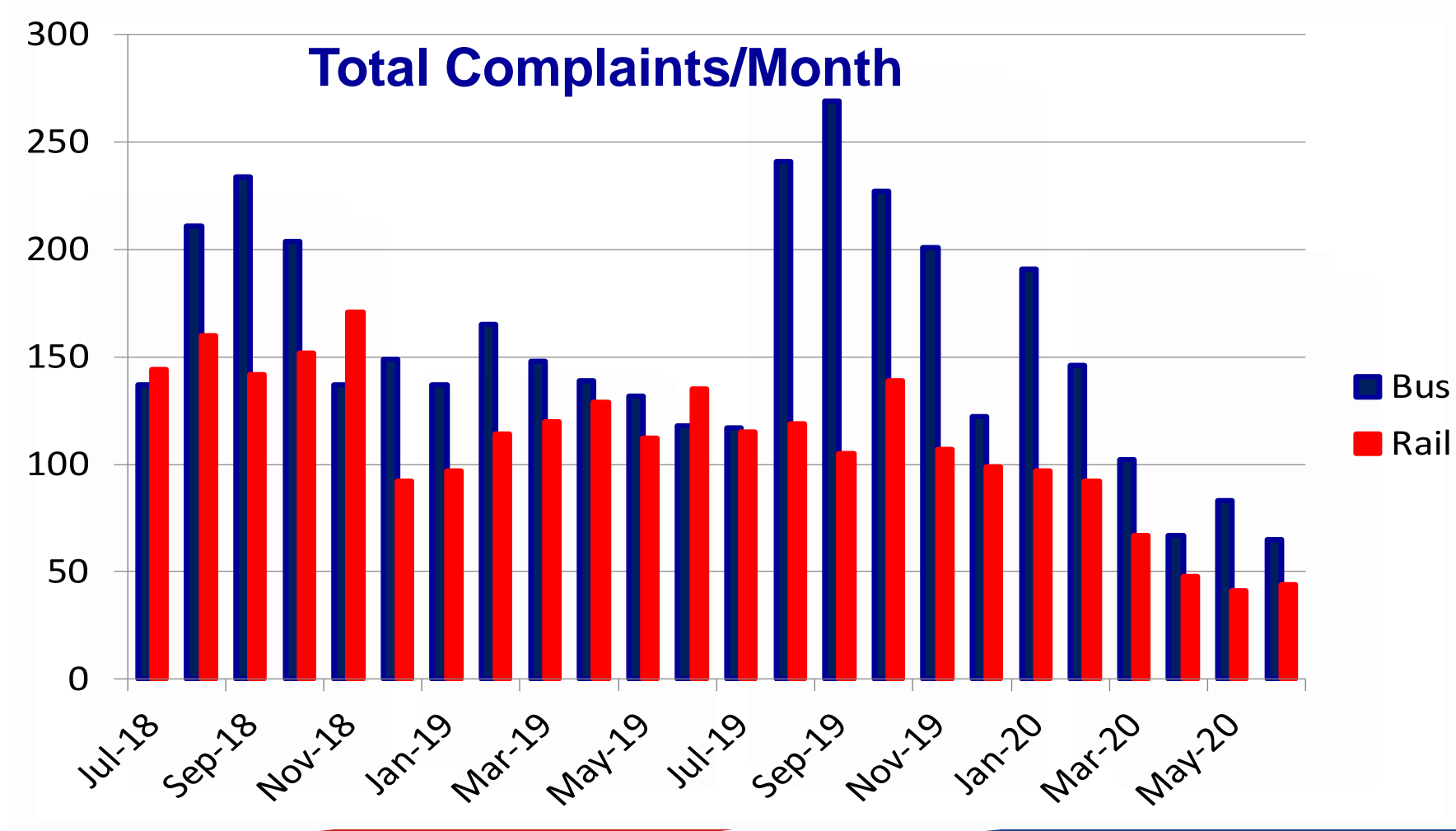
# Missed Service

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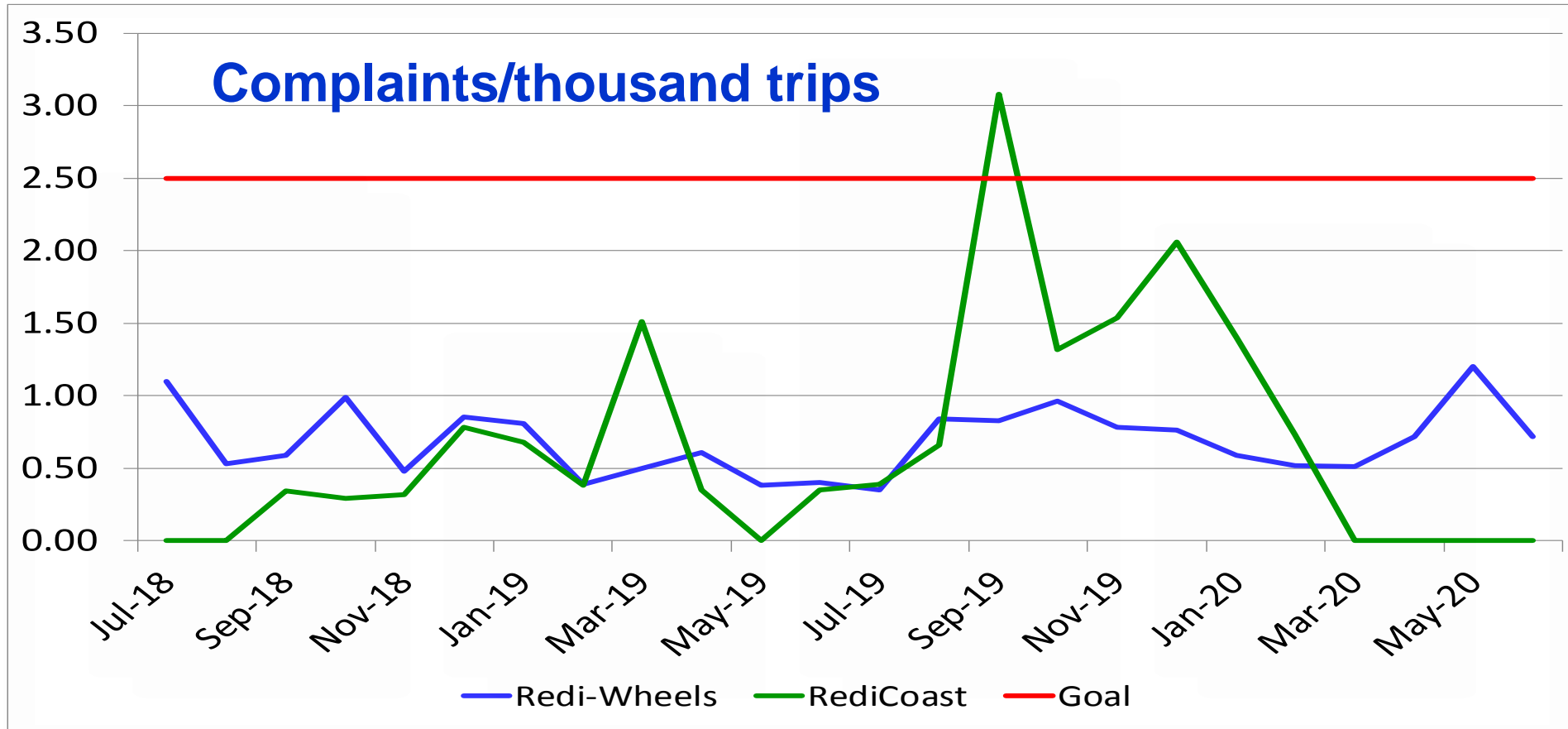
	<u>Bus Trips</u>	<u>DNOs</u>	<u>Percent</u>
FY 2018	577,000	783	0.14%
FY 2019	589,000	646	0.11%
FY 2020	484,900	2,331	0.48%

	<u>Trains</u>	<u>Annulled</u>	<u>Percent</u>
FY 2018	26,172	15	0.06%
FY 2019	26,128	13	0.05%
FY 2020	23,070	19	0.08%

# Bus & Rail Complaints



# Paratransit Complaints



# Performance Trends - Buses

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	<u>FY2019</u>	<u>FY2020</u>	<u>Goal</u>
Trips	10,670,850	8,735,870	
AWR	35,100	28,950	
OTP	79.1%	82.3%	85.0%
Accidents	184	175	
Miles/Accidents	52,026	50,980	100,000
Service Calls*	222	197	
Miles Between SC*	27,921	31,096	25,000
DNO	646	2,331	
Complaints/million trips	179	207	

\* District Operated Buses

# Summary – Year End FY 2020

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- Ridership through February, for all modes, improved 3.9 percent compared to the prior year (avg. 2.8M trips/mo.)
- Effects of the pandemic: significant decrease in ridership across all modes.
- Maintenance performance and fleet reliability for all modes remains good.
- OTP improved for all modes:
  - Bus increased 79.1% to 82.3%, goal 85.0%
  - Paratransit increased from 91.7% to 92.9%, goal 90.0%
  - Caltrain increased from 93.1% to 94.2%, goal 95.0%
- Customer satisfaction remains good.

# COVID-19 Service Changes (FY 2020)

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- Mar 13 SamTrans ceased school service
- Mar 17 Caltrain reduced weekday trains from 92 to 70
- Mar 25 SamTrans initiated free fares and rear-door boarding
- Mar 30 Caltrain reduced weekday trains from 70 to 42
- Apr 26 SamTrans reduced weekday service to the equivalent of Saturday service
- Jun 15 Caltrain increased weekday trains from 42 to 70

# COVID-19 Safety Actions

- Increased cleaning and sanitizing (facilities & vehicles).
- Installed hand sanitizing stations and issued personal hand sanitizers to bus operators and field personnel.
- Issued masks and gloves to front line employees.
- Instituted rear boardings and eliminated fare collection (March 2020).
- Installed and posted signage on buses - facial covering and social distancing required.



# COVID-19 Safety Actions

- Instituted temperature screening for all personnel.
- Eliminated field reliefs (operator receives a fresh bus).
- Purchased foggers to improve cleaning efficiency.
- Assessed working conditions (spacing) and instituted social distancing measures.





# SamTrans - Recovery

- August Run book 133
  - Increase service frequency on popular routes
  - Healthy extra board for added flexibility and capacity
  - Installed Bus Operator barriers
  - Front door boarding
  - Re-instated fare collection
  - Increased mask/facial covering enforcement
  - Issuing face masks on board buses



# SamTrans – Recovery Moving Forward

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- Developing January Run Book 134
  - Evaluating school service, service frequency, and possibly adding pre-COVID services
- Maintaining staffing levels
- Resume SamTrans Re-Imagine (COA)
- Completing the Shuttle program study
- Ongoing evaluation and implementation of health orders

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Officer, Communications

SUBJECT: **RESOLUTION ENDORSING THE "RIDING TOGETHER: BAY AREA HEALTHY  
TRANSIT PLAN"**

**ACTION**

Staff proposes the Committee recommend that the Board adopt a resolution endorsing the "Riding Together: Bay Area Healthy Transit Plan" (Plan) as a baseline set of measures that the San Mateo County Transit District, along with other Bay Area transit agencies, will implement to ensure the health of transit riders and workers during the coronavirus (COVID-19) pandemic.

**SIGNIFICANCE**

Bay Area transit agencies are uniting with the common goal of providing a healthy ride for the public as the region responds to the COVID-19 pandemic. The core focus of this effort is the development and implementation of the Plan. The Plan outlines a baseline set of measures including frequent cleaning, personal protective equipment, face coverings, physical distancing, ventilation, and touchless fares. These baseline standards will provide transit customers with consistent expectations across all Bay Area public transportation operations and will help protect the health of public transportation operators and employees.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

On May 7, 2020, the Metropolitan Transportation Commission released a framework for creation of a 30-member Blue Ribbon Transit Recovery Task Force to guide the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic.

Although many of the public transportation providers have their own individual plans, operators throughout the region collaborated to create a common set of responsibilities for public transportation customers and public transportation providers.

In addition to providing a baseline set of standards that customers and workers can expect to see implemented on Bay Area transit systems, the Plan also outlines how the standards will be communicated to customers, workers and the general public. The Plan is a living document, and is intended to evolve as conditions, circumstances and regulations change.

Prepared by: Tasha Bartholomew, Manager, Communications 650-508-7927

RESOLUTION NO. 2020-

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

\* \* \*

**ENDORING THE "RIDING TOGETHER: BAY AREA HEALTHY TRANSIT PLAN" AS A  
BASELINE SET OF MEASURES TO ENSURE THE HEALTH OF TRANSIT  
RIDERS AND WORKERS DURING THE COVID-19 PANDEMIC**

**WHEREAS**, like other Bay Area transit systems, the health of riders and transit workers continues to be the San Mateo County Transit District's (District) number one priority; and

**WHEREAS**, despite an unprecedented loss of ridership due to the coronavirus (COVID-19) pandemic, many riders continue to depend on Bay Area systems for essential travel; and

**WHEREAS**, survey data increasingly suggests that the majority of public transit riders will return to transit when allowed to do so; and

**WHEREAS**, the COVID-19 pandemic has presented transit systems with a historic set of challenges, including the need to adjust protocols and procedures to ensure a safe operating environment; and

**WHEREAS**, since the start of the pandemic, transit systems have collaborated with each other and with regional leaders, transit workers, rider advocates, public health experts, and others to create the "Riding Together: Bay Area Healthy Transit Plan" (Plan), which outlines a baseline set of measures that transit systems will implement to protect riders and workers; and

**WHEREAS**, the Plan provides guidance in the areas of vehicle disinfecting, physical distancing, face coverings, touchless payments, ventilation, employee personal protective equipment, testing, contact tracing, and employee wellness assessments; and

**WHEREAS**, the Plan will coexist and complement system specific plans developed by individual transit agencies; and

**WHEREAS**, the Plan is a living document and is intended to evolve as transit agencies continue to monitor rider and employee health on their systems and collaboratively take steps to respond to changing conditions.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors supports the implementation of the "Riding Together: Bay Area Healthy Transit Plan" on San Mateo County Transit District services and on transit services throughout the Bay Area to keep transit riders and workers healthy during the COVID-19 pandemic; and

**BE IT FURTHER RESOLVED** that through the method established for transit system reporting of health metrics related to the COVID-19 pandemic, that the District will report monthly on its performance in aligning with the baseline health measures set forth in the Plan.

Regularly passed and adopted this 2<sup>nd</sup> day of September, 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

# ***Riding Together:*** Bay Area **Healthy Transit Plan**







## To our Customers, Employees and Partners,

The COVID-19 Pandemic has been a massive strain for everyone. And, it has presented transit systems with an historic set of challenges, including the need to adjust protocols and procedures to ensure a safe operating environment for everyone.

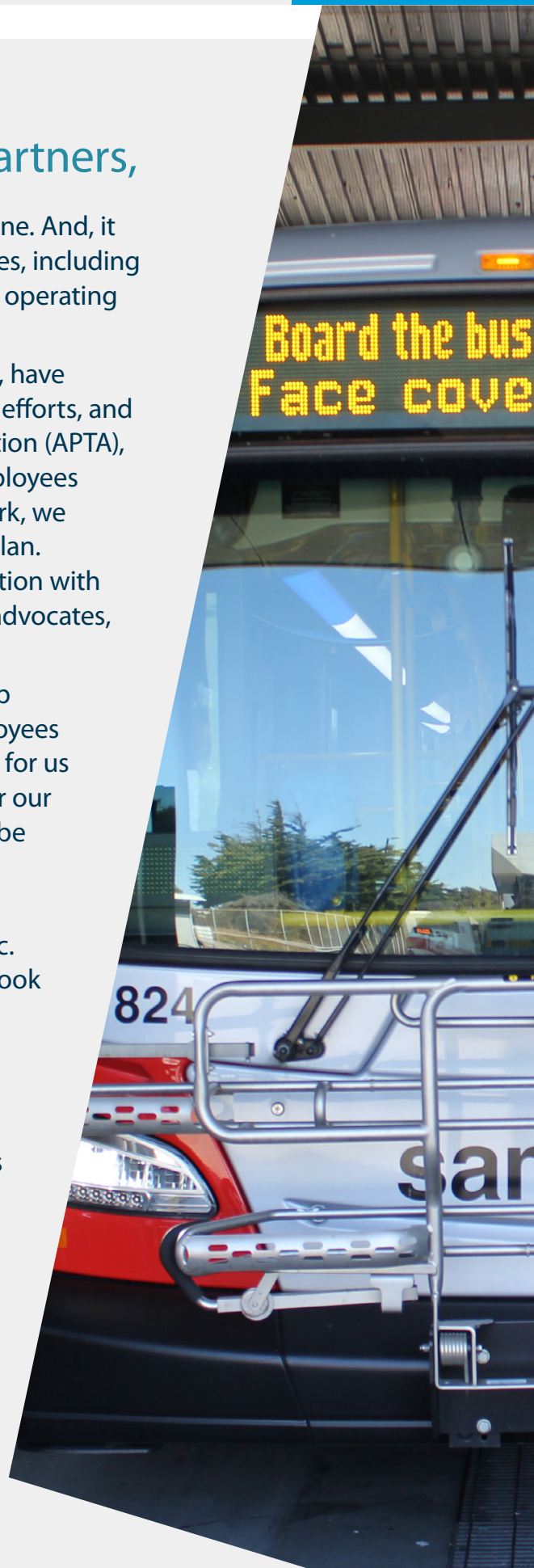
Collectively, we as the nine county Bay Area transit operators, have joined forces to initiate research, study U.S. and international efforts, and review information from the American Public Transit Association (APTA), to develop common commitments and expectations for employees and passengers in our Bay Area transit systems. From this work, we have developed Riding Together—Bay Area Healthy Transit Plan. Development of our plan has additionally included collaboration with regional leaders, transit workers, paratransit providers, rider advocates, public health experts, and others.

As we are all guided forward by our State and local leadership toward business resumption, we view the safety of our employees and passengers as job number one. This plan serves as a tool for us with common commitments which have been set in place for our employees, our current passengers as well as those who will be returning to transit.

This is a plan we own. A plan we will report on. And, a plan that we will modify to the fluctuating nature of this pandemic. Furthermore, are committed to the success of this plan, and look forward to a partnership with our customers and the shared responsibility for reducing transmission by properly wearing face coverings and other expectations.

We are all in this together. And, we look ahead to serving our customers as well as teaming with them to work through this challenging time that faces everyone.

### **Bay Area Transit Operators**



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Health & Safety Mitigations	5
Paratransit, Demand Response and Vulnerable Population	12
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# Moving the Bay Area *Safely*

On May 7, 2020, the Metropolitan Transportation Commission (MTC) released a framework for creation of a 30-member Blue Ribbon Transit Recovery Task Force to guide the Bay Area's public transportation network as the region adjusts to new conditions created by the COVID-19 pandemic.

Task Force membership represents regional transportation planners, county transportation agencies, public transportation operators, elected officials, union representatives and other stakeholders (Appendix A).

Together, the Bay Area transit operators have developed a cohesive safety and health plan—this plan—to bring the region's public transportation providers together around minimum transit-related safety and health mitigations to be consistently applied across the network to help the Bay Area ease out of the COVID-19 pandemic shelter-in-place. These mitigations give transit customers consistent expectations across all Bay Area public transportation operations and set clear expectations for public transportation providers and employees regarding workplace safety and health. This plan clarifies the responsibilities of public transportation customers and public transportation providers in implementing the mitigations and recommends communication strategies and key messages to promote safety and health awareness.

## **The mitigations in this plan reflect current understanding of the COVID-19 virus and the two most prevalent methods of person-to-person transmittal:**

- ⊕ Between people who are in close contact with one another; through respiratory droplets produced when an infected person coughs, sneezes, or talks.
- ⊕ By touching a surface or object that has the virus on it and then touching the mouth, nose, or eyes.



This plan identifies safety and health actions for public transportation customers and providers to implement as the Bay Area eases out of COVID-19 shelter-in-place.



## Plan Overview

Bay Area Public Transportation Providers (Appendix A) have collectively developed a cohesive health and safety plan—this plan—to bring the region’s public transportation providers together around transit-related health and safety standards and mitigations. This plan will provide guidance for the mitigations to be consistently applied across the network to best serve essential workers currently riding transit and help the Bay Area ease out of the COVID-19 pandemic stay-at-home order. While county-specific guidance may vary, these minimum standards give transit customers consistent expectations across all Bay Area public transportation operations and identify mitigations for public transportation providers and employees regarding workplace health and safety. Although many of the public transportation providers have their own individual plans or measures in place, this plan clarifies the responsibilities of public transportation customers and public transportation providers across the Bay Area in implementing the health and safety minimum requirements and mitigations and recommends communication strategies and key messages to promote health and safety awareness.

The guidelines in this plan reflect current understanding of the COVID-19 virus and the most prevalent methods of person-to-person transmittal :

Between people who are in close contact with one another (within about 6 feet) through respiratory droplets produced when an infected person coughs, sneezes, or talks. These droplets can land in the mouths or noses of people who are nearby or possibly be inhaled into the lungs. COVID-19 may be spread by people who are not showing symptoms.

### Plan Purpose

- Identify consistent health and safety standards for public transportation customers to do and public transportation providers to implement as the Bay Area eases out of the COVID-19 stay-at-home order
- Clarify expectations and responsibilities of transit customers and transit providers
- Recommend communication strategies and key messages to promote public transportation customer and provider compliance with and support for mitigations.

### Scope of Plan

- Applies to Bay Area public transportation providers (non-aviation) including rail, bus, ferry, paratransit, demand response and micro-transit
- Limited to COVID-19 recovery efforts and mitigations
- Covers public transportation services provided both directly by the public transportation providers and those provided under contract
- Flows down mitigations from public transportation providers to contractors, as needed.

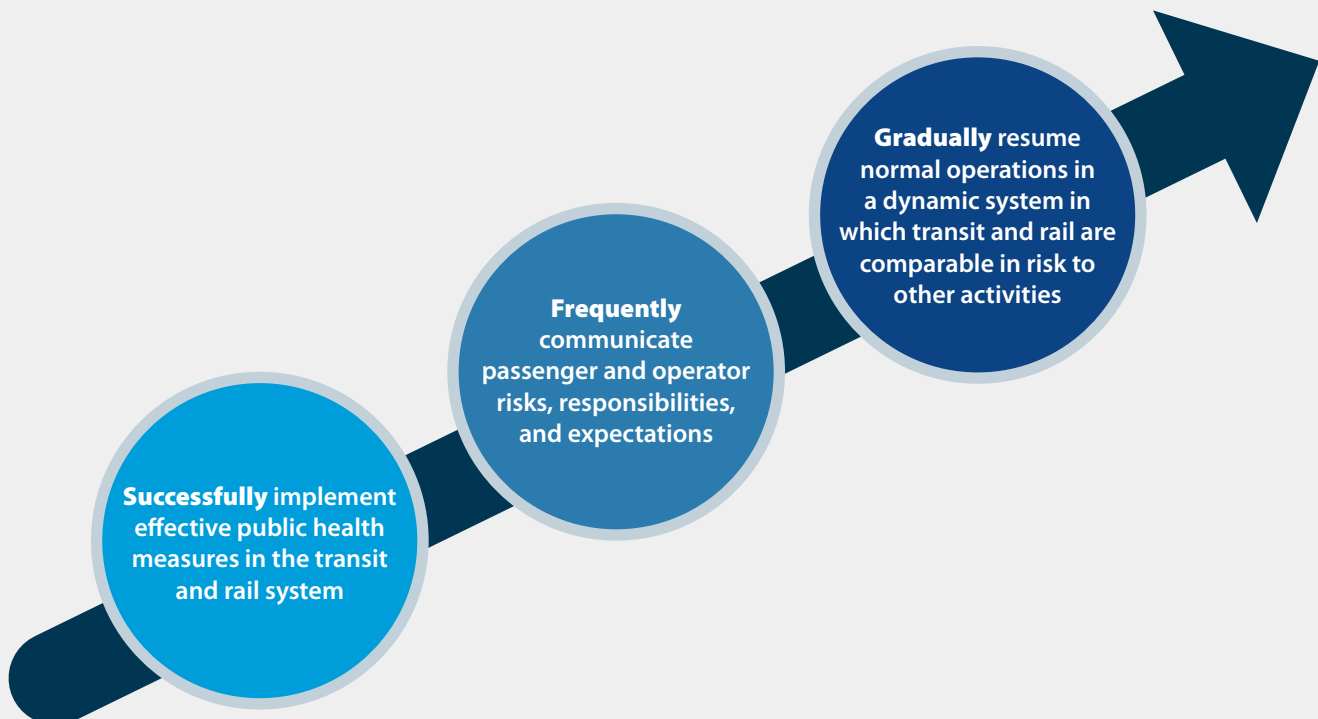
\* **Mitigations:** Actions or practices that public transportation customers and providers, including employees, collectively take to slow the spread of COVID-19. Mitigations help the Bay Area’s public transportation network operate safely as the region eases out of the COVID-19 stay-at-home order.

The identified mitigations are based on US and international health agency guidance from the California Department of Public Health (CDPH), the US Centers for Disease Control and Prevention (CDC) and the World Health Organization (WHO). The application of the mitigations is informed by US and international transit industry guidance including guidance from the American Public Transportation Association's (APTA 2020a; APTA 2020b; APTA 2020c), the CDPH (CDPH 2020a), a survey of 21 Bay Area public transportation providers regarding current COVID-19 health and safety practices and coordination with Bay Area public health representatives. See Section 7 for reference documents.

**This is a living plan and is based on current, known COVID-19 transmittal factors and disrupters of those transmittal factors (mitigations), and the current COVID-19 situation and public health response in the Bay Area and California.**

This plan may change and adapt as research around the COVID-19 disease evolves, as performance against this plan is achieved and/or as the COVID-19 situation in California changes. This plan currently anticipates that with continued California-mandated face covering requirements, physical distancing recommendations may change over time to allow for increased vehicle capacity to serve more Bay Area customers, while still complying with epidemiological research and transit best practice. Using the current guidelines and mitigations in this plan confirms that Bay Area public transportation providers are the need to move toward increased capacity service.

This plan's approach is consistent with a Safety Management System approach that evaluates and balances risk recognizing society's need for and value of public transportation. The Federal Transit Administration requires, as part of the Public Transportation Agency Safety Plan final rule, the evaluation of safety risks and the application of mitigations to reduce risks as part of a transportation provider's Agency Safety Plan. This regional COVID-19 plan is consistent with managing risks associated with this pandemic to gradually move to resume capacity and service.



## Alignment with State Pandemic Resilience Roadmap

California is currently in Stage 2 of the state's Pandemic Resilience Roadmap (CDPH 2020b), allowing the opening of specific lower risk sectors and modified school programs and child care to resume. Indicators to modify the Stay-at-Home Order include:

- ⊕ Ability to test, contact trace, isolate, and support the exposed
- ⊕ Ability to protect those at high risk for COVID-19
- ⊕ Surge capacity for hospitals and health systems
- ⊕ Therapeutic development to meet the demand
- ⊕ Ability of business, schools, and childcare facilities to support physical distancing
- ⊕ Determination of when to reinstitute measures like Stay-at-Home

**Stage 1**  
Safety and  
preparedness

**Stage 2**  
Lower-risk  
workplaces

**Stage 3**  
Higher-risk  
workplaces

**Stage 4**  
End of stay  
home order

There are nine counties that are represented in the Bay Area Transportation Providers: Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco. As of August, 2020, all the nine counties were being monitored for data that does not meet indicator objectives (CDPH 2020c).

Public transportation providers have impacts or supporting roles on the bolded bullets in the above list. Committing to support contact tracing where appropriate, protect high-risk persons during travel and support physical distancing are all part of this plan and support the ability of the state to modify the Stay-at-Home order and provide for further re-opening. At Stage 3, counties may choose to move forward at their own pace, relaxing orders, which can impact the demand for public transportation. By supporting the community indicators, transportation providers will demonstrate partnership and community-mindedness, allowing for the easing of restrictions and the ability to increase capacity in a safe and moderated way.

## Safety and Health Risk and Public Transportation Benefits

Public transportation, like other businesses, has had to weigh risks of providing equitable transportation service against health and safety risks. The Federal Transportation Administration has required public transportation providers to identify, evaluate and manage risks for the best outcome to the public and to those who provide the services. The societal benefits of providing affordable transportation exceed any risks presented by public transportation. This plan seeks to minimize further risks related to COVID-19.

As with other safety hazards, the most effective measures are layered for maximum results. Layering good hand hygiene, face coverings, ventilation, physical distancing, cleaning and disinfecting, limited time exposure, as well as, passenger personal accountability provide for a safer environment than only one or two of the mitigation measures alone. The Bay Area transportation providers are committing to layering safety measures along with passenger personal accountability to keep public transportation available for essential workers who are keeping the Bay Area in business and others as the region emerges from the current conditions.

Using other prevention measures in combination with social distancing, such as wearing a mask, will modify the threshold of Social Distancing, and thus enable to increase the occupancy rate of the trains. (UIC2020)

Bay Area transportation providers are using the layered approach to impact the infection equation: **Successful Infection = Exposure to Virus x Time.**

(Bromage 2020) on public transportation.

## Health & Safety Mitigations

Public transportation customers and providers and their employees can all help keep California on a path to continue safely reopen and remain open by following several key health and safety mitigations. Each of the health and safety mitigations is based on US or international public health recommendations. This plan includes mitigations for customers and providers to implement for a healthy Bay Area transit system.

Paratransit and demand response is discussed in Section 4, Paratransit, Demand Response and Vulnerable Population.

### Customer Facing Mitigations

#### Face Coverings



The CDC is advising the use of simple cloth face coverings to slow the spread of COVID-19 and help people who may have the virus and do not know it from transmitting it to others (CDC 2020a).

Additionally, on June 18, 2020, the State of California required people in the state to wear face coverings when they are in certain situations including the following related to public transportation operations for both customers and employees (CDPH 2020d):

- ⊕ Inside of, or in line to enter, any indoor public space.
- ⊕ Waiting for or riding on public transportation or paratransit or while in a taxi, private car service, or ride-sharing vehicle.
- ⊕ Engaged in work, whether at the workplace or performing work off-site, when interacting in-person with any member of the public, working in any space visited by members of the public, regardless of whether anyone from the public is present at the time, working in or walking through common areas, such as hallways, stairways, elevators, and parking facilities, and in any room or enclosed area where other people (except for members of the person's own household or residence) are present when unable to physically distance.
- ⊕ Driving or operating any public transportation or paratransit vehicle, taxi, or private car service or ride-sharing vehicle when passengers are present. When no passengers are present, face coverings are strongly recommended and maybe required based on local guidance.
- ⊕ While outdoors in public spaces when maintaining a physical distance of 6 feet from persons who are not members of the same household or residence is not feasible.

#### Customer Responsibilities

Public transportation customers are expected to bring and properly wear their own face coverings when accessing public transportation services and facilities to comply with the State of California's order.





### Public Transportation Provider Responsibilities

To support compliance with the State of California order, all public transportation providers require the proper use of face coverings on their systems, including in facilities, for all passengers over the age of 2 years, unless the customer is exempt per the State of California order.

#### Public transportation providers will:

- ➔ Remind passengers of the face covering requirements.
- ➔ Have the right to refuse to carry anyone not wearing a face covering, unless the person is exempt.
- ➔ Optionally, provide face coverings, as capabilities allow, at defined locations (by operators, station agents, transit security staff or at vending machines) as a de-escalation technique.
- ➔ Consider other de-escalation techniques and inform operators of their options, such as dealing with face coverings in a similar manner as dealing with fares.
- ➔ Communicate the requirement in transit vehicles and facilities noting the state requirement for face coverings for transit customers and employees.
- ➔ Develop, implement and communicate to employees a process for equitable enforcement strategies. At a minimum, to protect bus operators or others in direct contact with public, provide de-escalation options and support if conflict ensues.
- ➔ Require employees to adhere to face covering requirements.

### Physical Distancing



COVID-19 is thought to spread mainly from person-to-person, between people who are in close contact with each other and through respiratory droplets produced when an infected person coughs, sneezes or talks (CDC 2020b). The World Health Organization and multiple European transportation agencies are using a 1 meter (approximately 3 feet) minimum requirement for physical distancing when face coverings are worn.

**The CDC currently advises 6 feet, though it should be noted that face coverings were not encouraged or mandated by CDC when the 6-foot metric was introduced. Where practicable, Bay Area public transportation providers will provide for a minimum 3-foot physical distancing metric, coupled with mandatory, properly worn face coverings.**

### Customer Responsibilities

Public transportation customers are expected to remain a minimum of 3 feet or optimally 6-feet, as practicable, from others not in their households when in stations, transit facilities or in vehicles, in addition to complying with the facial covering requirement.

If assistance is required from the operator or other staff, customer will allow the operator to manage the securement in the safest manner possible for both passenger and operator.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ➔ Communicate to their customers the physical distancing recommendations for safely riding public transportation.
- ➔ Manage capacity, as possible, to provide spacing to achieve the 3-foot physical distancing minimum requirement.
- ➔ Evaluate disability device securement and advise operators how to manage securement practices to reduce risk to all parties.



## Hand Hygiene

Good hand hygiene can help slow the spread of COVID-19. This includes washing hands with soap and water for at least 20 seconds or using an alcohol-based hand sanitizer containing at least 60 percent alcohol (CDC 2020a).

### Customer Responsibilities

Public transportation customers should bring hand sanitizer or disinfecting wipes to clean their hands before and after using public transportation and after contact with potentially contaminated surfaces or use hand washing facilities, as available.

### Public Transportation Provider Responsibilities

Public transportation providers will provide information if hand-washing stations or hand sanitizer dispensers are available to customers.

## A Quiet Ride Campaign



Droplets expelled through talking, singing, and other verbal activities are known to contribute to virus dispersion (CNN 2020; NEJM 2020). Bay Area public transportation providers will temporarily adopt the “Quiet Ride” communication campaign, requesting passengers minimize talking, signing or other verbal activities while riding public transportation to slow the spread of COVID-19. Necessary verbal activities, such as requesting a stop, are not precluded.

### Customer Responsibilities

Reduce talking, singing, eating or other verbal activity to the extent possible while in public transportation facilities and on vehicles.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ⊕ Communicate and promote the “Quiet Ride” campaign to customers.

## Vehicle and Facility Conditions – Cleaning and Disinfecting



Cleaning and disinfecting surfaces reduces the risk of infection by removing potential contamination. To restore passenger confidence and provide for a healthy environment, vehicles and facilities must be cleaned and disinfected more frequently than pre-COVID-19 practice. If not already doing so, public transportation providers will implement cleaning and disinfecting on a more frequent schedule than pre-COVID-19 practices and will follow APTA-recommended practices (APTA 2020a; APTA 2020b).

### Customer Responsibilities

Customers must stay at home when they are sick in order to slow the spread of COVID-19, evaluating their own symptoms or exposure. Customers will dispose of tissues or other potentially contaminated materials in trash cans.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ⊕ Daily clean and disinfect in-service vehicles, factoring in the level of use, with an emphasis on high-touch areas
- ⊕ Provide elevated cleaning if a vehicle is reported to have carried an infected or potentially infected person. Reports could come from public health agency, customer report or employee observation of a person displaying symptoms
- ⊕ Use EPA-List N disinfectants applied through methods outlined in the APTA standard or EPA/CDC recommendations
- ⊕ Coordinate with public health officials if reports of potentially-infected, known or confirmed infected persons utilized the public transportation system.



## Vehicle and Facility Conditions – Ventilation



Increased air flow can provide for a healthier environment for transit customers and employees (CDC 2020e; APTA 2020a). On some vehicles, such as buses and light rail vehicles, doors are frequently opened to allow passengers to board or exit. Other vehicles have less frequent door cycling and are more dependent on the vehicle heating ventilation and air conditioning (HVAC) system. Buses and ferries may have windows that open, allowing additional ventilation. Where feasible, public transportation providers will increase ventilation and air filtration on vehicles and in facilities.

### Customer Responsibilities

Customers will not close windows that are open without consulting the operator or other public transportation employee.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ➔ Maximize fresh air ion vehicles and facilities, based on ventilation options, and other factors such as climate or air quality.
- ➔ Confirm maintenance is performed on ventilation systems on vehicles and station facilities and that the systems function at peak-performance.
- ➔ Use the highest MERV-rated filter appropriate for the HVAC system on vehicles and facilities, as feasible.
- ➔ Provide guidance to operators or other public transportation employees regarding the opening of windows and doors, including direction if other health hazards such as air quality issues arise.



## Touchless Fares

Reducing cash fare payments reduces touch and disease transmittal potential and can reduce the need for face-to-face transactions.

### Customer Responsibilities

Public transportation customers should use touchless fare options, when possible, to include Clipper cards or online or mobile ticketing.

If using cash fare, have correct fare ready for payment on boarding to minimize exposure to others boarding.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ➔ Communicate all touchless fare payment options to customers.
- ➔ Encourage use of touchless fare payments, as feasible, while still allowing for cash options.

Paratransit and demand response cleaning is discussed in Section 3, Paratransit, Demand Response and Vulnerable Population.

## Transit Employees

Keeping employees safe and well is critical for the operation of Bay Area public transportation providers. The following minimum standards apply to public transportation employees. Employees should adhere to company requirements and be assured that other employees will also adhere to requirements and be held responsible.

### Employee Wellness Assessments

Assessing employee wellness is part of evaluating fitness for duty. During the COVID-19 pandemic, additional assessments can support whether employees are ready for work and do not pose a risk of spreading COVID-19 to others around them. It is critical to understand that many people who have COVID-19 are asymptomatic and may not know that they are infected. Also, note that temperature scans results can be unreliable. Some temperature instruments only test skin temperature which can be impacted by external climate or human activity. Also, normal human temperature can range from 97° to 100°, so a fever cannot be assumed based on a slight elevation in temperature. Staff training also factors into the reliability of a temperature scan.

### Employee Responsibilities

Employees will cooperate with the employer-developed protocols for Covid-19 assessment and provide facts when completing any requested assessments.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ➔ Develop and implement a Covid-19 assessment protocol for employees prior to accessing transit facilities or vehicles. The Covid-19 assessment may consist of a self-assessment, questionnaire or temperature scan or other activities that provide information about whether it is safe to be at work.
- ➔ Develop, implement and communicate a policy for employees around the Covid-19 assessment protocol including expectations of those who may be prevented from working based on the Covid-19 assessment.
- ➔ Provide for employee health privacy in any Covid-19 screening activity.

## Personal Protective Equipment

Personal protective equipment (PPE) is inclusive of face coverings, face shields, and gloves. As per the State of California order, face coverings are required for all in a work place settings (CDPH 2020d). Some job categories may require different PPE than other job categories. Public transportation providers are recommended to perform some type of job hazard analysis (JHA) to determine specific hazards or exposure possibilities and base PPE allocation on that assessment.

### Employee Responsibilities

Employees will wear the combination of PPE defined for their job requirements to safeguard themselves and others while in the work environment. If any portion of the PPE defined for an employee's job requirements cannot be complied with, the employee is responsible for alerting their employer and cooperating with the development of alternatives to provide for a healthy working environment, as feasible.

### Public Transportation Provider Responsibilities

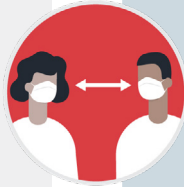
#### Public transportation providers will:

- ➔ Determine and supply minimum levels of PPE, including the required face coverings (unless exempt).
- ➔ Perform some type of job hazard analysis (JHA) to determine specific hazards or exposure possibilities and base PPE allocation on that assessment. These can be broad categories based on exposure (for example, public facing duties or job duties that require close proximity to other employees or passengers). Positions at a higher risk for exposure, such as mechanics or right-of-way maintainers who work in pairs to perform tasks or bus operators, should be considered for higher levels of PPE.



- ⊕ Provide supervision and oversight to confirm compliance and develop protocols for non-compliance.
- ⊕ Identify any spaces where face coverings are not required (e.g. private offices), as allowed by local health guidance.
- ⊕ Communicate requirements to all employees.
- ⊕ Develop and implement a policy to manage employees who do not or cannot comply with the increased or changed PPE requirements.

## Physical Distancing



Physical distancing is one of the primary mitigation measures, in addition to face coverings, recommended by the public health agencies to minimize the risk of COVID-19. There are several factors that are currently considered in transmitting the infection. Both time and space are being evaluated, with exposures of greater than 15 minutes or closer than 3 feet both factors related to transmission (WHO 2020a; WHO 2020b). Public transportation providers will consider both distancing, facial coverings and time in their employee physical distancing requirements.

### Employee Responsibilities

Employees will comply with physical distancing requirements and facility modifications. If employees cannot comply with physical distancing requirements or function with facility modifications, employees must alert their employer and discuss alternatives to support a safe work environment.

### Public Transportation Provider Responsibilities

Public transportation providers should evaluate the following spaces and put into practice measures to manage physical distancing. Where work duties allow, provide for virtual work to reduce exposure of employees. Providers should evaluate facility capacity and develop a plan for all job categories to assess remote work, staggered shifts and other strategies to alleviate crowding that would challenge physical distancing.

#### Common Spaces

Common spaces include, but are not limited to vestibules, restrooms, break rooms, lunchrooms, conference rooms, shared workspaces and operator report areas.

#### Public transportation providers will:

- ⊕ Determine common space capacity based on space size and configuration and define limits
- ⊕ Stagger work hours and breaks to spread use of space
- ⊕ Encourage eating outside, at desks, or at physically-distanced spacing, as possible
- ⊕ Enforce face covering requirements for all common spaces
- ⊕ Communicate expectations for physical distancing in common spaces
- ⊕ Clean and disinfect common spaces regularly, using EPA-List N disinfectant materials
- ⊕ Remove or provide for cleaning of recreational equipment (pool tables, ping pong tables, or other) that might encourage close proximity or provide cleaning for high touch potential
- ⊕ Enforce physical distancing requirements for meetings or group activities, reducing in-person participation, encouraging virtual participation, utilizing larger meeting spaces or moving meetings outside, as possible.

### Vertical Transport

Vertical transport includes elevators or stairs, areas that have the potential to place persons in close proximity within enclosed spaces.

#### Public transportation providers will:

- ⊕ Either limit capacity of elevators or ensure exposure time is less than 15 min.
- ⊕ Encourage stair use, as possible, to reduce elevator congestion.
- ⊕ Consider allocating one elevator for vulnerable persons who may be at higher risk of life-threatening COVID-19 complications, as needed.

### Work Space Modification

Public transportation providers should evaluate work spaces for each job category to either allow for physical spacing or the placement of temporary or permanent shielding.

#### Public transportation providers will:

- ⊕ Provide dividers in group work spaces or provide additional space
- ⊕ Provide protection for bus operators utilizing minimum 6-foot distancing or protective measures to include permanent or temporary shields, rear door boarding, if available, elevated PPE and/or elimination of seating within close proximity
- ⊕ Provide station agent or other field staff with shielding or elevated PPE
- ⊕ Provide individual work equipment or provide sanitation materials for cleaning between employee use

## Infected Employees/Contact Tracing



Public transportation providers will track employees that access transit facilities or equipment, as feasible. If an employee reports an infection, or possible contact with an infected person, public transportation providers should document and maintain records of what other employees may have come into contact with the exposed or infected employee and notify other employees. Public transportation providers should inform employees if the provider is notified from a customer contact or other notification, that an infected person has been in a specific vehicle or facility. Public transportation providers should report any confirmed infections to the appropriate public health agency.

### Employee Responsibilities

Employees will inform their employer if they test positive for COVID-19, have been exposed to someone confirmed to have COVID-19 or suspect exposure to COVID-19. Employees will not report to work under these conditions and will abide by public health requirements for infected or exposed persons.

### Public Transportation Provider Responsibilities

#### Public transportation providers will:

- ⊕ Record which employees are in facilities or vehicles at any time.
- ⊕ Notify other employees if they have been possibly exposed to a suspected-positive person to allow them to take appropriate action.
- ⊕ If notified that a confirmed or suspected-positive person has traveled on a specific trip or bus, if possible to determine, the operator will be notified and provided options for reporting, testing, quarantine and return to work.
- ⊕ Define policies specific to handling any reported health information, notification processes and rights and responsibilities of infected or quarantined employees who miss work.





## Paratransit, Demand Response and Vulnerable Population

This section adds additional detail to applicable minimum mitigations described in Section 4.1 and 4.2. Paratransit providers and customers should review Sections 4.1 and 4.2 in addition to Section 5 for minimum mitigations related to physical distancing, touchless fare, hand hygiene, and ventilation which all have applicability to paratransit transportation.

### Face Coverings



The population of customers utilizing paratransit service may have a higher likelihood of being exempt from the face coverings requirement due to other health issues. This provides for additional potential exposure of other passengers and the operator.

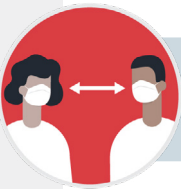
### Customer Responsibilities

Customers must wear face coverings unless exempt and should inform the paratransit provider if unable to wear a face covering to allow for additional protective measures, as feasible.

### Paratransit Providers Responsibilities:

If informed that a specific customer cannot wear a face covering, additional spacing between customers should be allowed (6-feet) and, if possible, the space should be disinfected after customer is transported.

### Physical Distancing



As per fixed route service, a minimum of 6-feet physical distancing should be maintained between operator and passengers and 3-feet between passengers. Aides or family members are considered part of the passenger household unit.

### Customer Responsibilities

Customers should maintain a minimum of 3-feet physical distance from those not within their household unit. Customers exempt from face covering requirements should attempt to increase the physical distancing to 6-feet, as possible.

### Paratransit Providers Responsibilities

Capacity on vehicles should allow for maintaining a minimum of 3-feet physical distancing between customers/household units, as feasible, with additional space allowed if face coverings are not possible.

### Vehicle Condition - Cleaning and Disinfecting



Cleaning and disinfecting surfaces in the paratransit or demand response sector is important as these customers are frequently more vulnerable due to underlying health conditions and may be more likely to be exempt from the face covering requirement. Often this population has limited alternative transportation choices. Paratransit providers should have heightened concern to maintain clean and disinfected vehicles servicing these customers (APTA 2020a).



### Paratransit Providers Responsibilities

- ➔ Daily clean and disinfect in-service vehicles, factoring in the level of use, with an emphasis on high-touch areas
- ➔ Spot clean high touch areas during service hours, as possible with passenger loads, with additional attention after passengers who are exempt from face covering requirements
- ➔ Elevate cleaning if a vehicle is reported to have carried an infected or potentially-infected person
- ➔ Use EPA List N disinfectants applied through methods outlined in the APTA standard or CDC/EPA recommendations.

### Employee Personal Protective Equipment and Supplies



A paratransit or demand response operator is one specific position that will require different level of PPE from other job categories, as most are required to work in close proximity to customers to secure or otherwise assist customers as part of their job duties.

### Paratransit Providers Responsibilities

- ➔ Review the level of contact required of their demand response operators and provide elevated PPE if exposure is elevated. Considerations should include face shields or eye protection and face coverings, gloves, spray or wipe-on disinfectant, and hand sanitizer or sanitizing wipes.

### Passenger Wellness Screening

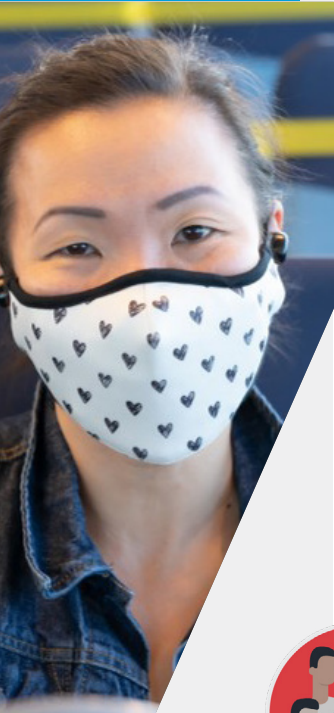


Most demand response service has some type of advanced scheduling ability, with follow-up reminders or communication. This is an opportunity to ask passengers to self-assess their wellness as an additional safeguard to other passengers and the operator.

### Customer Responsibilities

Customers will review their own wellness and exposure and schedule trips based on the review. If exposed or symptomatic, customers should advise the paratransit provider to determine alternate transportation options or to allow the provider to schedule or arrange travel in the safest manner possible.





### Paratransit Providers Responsibilities

Review their scheduling protocols and, as possible, include a simple self-assessment questionnaire which would indicate to the potential passenger if they should continue with their ride or cancel or arrange alternate transportation due to any symptoms or exposure.

#### The assessment should consider the following areas of review:

- ➔ Exposure to persons with confirmed case of COVID-19 in the past 14 days
- ➔ New symptoms such as fever, cough, fatigue, shortness of breath, chills or muscle aches. Note that the list of symptoms continues to evolve with the most recent found at <https://www.cdc.gov/coronavirus/2019-ncov/symptoms-testing/symptoms.html>.

Develop protocols and inform schedulers and staff regarding proper handling of customer reports of exposure or infection. Options might include providing ride as a single passenger (unit), arranging for alternate transportation, advising of other transportation options or denying ride based on direct threat.

### Contact Tracing



Paratransit providers have customer information that could be used to support contact tracing. If a passenger has likely come into contact with an infected person through their paratransit use, that customer, as well as the public health agency, should be contacted and provided information of the potential contact.

### Customer Responsibilities

If a customer using paratransit services, subsequently tests positive or develops symptoms and is presumed to be positive, the customer will notify the paratransit provider to allow follow up with other potentially exposed persons.

#### Paratransit Provider Responsibilities:

- ➔ Provide information either directly or through the public health agency if an exposure is reported.
- ➔ Notify the operator and provided options for reporting, testing, quarantine and return to work.
- ➔ Allow for appropriate quarantine of operator or other staff, as advised by the public health agency.



# Communication Strategies and Key Messages

## Goals:

- Reinforce the State of California order requiring facial coverings.
- Encourage behaviors that reduce potential exposure of customers and employees while riding or working in the Bay Area transit systems.
- Increase passenger and public awareness of individual responsibilities and actions for healthy practices in public spaces, transit vehicles and transit facilities.
- Increase public confidence in and support for using transit as the Bay Area emerges from the COVID-19 stay-at-home order.
- Broaden public awareness of cooperative strategies and health mitigations adopted by Bay Area transit operators.
- Coordinate communications efforts to promote public transportation customer and provider compliance with and support for mitigations.

## Strategies:

- Inform transit customers and employees of the plan's identified and implemented minimum safety and health mitigations for public transportation as the Bay Area eases out of the COVID-19 stay-at-home order, and more transit services phase in.
- Inform transit agency customers and employees of cooperative expectations and responsibilities of riding and working in the Bay Area's transit systems.
- Coordinate agencies' existing and forthcoming customer research data to refine distribution channels and messaging as conditions warrant.
- Leverage key messages as a call to action for healthy practices while using and working in transit systems.
- Deliver key messaging and approaches to agencies so they may augment and adapt to individual agency communications efforts to passengers and employees.
- Encourage customer compliance and cooperation in behaviors and mitigations for healthy use of public transit as the Bay Area emerges from the COVID-19 stay-at-home order.

## Tactics:

- Distribute key messages in multiple and or cooperative communications channels of individual transit agencies. And, when possible, agency communications teams will utilize uniform message structure as well as cooperative scheduling, information and events throughout the Bay Area.
- Echo a partnership with the public in all messaging—operators view customers as partners in this effort and plan.
- Build on the behavioral and social foundations and common-sense practices already established in grocery stores and other essential businesses.
- Leverage and load Bay Area agencies' owned, earned and paid media channels with essential and uniform messages at key service resumption times.
- Distribute key messages via applicable business and employer communications channels.
- Share information and key messages with media as well as elected and community stakeholders.
- Work with paratransit providers for special communication needs for both operators and passengers.
- Deliver messaging in a variety of equitable channels to reach LEP travelers.
- Utilize simple graphics and minimal text to convey key messages.

## Target Markets:

- Current transit customers and transit dependent travelers
- Previous transit customers who paused commuting during the COVID-19 stay-at-home order
- Occasional transit riders
- Bay Area residents
- Transit agency employees
- Paratransit customers and providers
- Schools, colleges and universities
- Bay Area businesses and employers

## Transit Agency Customers

**Face coverings** - California requires people in the state to wear face coverings outside of their homes.



Properly worn face coverings are mandatory.

**Physical distancing** - The World Health Organization and multiple European transportation agencies are using a 1 meter (approximately 3 feet) minimum requirement for physical distancing.



Give others space to keep everyone healthy. Plan your trip and avoid crowded vehicles.

**Keep hands clean** - Frequent hand washing can help minimize the spread of COVID-19.



Wash hands before and after your trip. Carry hand sanitizer with you.

**A quiet ride** - Talking, singing, and other verbal activities increase the risk of COVID-19 transmission.



Reduce the spread – minimize talking when possible.

**Cleanliness** - Cleaning and disinfecting surfaces reduces possible COVID-19 transmission. Vehicles and facilities are cleaned and disinfected frequently.



We're frequently cleaning and disinfecting our vehicles, stations, workspaces, and high-touch areas to keep everyone healthy.

**Ventilation** - Increased air flow can provide for a safer environment for customers and employees in the transit.



We're keeping the air flowing to help keep everyone healthy.

**Touchless fares** - Minimizing of cash for fares helps reduce risk of COVID-19 transmission.



Using electronic payment can help reduce the spread of COVID-19. Please check with your provider for details.

**Testing** - Keeping everyone safe and healthy is a priority.



Don't ride if you are sick. If you feel you have been exposed to the Corona Virus, get tested. Contact your health provider or local public health department.

**Personal protective equipment (PPE)** -

PPE is inclusive of face coverings, face shields, and gloves. Per CA requirement, face coverings are required for all in a workplace setting. PPE requirements may differ for employees based on job category.



We're providing employee protective equipment and modifications to protect our employees and keep passengers healthy.

## Transit Agency Employees

**Employee wellness assessments** - Assessing employee wellness is part of evaluating fitness for duty during the COVID-19 pandemic.



Agencies have employee wellness assessments in place to protect our employees and passengers.

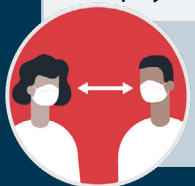
**Personal protective equipment (PPE)** -

PPE is inclusive of face coverings, face shields, and gloves. Per CA requirement, face coverings are required for all in a work place setting. PPE requirements may differ for employees based on job category.



We're providing PPE such as face coverings, face shields, and gloves to our employees. PPE requirements may differ based on job category.

**Physical distancing** - The World Health Organization and multiple European transportation agencies are using a 1 meter (approximately 3 feet) minimum requirement for physical distancing.



Give others space to keep everyone healthy.

**Contact tracing** - If an employee reports an infection or possible contact with an infected person, transit providers should maintain records of what other employees may have come into contact. Transit agencies should report any confirmed infections to the appropriate public health agency.



We have an employee contact tracing program in place to keep our employees safe and healthy.

**Testing** - Public transit workers are deemed essential and have been given priority testing. We encourage testing of employees who have symptoms or think they may have been exposed to COVID-19.



Don't come to work if you are sick. If you feel you have been exposed to COVID-19, get tested. Contact your healthcare provider or local public health department.

## Paratransit Agency Customers

**Face coverings** - California requires people in the state to wear face coverings outside of their homes.



Properly worn face coverings are mandatory.

**Touchless fares** - Minimizing of cash for fares helps reduce risk of COVID-19 transmission.



Using electronic payment can help reduce the spread of COVID-19. Please check with your provider for details.



## Recommended Messaging Approach and Channels

Sharing information and consistent messaging will help ensure a successful implementation of this plan. While individual agencies have separate policies, facilities, services and communications methods, it is recommended to feature the key messages from this plan in prominent communications channels. Communication is critical for a successful implementation for everyone that interacts with the transit system. With shared and uniform messages in place, passengers traveling across providers will experience consistency in expected conduct and environment.

### Communication Channels – Owned

- ➔ Agency Website – Prominently feature the key message points and information on frequently-used landing pages, customer/fare pages and microsites, employee intranet, and media pages. Site analytics should be used to monitor.
- ➔ Share and post co-produced information video on agency websites and social media platforms.
- ➔ Social Media Platforms – Post key message points at times recognized for highest engagement. Add applicable key messages in engagement and individual messages. Utilize applicable video clips as aligned with key messages.
- ➔ Other digital Communications - Frame key plan messages in customer-facing newsletters, blogs and/or e-blasts.
- ➔ On-vehicle/Station and Stop Monitors – Add key messages.
- ➔ Customer Service Call Centers/Touch Points – add key messages to customer touch points such as call center floodgates or hold messages as well as any open customer service and or ticket windows. And, encourage integration of key message points, when applicable, into responses to customer inquiries.
- ➔ Post distancing and entry/exit modifications on vehicle floors and ceilings.
- ➔ On vehicle signage – post key messages on vehicles and applicable boarding/fare gate areas and ticket vending equipment. Points of entry, customer ticketing and service areas.
- ➔ Publish messages on shared revenue advertising space within or outside vehicles.
- ➔ Add applicable information to on-location rerouting notices.

### Communication Channels – Earned

- ➔ News release(s) – as planned by the Communications Team
- ➔ Media Advisory – as planned by the Communications Team
- ➔ Cooperative media event – as planned by the Communications Team
- ➔ Information Video – as planned by the Communications Team
- ➔ B-roll – as planned by the Communications Team
- ➔ Op Ed – as planned by the Communications Team
- ➔ Suggesting a Reddit AMA – featuring key moderators/participants
- ➔ Suggesting a cooperative letter or simplified MOU with agencies to show collaboration

### Communication Channels – Paid

- ⊕ Consider/explore use of paid/boosted posts on social media channels.
- ⊕ Explore options for cooperative advertising options in/around stations: Out-of-home including in-station, on-vehicle and geo-fenced ads served to mobile users within proximity to key stations.

### Communication Channels – Community Outreach and Stakeholder Outreach

- ⊕ Meet with and engage community leaders for best approach to reaching communities of color, lower-income, and LEP populations as well as share materials and key messages as well as share materials and key messages.
- ⊕ Engage customer advocacy groups and individuals.
- ⊕ Share ADA compliant and remediated materials from websites with paratransit partners.
- ⊕ Distribute key message point to business and employer groups.
- ⊕ Distribute information to Clipper and 511 for cooperative announcement, and encourage integration of key message. points, when applicable, into online customer engagement responses.
- ⊕ Distribute and or post information at open community center locations.
- ⊕ Share key information and message points to Board members and executive teams.
- ⊕ Share key information and message points to agency community and passenger working groups.

### Employee Communications

- ⊕ Distribute key message points in cooperation with human resources and union representatives at key points.
- ⊕ Building entry and exit points
- ⊕ Newsletters/eblasts
- ⊕ Offices, breakrooms, shops, gyms and other facilities
- ⊕ Team calls and huddles
- ⊕ Dispatch and scheduling areas





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## Appendix A

### Bay Area Transportation Provider Participants

- Altamont Commuter Express (ACE)
- Alameda-Contra Costa Transit District (AC Transit)
- Caltrain
- Central Contra Costa Transit Authority (CCCTA)
- City of Dixon Redit-Ride
- Eastern Contra Costa Transit Authority (Tri Delta)
- Fairfield and Suisun (FAST)
- Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Livermore Amador Valley Transit Authority (LAVTA)
- Marin Transit
- Napa Valley Transportation Authority (VINE)
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Bay Area Rapid Transit (BART)
- San Francisco Municipal Transportation Agency (SFMTA)
- Santa Rosa CityBus
- Santa Clara Valley Transportation Authority (VTA)
- Solano County Transit (SolTrans)
- Sonoma County Transit
- Sonoma-Marín Area Rail Transit (SMART)
- Union City Transit
- Vacaville City Coach
- Water Emergency Transportation Authority (WETA)
- Western Contra Costa Transit Authority (WestCAT)

## Appendix B

### Assessing Plan Effectiveness and Reporting for Accountability

Data collection and accountability is an important component of assessing plan effectiveness and to monitor if adjustments need to be instituted to meet the goals of the plan. This plan provides a framework for Bay Area transportation operators to collect, share and report data, and be accountable to each other as well as provide information to the public to build confidence in the Bay Area public transportation system.

As the administrators of this plan, the Bay Area public transportation providers will report metrics summarized in Table 1 to the California Transit Association (CTA) for post-processing and serve as a clearing-house or repository to ensure any best practices or policies developed in the Bay Area can be shared with other California transit operators. CTA will transmit the data to a diverse subgroup of Bay Area operators known collectively as the “Bay Area Transit Executive Group” for review, evaluation and action (if needed) to ensure the intended plan metrics are achieved. The Executive Group will report progress on behalf of the Bay Area operators regarding metrics and recommended actions as well as relevant health data to all Bay Area operators each week. This data and any related actions will be shared monthly with the MTC Blue Ribbon Transit Recovery Task force and/or the MTC Programming and Allocations Committee for review.

#### Transportation Providers Responsibilities

- Define an individual agency process to gather data listed in Table 1, allowing for a agency-specific statistically valid percent sample of data gathering across modes, across facilities and vehicles
- Define who, within each public transportation provider is responsible to manage and report the data
- Establish the Bay Area Transit Executive Group as follows:
  - One representative from a large operator
  - One representative from a multi-county provider
  - One representative from a small operator
  - One representative from a multi-modal provider
  - One representative from a paratransit provider

This group will nominate a chair and the representatives from each agency will be at the general manager level or senior staff who can represent safety/security and operations perspectives and have access to customer/budget data and have access to resources necessary to review and analyze data against established metrics and recommend actions.



Table 1. Safety and Health Plan Metrics

Metric	Timing
<b>Strategic, Plans and Processes</b>	
Report of mitigation implementation	Within two weeks of plan acceptance
Plan/process for transportation provider facility staffing (% of occupancy)	Within two weeks of plan acceptance
Communication strategy and reporting on posted, verbal, email & social distancing communications to include non-English language – internal and external	Strategy within two weeks of plan acceptance Implementation within four weeks of strategy
<b>Customer Facing</b>	
Estimate of face covering compliance – random statistically significant sample across modes, including facilities and vehicles <b>Goal: 95% compliance (allows for non-exempt)</b> Critical metric as the closer physical distancing assumed in this plan is based on face covering compliance, in addition to other measures.	Agency Data Reported Monthly to Dashboard
Estimate of vehicle capacity - random statistically significant sample across modes <b>Goal: Estimate of vehicle capacity to allow for physical distancing</b>	Agency Data Monthly Reporting to Dashboard
Percent (%) of external contact tracing completed if reported infected customer (paratransit) <b>Goal: 90% of confirmed customers (paratransit)</b>	To be Confirmed with Providers
<b>Employee Facing</b>	
Number (#) of infected employees (report timing to public health agency – immediate upon confirmation)	Agency Data Monthly Reporting to Dashboard
Percent (%) of internal contact tracing completed if confirmed infected employee <b>Goal: 100% of confirmed employees</b>	Agency Data Monthly Reporting to Dashboard
Estimated compliance across employee groups for face coverings <b>Goal: 100% (exempt employees counted as complaint)</b>	Agency Data Monthly Reporting to Dashboard
Commitment for employee compliance with physical distancing	Commitment to oversight and compliance

# ***Riding Together:*** Bay Area **Healthy Transit Plan**

## **CONTACT US**

[www.bart.gov](http://www.bart.gov)

## **TELEPHONE**

510-464-6000

8:00 am - 6:00 pm. Monday - Friday

## **ADDRESS**

Bay Area Rapid Transit District (BART)

P.O. Box 12688

Oakland, CA 94604-2688

# ***Riding Together:*** Bay Area Healthy Transit Plan



# Collaborative Plan for Customers & Employees



- Tied to State Pandemic Resilience Roadmap
- Bay Area transit operator led: 9 counties, large & small, 25 agencies
- Goals:
  - Common health & safety commitments
  - Establish consistency between transit providers and for cross-county trips
  - Build passenger and worker confidence
- Key Components
  - Protocols to reduce transmission risk within & across systems
  - Common, adaptable and shared baseline
  - Operators will publicly share data for transparency & building public confidence
  - Coordinated communications program

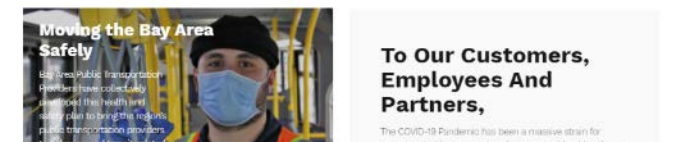
# Common Commitments



- Health & Safety Mitigations
  - State Mandated Face Coverings
  - Safe Distancing & Capacity
  - Hand Hygiene
  - A Quiet Ride
  - Daily Cleaning & Disinfecting
  - Ventilation
  - Touchless Fares
  - Provide PPE for Employees
  - Support Contact Tracing
  - Enhance Paratransit Protocols
- Communication Strategy
- Accountability & Reporting

# Plan Implementation

- Bay Area Operators accountable for Plan implementation
- Partnership with riders – shared responsibility
- Plan published 8/17 – [healthytransitplan.com](https://healthytransitplan.com)
- Commits to report monthly on performance in aligning with baseline health measures
- Living document – continued collaboration





**samTrans**



**Thank you**

**Q&A**





**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, SEPTEMBER 2, 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 August 5, 2020
3. Proposed Fiscal Year 2021 Operating and Capital Budget
4. Award of Contract for Public-Private Partnership (P3) Consultant Services
5. 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  
AUGUST 5, 2020**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Chair Josh Powell called the meeting to order at 4:44 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 8, 2020**

Motion/Second: Collins/Ratto

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

Noes: None

Absent: None

## **3. PRELIMINARY FISCAL YEAR 2021 OPERATING AND CAPITAL BUDGETS**

Derek Hansel, Chief Financial Officer, provided an introduction and noted that it would be a challenging and protracted budget season.

Ladi Millard-Olmeda, Director, Budgets and Financial Analyst, provided the presentation.

Mr. Hartnett thanked the staff for their commitment.

## **4. ADJOURN**

The meeting adjourned at 4:54 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: **PROPOSED FISCAL YEAR 2021 OPERATING AND CAPITAL BUDGET**

**ACTION**

Staff proposes the Committee recommend the Board of Directors (Board) adopt the proposed Fiscal Year (FY) 2021 Operating Budget in the amount of \$209,396,751 and FY 2021 Amended Capital Budget in the amount of \$11,898,522.

**SIGNIFICANCE**

At the August 5<sup>th</sup> Board meeting, staff presented a Preliminary FY2021 budget proposal to the Board. Since then, there has been a reduction to sales tax projections to the FY2021 Proposed Budget. District Sales Tax has been reduced from \$84.8 million to \$80.0 million and Measure W has been reduced from \$42.4 million to \$40.0 million.

The reduction in Sales Tax revenues reflects the continued uncertainty surrounding the duration and extent of the economic impact from CV-19. The FY2021 Proposed 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 Proposed Budget is addressed in the narrative below. The FY2021 Proposed Amended Capital Budget reflects only projects deemed to be the most critical projects to support the District's services.

**PROPOSED OPERATING BUDGET NARRATIVE**

The following narrative describes the FY2021 Proposed 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 PROPOSED	Percent Change
	ACTUAL	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
	A	B	C	D	E
<b>Operating Revenues</b>				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	0.6	0.3	83.7%
4 CARES ACT Funds	-	2.8	25.5	22.8	814.3%
5 Operating Grants	4.5	2.8	3.3	0.5	18.8%
6 SMCTA Measure A	11.1	12.7	10.6	(2.1)	-16.5%
7 SM County Measure K & Other	2.5	-	-	-	n/a
8 AB434, TA Funded Shuttles & Other	0.4	0.4	0.4	0.0	8.4%
9 <b>Subtotal - Operating Revenues</b>	<b>\$82.6</b>	<b>\$87.7</b>	<b>\$90.9</b>	<b>\$3.2</b>	<b>3.7%</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 Proposed 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 Proposed 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 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
1 Passenger Fares	\$ 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 Proposed Budget. Revenues in the Proposed 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	FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs 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	FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
3 Pass through to Other Agencies	\$ 741.6	\$ 316.0	\$ 580.3	\$ 264.3	83.7%

**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	FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
4 CARES ACT Funds	\$ -	\$ 2,794.2	\$ 25,547.3	\$ 22,753.1	814.3%

**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 Proposed Operating Budget are \$3.3 million, which is 18.8% 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	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
5 Operating Grants	\$ 4,456.5	\$ 2,810.7	\$ 3,338.8	\$ 528.1	18.8%

**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 \$10.6 million, which is lower by \$2.1 million or 16.5% 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	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
6 SMCTA Measure A	\$ 11,088.5	\$ 12,693.9	\$ 10,597.3	\$ (2,096.5)	-16.5%

**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 Proposed 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	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
8 AB434, TA Funded Shuttles & Other	\$ 424.0	\$ 417.1	\$ 452.0	\$ 34.9	8.4%

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

SOURCES OF FUNDS: \$ in Millions	FY2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUAL	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
	A	B	C	D	E
10 <b>Other Revenue Sources</b>				D = C-B	E = D / B
11 District Sales Tax	\$100.7	\$91.6	\$80.0	(\$11.6)	-12.7%
12 Measure W Sales Tax	-	44.1	40.0	(4.1)	-9.3%
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>\$183.2</b>	<b>\$162.5</b>	<b>(\$20.8)</b>	<b>-11.4%</b>
19 <b>Total Sources of Funds</b>	<b>\$226.3</b>	<b>\$270.9</b>	<b>\$253.3</b>	<b>(\$17.6)</b>	<b>-6.5%</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 Proposed 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 Proposed Budget is \$80.0 million, which is lower by \$11.6 million or 12.7 % than in the FY2020 Forecast. Please note, that the FY2020 Forecast for District Sales Tax includes prior year adjustments and therefore will show a higher percent change than Measure W.

\$'s in Thousands	FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
11 <b>District Sales Tax</b>	<b>\$ 100,728.5</b>	<b>\$ 91,640.9</b>	<b>\$ 80,000.0</b>	<b>\$ (11,640.9)</b>	<b>-12.7%</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 Proposed Budget is lower by 9.3% compared to the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
12	Measure W Sales Tax	\$ -	\$ 44,108.2	\$ 40,000.0	\$ (4,108.2)	-9.3%

**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 Proposed Budget is slightly higher, by \$30,000, or 0.8% higher than in the FY2020 Forecast due to higher fund balances.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
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 continued to be accepted though most of FY2021. The FY2021 Proposed 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		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
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 Proposed 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
	A	B	C	D	E
21 <b>Operating Expenses</b>				D = C-B	E = D / 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	146.1	1.8	1.2%
24 A.D.A. Programs	17.2	18.1	19.1	1.0	5.8%
25 Caltrain	7.6	9.2	8.9	(0.4)	-3.9%
26 Multi-Modal Programs	2.0	2.7	2.7	(0.0)	-0.1%
27 Pass through to Other Agencies	0.7	0.3	0.6	0.3	83.7%
28 Land Transfer Interest Expense	0.1	0.0	0.1	0.0	108.7%
29 <b>Total Operating Expenses</b>	<b>\$191.1</b>	<b>\$210.3</b>	<b>\$209.5</b>	<b>(\$1.0)</b>	<b>-0.5%</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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
22	PCJPB, SMCTA, JPA & SAMTR Capital Wage & Benefits	\$ 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 Proposed Operating Budget for FY2021 is \$146.1 million, which is \$1.8 million or 1.2% 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 PROPOSED	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Percent
				BUDGET	FORECAST	Change
23	Motor Bus	\$ 132,311.6	\$ 144,322.1	\$ 146,116.4	\$ 1,794.3	1.2%

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

Total funding required for the SamTrans' ADA Programs in the Proposed Operating Budget for FY2021 is \$19.1 million, which is 1.0 million or 5.8% 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 PROPOSED	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Percent
				BUDGET	FORECAST	Change
24	A.D.A. Programs	\$ 17,235.7	\$ 18,057.0	\$ 19,100.6	\$ 1,043.7	5.8%

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

This is the District's share of member contributions for Caltrain operations. The FY2021 Proposed Budget is \$8.9 million, lower by \$0.4 million or 3.9%.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Percent
				BUDGET	FORECAST	Change
25	Caltrain	\$ 7,634.4	\$ 9,239.5	\$ 8,876.9	\$ (362.6)	-3.9%

**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 Proposed 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 PROPOSED	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Percent
				BUDGET	FORECAST	Change
26	Multi-Modal Programs	\$ 2,044.5	\$ 2,678.9	\$ 2,676.9	\$ (2.0)	-0.1%

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

Pass Through revenues includes \$0.2 million in funding from MTC for two agencies; Tri-Delta Transit and WestCAT Operations for to build the integration for the new Clipper 2.0 System, the fare payment system used by all bay area transit agencies. Also, included is \$0.3 million 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
27	Pass through to Other Agencies	\$ 741.6	\$ 316.0	\$ 580.3	\$ 264.3	83.7%

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

The District acquired property 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 Proposed 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
28	Land Transfer Interest Expense	\$ 77.4	\$ 45.7	\$ 95.4	\$ 49.7	108.7%

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

PROJECTED SURPLUS / (DEFICIT)		FY2019	FY2020	FY2021	FY2021 PROPOSED	Percent
\$ in Millions		ACTUAL	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
		A	B	C	D	E
					D = C-B	E = D / B
31	Total Operating Surplus (Deficit)	\$35.2	\$60.6	\$43.8	(\$16.6)	-27.4%
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			18.3	18.3	n/a
36	Sales Tax Allocation - Capital Programs	10.9	10.9	24.9	13.9	127.4%
37						
38	Total Debt Service	21.6	19.4	19.1	(0.2)	-1.1%
39						
40	Total Uses of Funds	223.8	240.7	253.4	12.7	5.3%
41						
42	PROJECTED SURPLUS/(DEFICIT)	2.4	30.3	-	(30.3)	-100.0%

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

The FY2021 Proposed 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 Proposed Budget capital projects and their

funding sources.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	Change
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	-	2,435.0	1,000.0	(1,435.0)	-58.9%
35	Reserves for Future Capital allocation	-	-	18,257.1	18,257.1	n/a
36	<b>Sales Tax Allocation - Capital Programs</b>	<b>\$ 10,929.1</b>	<b>\$ 10,929.1</b>	<b>\$ 24,851.2</b>	<b>\$ 13,922.1</b>	<b>127.4%</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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	Change
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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	Change
40	<b>Total Uses of Funds</b>	<b>\$ 223,754.0</b>	<b>\$ 240,677.9</b>	<b>\$ 253,396.9</b>	<b>\$ 12,719.1</b>	<b>5.3%</b>

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

This line equals Total Sources of Funds, less Use of Funds. This line is \$0 for the FY2021 Proposed Budget.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	Change
42	<b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>\$ 2,436.6</b>	<b>\$ 30,279.3</b>	<b>\$ -</b>	<b>\$ (30,279.3)</b>	<b>-100.0%</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 Proposed 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 Proposed 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		FY2021	FY2021 PROPOSED	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
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 Proposed Budget of \$39.1 million, which is lower by \$4.3 million, or 9.9% compared to the FY2020 Forecast.

	\$'s in Thousands		FY2021	FY2021 PROPOSED	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
5	Motor Bus State Transit Assitance	\$ 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 \$1.3 million, higher by \$0.5 million or 70.9% 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
7	Motor Bus Operating Grants	\$ 2,075.6	\$ 735.2	\$ 1,256.2	\$ 521.0	70.9%

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

The total sales tax revenue needed to fund motor bus operations for the FY2021 Proposed Budget is \$90.6 million, which is higher by \$19.0 million or 26.6% higher than the FY2020 Forecast, due to significant reductions in other revenue sources.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
9	District Sales Tax Revenue :	\$ 61,011.1	\$ 71,579.4	\$ 90,606.9	\$ 19,027.5	26.6%

### 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED 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 Proposed Budget is projected to be \$0.2 million, or 70.5% lower than in the FY2020 Forecast.



\$'s in Thousands	FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
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 Proposed 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	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
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 Proposed 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 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
24 STA Funds	\$ -	\$ 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 \$7,000 or 0.3% in the FY2021 Proposed Budget due to timing and amount of the FTA grant funded Taxi Voucher Pilot Program.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
25	Operating Grants	\$ 2,380.9	\$ 2,075.5	\$ 2,082.5	\$ 7.0	0.3%

**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 Proposed Budget is \$9.0 million which is higher by \$3.0 million or 50.5% than FY2020 Forecast. This is a result of a reduction to other sources of revenue.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
26	District Sales Tax Revenue - ADA	\$ 4,085.1	\$ 5,970.8	\$ 8,986.3	\$ 3,015.5	50.5%

**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 Proposed Budget is \$0.5 million which is lower by \$90,000 or 15.1% than in the FY2020 Forecast.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
27	Interest Income-Paratransit Fund	\$ 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 Proposed Budget is \$3.2 million which is lower by \$ 0.3 million or 7.4% compared to FY2020 Forecast. This is due to lower expected sales tax received by the TA.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
28	SMCTA Measure A Redi-Wheels	\$ 3,454.1	\$ 3,454.4	\$ 3,200.0	\$ (254.4)	-7.4%

**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 Proposed 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
30	Measure M Paratransit	\$ 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 &35 )

Measure A funds administered by the TA typically provides 8% of total TA Measure A funds for Caltrain operations. For the FY2021 Proposed Budget, Measure A contributions for Caltrain operations in total equal \$8.9 million. The transfer from SCMTA for Caltrain (line 34) in the FY2021 Proposed Budget totals \$7.4 million and is comprised of 8% of TA's FY2021 Sales Tax Measure A revenue in the amount of \$6.4 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 \$1.5 million of its own FY2021 Sales Tax revenue. On a net basis, as reflected on lines 34 and 35, the FY2021 Proposed Budget is lower by \$0.4 million or 3.9%.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
34	Transfer from SMCTA for Caltrain	\$ 7,634.4	\$ 9,239.5	\$ 7,397.3	\$ (1,842.1)	-19.9%
35	District Sales Tax - Caltrain	-	-	1,479.5	1,479.5	n/a
	<b>Total Members' Contribution to Caltrain</b>	<b>\$ 7,634.4</b>	<b>\$ 9,239.5</b>	<b>\$ 8,876.9</b>	<b>\$ (362.6)</b>	<b>-3.9%</b>

### 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
36	AB434, TA Funded Shuttles & Other	\$ 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 Proposed 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
37	Employer Shuttle Funds	\$ 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 Proposed Budget has a slight increase of 1.8%.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
38	Dumbarton MOW Revenue	\$ -	\$ 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 Proposed Budget is \$0.4 million, which is lower by 5.2% than in the FY2020 Forecast.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
39	District Sales Tax - Other Multi-Modal	\$ 589.2	\$ 380.8	\$ 379.0	\$ (1.8)	-0.5%

**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 Proposed Budget for Motor Bus Operating Expense is \$146.1 million, up by \$1.8 million or 1.2% compared to the FY2020 Forecast. Motor Bus operations includes District-operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastside routes operated under contract. Below is a description by line item.

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

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

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 Proposed 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 Proposed FY2021 Budget is \$76.6 million, which is \$1.5 million or 1.9% lower than in the FY2020 Forecast.

	\$'s in Thousands		FY2021	FY2021 PROPOSED	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
1 Motor Bus Wages and Benefits	\$ 75,074.6	\$ 78,108.2	\$ 76,632.3	\$ (1,475.9)	-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 \$9,800 or 7.4% due to assumptions of reduced business travel and training as a result of COVID.

	\$'s in Thousands		FY2021	FY2021 PROPOSED	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
3 Board of Directors	\$ 93.8	\$ 132.1	\$ 122.4	\$ (9.8)	-7.4%

### 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 Proposed 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		FY2021	FY2021 PROPOSED	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
4 Contracted Vehicle Maintenance	\$ 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 Proposed 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		FY2021	FY2021 PROPOSED	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
5 Property Maintenance	\$ 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 Proposed 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 Proposed 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 Proposed 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	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST	
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 Proposed FY2021 Budget is \$10.6million, which is higher by \$1.4 million or 14.6% 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. This also includes an additional \$0.2 million to build the integration for the new Clipper 2.0 System; this amount is funded by MTC and included in Motor Bus Operating Grants.

	\$'s in Thousands		FY2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST			
7	Technical Services	\$ 7,507.8	\$ 9,266.6	\$ 10,618.1	\$ 1,351.5	14.6%	

**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 Proposed Budget is \$4.2 million, which is higher by \$0.5 million or 14.2% and due to new contract services related to records retention scheduling and market research & survey's related to paratransit.

	\$'s in Thousands		FY2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST			
8	Other Services	\$ 2,925.6	\$ 3,675.4	\$ 4,197.2	\$ 521.8	14.2%	

**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 Proposed 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 Proposed 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		FY2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST			
11	Fuel and Lubricants	\$ 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 Proposed 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		FY2019	FY2020	FY2021	FY2021 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2020 FORECAST			
12	Bus Parts andMaterials	\$ 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 Proposed Budget is \$0.7 million, which is higher by \$0.3 million or 56.0%.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
13	Uniform and Drivers Expense	\$ 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 Proposed Budget of \$0.2 million reflects recent trends.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
14	Timetables and Tickets	\$ 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 Proposed Budget is \$0.7 million, which is higher by \$0.2 million or 41.1% 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
15	Office Supplies/Printing	\$ 542.9	\$ 475.1	\$ 665.8	\$ 190.7	40.1%

**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 Proposed Budget of \$0.1 million is virtually flat from the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
16	Other Materials and Supply	\$ 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 Proposed 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
19	Telecommunications	\$ 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 Proposed 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
20	Other Utilites	\$ 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 Proposed Budget is \$2.2 million, which is higher by \$0.7 million or 44.5%. This reflects increased motor bus insurance premiums.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
21	Insurance	\$ 1,512.2	\$ 1,524.5	\$ 2,203.0	\$ 678.5	44.5%

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

This line includes claim reserves and associated legal fees. The FY2021 Proposed 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
22	Claims Reserves and Payments	\$ 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 Proposed Budget is \$3.8 million, which is \$85,000 or 2.3% higher than the FY2020 Forecast.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
23	Workers Compensation	\$ 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 Proposed 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
24	Taxes and License Fees	\$ 800.8	\$ 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
25	Leases and Rentals	\$ 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 Proposed Budget is \$1.1 million, which is lower by \$0.1 million or 11.5% than in the FY2020 Forecast.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
26	Prmtnl and Legal Advisertising	\$ 740.0	\$ 1,240.4	\$ 1,098.3	\$ (142.1)	-11.5%

**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 Proposed 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	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
27	Training & Business Travel	\$ 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 Proposed 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	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
28	Dues & Membership	\$ 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 Proposed Budget is \$0.2 million, which is higher by \$32,000 or 17.2 % than in the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
29	Postage and Other	\$ 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 Proposed 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
34	Contracted Urban Bus Service	\$ 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 Proposed Budget is \$1.8 million, which is higher by \$16,000 or 0.9% than in the FY2020

Forecast.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
35	Coastside Services	\$ 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
36	Redi Coast Non-ADA	\$ 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
37	La Honda - Pescadero	\$ 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
38	SamCoast - Pescadero	\$ 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 Coastside and Bayside.
- Wage & Benefits for staff managing Coastside service for rural farming communities.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
39	CUB Related Wages & Benefits	\$ 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 Coastside 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 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
40	CUB Related Other Support	\$ 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 Proposed Budget is \$1.0 million, which is higher by \$0.4 million or 70.4%. This reflects increased contracted bus insurance premiums.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
41	CUB Insurance	\$ 460.0	\$ 597.1	\$ 1,017.5	\$ 420.4	70.4%

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

This includes claim reserves and associated legal fees. The FY2021 Proposed 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	FY2020	FY2021	FY2021 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2020	Change
				BUDGET	FORECAST	
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 Coastside, 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 Proposed Budget is \$6.9 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 PROPOSED BUDGET	FY2021 PROPOSED 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 coastside 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 Proposed 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 PROPOSED BUDGET	FY2021 PROPOSED 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%

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

Contracted Coastside Service provides ADA service along the Coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County. The FY2021 Proposed 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
47	Coastside ADA	\$ 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
48	ADA Related Wages & Benefits	\$ 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 Proposed 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 Proposed Budget. FY2021 Proposed Budget also includes an increase for ADA Eligibility contract consultants.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
49	ADA Related Other Support	\$ 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
50	ADA Insurance	\$ 374.0	\$ 426.9	\$ 776.8	\$ 349.9	82.0%

### 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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
51	ADA Claims Reserves & Payments	\$ 45.9	\$ 218.4	\$ 218.4	\$ -	0.0%

## MULTI-MODAL 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 \$8.9 million for the FY2021 Proposed Budget which is \$0.4 million or 3.9 percent lower than FY2020 Forecast. This matches the revenue shown on page 2, line 34 and line 35 of Attachment A.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change
57	Peninsula Rail Service	\$ 7,634.4	\$ 9,239.5	\$ 8,876.9	\$ (362.6)	-3.9%



**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 ACTUALS	FY2020 FORECAST	FY2021 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
61 SamTrans Shuttle Service	\$ 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 PROPOSED BUDGET	FY2021 PROPOSED 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 PROPOSED BUDGET	FY2021 PROPOSED BUDGET vs FY2020 FORECAST	Percent Change	
63 Dumbarton M.O.W.	\$ 244.0	\$ 286.3	\$ 309.5	\$ 23.2	8.1%	

**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 PROPOSED BUDGET	FY2021 PROPOSED 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.

Prepared By: Virginia Baum, Acting Manager, Budgets

650-508-6259

**7**

RESOLUTION NO. 2020 –

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

\* \* \*

**ADOPTING FISCAL YEAR 2021 OPERATING BUDGET IN THE AMOUNT OF  
\$209,396,751 AND FISCAL YEAR 2021 AMENDED CAPITAL BUDGET IN THE  
AMOUNT OF \$11,898,522**

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

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

**WHEREAS**, on June 3, 2020, pursuant to Resolution 2020-23 and in recognition of the economic instability created by the COVID-19 global pandemic, the District Board of Directors (Board) adopted an Interim Operating Budget in the amount of \$63,471,259 for the First Quarter of Fiscal Year 2021 (FY2021), and a FY2021 Capital Budget in the amount of \$5,585,273, with the understanding that budgets for the full year would be presented for Board adoption in the fall; and

**WHEREAS**, the General Manager/CEO has prepared and presented to the Board of Directors a proposed final Operating Budget for FY2021 in the amount of \$209,396,751 that sets forth projected revenues and expenses associated with the District's operating and maintenance program; and

**WHEREAS**, the General Manager/CEO has prepared a proposed the Amended Capital Budget for FY2021 in the total amount of \$11,898,522; and

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

**WHEREAS**, the local sales tax required for the proposed Capital Budget for FY2021 is \$6,594,180.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District adopts the Fiscal Year 2021 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

**BE IT FURTHER RESOLVED** the Board of Directors of the San Mateo County Transit District hereby adopts an amended Capital Budget in the amount of \$11,898,522 for FY2021, a copy of which is attached hereto and incorporated herein as Attachment B; and

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

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

Regularly passed and adopted this 2<sup>nd</sup> day of September, 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: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

April Chan  
Chief Officer, Planning, Grants, TA

SUBJECT: **AWARD OF CONTRACT FOR PUBLIC-PRIVATE PARTNERSHIP CONSULTING SERVICES**

**ACTION**

Staff proposes the Committee recommend that the Board:

1. Award a contract to Jones Lang LaSalle Americas, Inc. (JLL) of San Diego, California for the provision of public-private partnership consulting services (P3 Services) for a not-to-exceed amount of \$3,099,425 for a seven-year base term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with JLL in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO, or his designee, to exercise one additional three-year option term with JLL for an aggregate not-to-exceed amount of \$619,885, if deemed in the best interest of the San Mateo County Transit District (District).

**SIGNIFICANCE**

The District headquarters building (Building), also referred to as "Central," was built in 1978 to serve as a bank and professional office space, as well as a private residence for the bank owners. The bank ceased operations in the 1980s, and the District acquired the Building for use as its headquarters. The Building also serves as the headquarters for the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority. The adjacent multi-level parking garage provides staff and public parking, and shares a contiguous basement with the Building.

It is anticipated that the District will need to make a number of significant capital improvements over the next few years to address the 40-year-old Building's deferred maintenance, make it more suitable for office use, and bring the Building to a state of good repair. District studies indicate that the age of the Building makes it significantly

more expensive to operate, as it is less environmentally efficient than newer buildings. The District has determined the Building is functionally obsolete and inefficient; it is carbon-intensive and with operating costs of \$1.4 million, it is about 50% more expensive to operate than similar buildings. In addition, many spaces in the Building were not designed for standard office use and some remain unchanged.

The District has determined that in order to maximize the value of its real estate assets and its future investments in the Building site, and to contribute to a sustainable thriving community in downtown San Carlos, it may be in the best interest of the District to replace the existing footprint with a new, up-to-standard building.

Given strategic, financial, and practical objectives and challenges, along with proven methods for undertaking such projects, staff determined a public-private partnership (P3) strategy is best suited for financing, developing, constructing, and managing of the new headquarters building (P3 Project).

Award of a contract to JLL will provide the District an experienced, qualified consulting firm to work with District staff in strategic planning, project vetting, solicitation development, partner selection, agreement negotiations, project oversight, and other services as necessary to forward the formulation and execution of the P3 Project.

#### **BUDGET IMPACT**

Funds needed for the initial tasks of this contract are included in the prior year Capital Budgets and any additional funds needed beyond Fiscal Year 2021 will be included in future fiscal year capital budgets.

#### **BACKGROUND**

The District advertised a Request for Proposals (RFP) for the P3 Services on the District's procurement website, which includes small business enterprises (SBEs) registered in the vendor database. Four firms submitted proposals, one of which is an SBE firm and two of which included one or more SBE firms as subconsultants.

A Selection Committee (Committee) comprised of qualified staff from the District Finance, Real Estate, Planning, and Executive departments reviewed and evaluated proposals according to the following weighted criteria:

- Company Qualifications, Experience & References 0-35 points
- Qualifications and Experience of Key Personnel 0-25 points
- Project Understanding and Management Plan 0-20 points
- Reasonableness of Cost 0-20 points
- SBE Preference 0 - 5 points

The Committee, after its initial review, found three of the four firms to be in the competitive range. These three firms were invited to proceed in the evaluation and selection process. The Committee conducted interviews with the three proposers that fell within the competitive range and requested best and final cost offers from all three firms. After interviews, the Committee determined that JLL could meet the District's P3 Services needs as detailed in the RFP scope of work. JLL's proposal was responsive to

the RFP requirements and JLL scored as the highest-ranked Proposer. As a commercial real estate services company, JLL has helped federal, state, and local government agencies achieve triple-bottom-line ambitions in their most complex real estate endeavors throughout its history.

The Committee conducted reference checks and found JLL to be in good standing with its clients, who highlighted JLL's experience and knowledge, combined with their effective follow-through, hands-on support, and willingness to go above and beyond to deliver high-quality services and successful projects. Staff conducted a price analysis and determined JLL's negotiated cost proposal to be fair and reasonable.

### **STRATEGIC INITIATIVE**

#### Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices
  - Control operating costs
    - 2-13: Invest in improvements to our facilities and fleets that conserve natural resources, reduce waste, and control costs
  - Generate more revenue
    - 2-19: Assess all real estate holdings/leases and evaluate long-term options for increasing revenue, including use of Central, North Base, South Base, Pico Boulevard (access road to South Base), and Brewster Avenue (contractor base in Redwood City).

#### Priority 3 - Become a More Effective Organization

- Goal 1 - Improve organization performance
  - 3-8: Maintain a clean and safe work environment that facilitates creativity and peak performance.
  - 3-9: Promote sustainability and corporate responsibility.
- Goal 2 – Manage workforce change
  - 3-16: Explore workforce housing strategies that help attract and retain quality personnel and talent.

Procurement Administrator: Luis F. Velasquez

650-622-8099

Project Manager: Brian Fitzpatrick, Director, Real Estate &  
Property Development

650-508-7781



RESOLUTION NO. 2020 –

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

\* \* \*

**AWARDING A CONTRACT TO JONES LANG LASALLE AMERICAS, INC. FOR  
PUBLIC-PRIVATE PARTNERSHIP CONSULTING SERVICES  
FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$3,099,425 FOR A SEVEN-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) for provision of Public-Private Partnership (P3) consulting services to be delivered as four tasks:

1. Task 1: Strategic development of project scope;
2. Task 2: Development of procurement strategy and documents;
3. Task 3: Implementation (project management and oversight services as needed through the design, construction and initial operations of the new building); and
4. Task 4: Additional Tasks (provide additional services beyond those tasks or services specifically identified in Tasks 1 through 3); and

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

**WHEREAS**, an Evaluation Committee (Committee) composed of qualified District staff reviewed and scored the proposals, conducted interviews with three firms determined to be in the competitive range, ranked the proposals according to the evaluation criteria set forth in the RFP, and determined that Jones Lang LaSalle Americas, Inc. (JLL) of San Diego, California received the highest consensus ranking; and

**WHEREAS**, staff conducted successful negotiations with JLL and determined the firm will perform the requested work for a fair and reasonable price; and

**WHEREAS**, staff and legal counsel reviewed JLL's proposal and determined that it complies with the requirements of the solicitation documents; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (1) award a contract for the provision of P3 consulting services to JLL for a seven-year term for a not-to-exceed total of \$3,099,425; and (2) authorize the General Manager/CEO, or his designee, to exercise one three-year option term for an aggregate not-to-exceed total of \$619,885.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Jones Lang LaSalle Americas, Inc. of San Diego, California to provide Public-Private Partnership consulting services for a seven-year term for a not-to-exceed total of \$3,099,425; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or designee, is authorized to:

1. Execute a contract in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and
2. Exercise one three-year option term for a not-to-exceed estimated aggregate total of \$619,885, if in the best interest of the District.

Regularly passed and adopted this 2<sup>nd</sup> day of September, 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

**SAMTRANS HEADQUARTERS  
FACILITY  
AWARD OF CONTRACT FOR PUBLIC-  
PRIVATE PARTNERSHIP CONSULTING  
SERVICES**

SamTrans Finance Committee Item #4  
September 2, 2020

# HQ Building Status

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- Building and parking garage was built in 1978
- SamTrans purchased it in May 9, 1990
- It has been retrofitted over the years, but never completely remodeled
- Building has high operating costs
- Building is functionally obsolete
- Floor plan layout is inefficient
  - As a legacy from previous use, the building includes a commercial kitchen, a living room and large scale residential kitchen and a sunken den

# HQ Building Opportunities

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- The lot (building and garage) is 49,182 SF and inefficiently laid out
- The 4-story building is significantly over-parked with 450 spaces for 100,000 SF of usable area
- Location near transit in San Carlos is very desirable
  - San Carlos lacks office space, creating pent-up demand
- A new building will be less costly to operate

# Necessary Capital Improvements

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- If the building is not replaced, a series of capital improvements are necessary:
  - Total cost could exceed \$50M (2017 dollars), spread out over a number of years, for example
    - Elevators: \$1.7M
    - HVAC: \$11.5M
    - Roofing: \$3.1M
    - Electrical: \$12.5M
    - Plumbing; \$3.8M

Even with these improvements, the building would still not be to modern standards

# RFP Objective

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- Select an owner's representative to help SamTrans assess and potentially implement a P3 project to achieve the following:
  - **Maximize the value of the Agency's real estate assets**
  - **Convert overly high operating costs and necessary capital improvements into a valuable new asset**
  - **Modernize its office space**
  - **Right-size its facilities to accommodate potential future growth**



# Why Now in Light of COVID-19?

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- HQ building is aging and functionally obsolete, and would need significant investments to maintain and modernize regardless of the current health crisis
- This is a long-term Project, so starting now will avoid further delay
- Received competitive and cost-effective bids from high-quality companies

# Next Steps: Tasks 1 & 2

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## Task 1 (12 months)

- Develop P3 project concept and refine objectives
- Validate and quantify market feasibility and hone costs
- Perform risk analysis and financial modeling
- Develop strategies to obtain all necessary approvals from City

## Task 2 (6-8 months)

- Recommend and define procurement method
- Prepare solicitation documents, develop selection criteria and issue document
- Review and evaluate proposals
- Assist Agency staff in developing all necessary contract documents

# Options: Tasks 3 & 4

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## Task 3 (3-5 years)

Provide project management and oversight services as needed through the design, construction and initial operations of the building.

## Task 4 (2 years)

Oversee the sell-out or rent-out of the portion of the property and maintenance of the property upon completion of construction.

# Proposal Cost for Selected Consultant - JLL

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Task 1: Strategic framing of P3	\$208,890
Task 2: Development of procurement strategy and documents	\$350,970
Task 3: Implementation	\$1,900,000
Task 4: Additional services	\$491,972
<b>Total</b>	<b>\$3,009,424</b>

# Budget authority needed

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FY 2020 approved	\$750,000
FY 2022 request	TBD

# Next Steps

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August 2020	HQ Project Ad Hoc Committee meeting
September 2020	Recommendation to the board to award P3 contract to JLL
Fall 2020	Kick-off on Task 1
Winter 2021	Mid-year review of task 1 (strategic framing); check in with Ad Hoc Committee & Board
Summer 2021	Review key findings from task 1: Make determination if to move to Phase 2

# Questions?

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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

### STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

WEDNESDAY, SEPTEMBER 2, 2020 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of March 4, 2020
3. Dumbarton Rail Corridor Project – Project Status Update and Board Approval of Project Commitment Letter to MTC

#### INFORMATIONAL

4. San Mateo County Transit District Shuttle Study Update
5. Adjourn

Committee Members: Dave Pine (Chair), Carole Groom, Rose Guilbault

NOTE:

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



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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE /  
COMMITTEE OF THE WHOLE  
MARCH 4, 2020**

Committee Members Present: D. Pine (Committee Chair), R. Guilbault

Committee Members Absent: C. Groom

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

Other Board Members Absent: None

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

### **1. CALL TO ORDER**

Committee Chair Dave Pine called the meeting to order at 3:00 pm.

### **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF FEBRUARY 5, 2020**

Motion/Second: Ratto/Collins

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

Absent: Groom

### **3. UPDATE ON COMPLETION OF ONDEMAND PILOT AND RESUMPTION OF FLX PACIFICA SERVICE**

Daniel Shockley, Senior Planner, Strategic Planning, presented the staff report.

Director Peter Ratto asked about rider feedback on the OnDemand service. Mr. Shockley said chief complaint was reliability.

Director Josh Powell asked if there was enough ridership in the area for microtransit. Mr. Shockley said they were not able to scale to accommodate the demand that existed; he said that FLX Pacifica did a better job at accommodating riders.

Mr. Hartnett said that there are a number of schools in the area and the FLX did a better job accommodating the school schedules than OnDemand.

Director Charles Stone asked if SamTrans was communicating frequent updates to the City of Pacifica and Terra Nova High School. Mr. Shockley said that community relations staff would be keeping school officials in the loop at all points during the process.

Committee Chair Pine asked about future plans. Mr. Shockley said they would include those in the Reimagine SamTrans process.

**4. ADJOURN**

The meeting adjourned at 3:07 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Carter Mau  
Deputy General Manager

SUBJECT: **DUMBARTON RAIL CORRIDOR PROJECT – PROJECT STATUS UPDATE AND  
BOARD APPROVAL OF PROJECT COMMITMENT LETTER TO MTC**

**ACTION**

Staff proposes that the Committee recommend Board approval of a Dumbarton Rail Corridor Project Commitment Letter to the Metropolitan Transportation Commission (MTC) for the project's inclusion in the MTC Plan Bay Area 2050 (PBA 2050), which is the region's long-range transportation plan.

**SIGNIFICANCE**

MTC's PBA 2050 is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area in four key areas: the economy, the environment, housing and transportation. This long-range plan is developed and approved by the MTC every four years, and PBA 2050 is scheduled for approval by the MTC and the Association of Bay Area Governments (ABAG) in summer 2021. For most major transportation projects to proceed from conception to implementation, one of the key requirements is their inclusion in and/or consistency with the region's long-range transportation plan.

In fall 2019 and winter 2020, MTC completed an evaluation of all major projects that were submitted to PBA 2050, including the Dumbarton Rail Corridor Project (Project) and released the performance results. In spring 2020, following the project performance assessment, MTC provided project sponsors with an opportunity to revise their projects for consideration in the "Draft Blueprint" for PBA 2050. MTC also requested that project sponsors provide commitment letters documenting the revised projects as well as strategies to address any performance concerns from the project performance assessment.

Building on the analysis and results from the Draft Blueprint, MTC has recently released a proposed "Final Blueprint" that includes the projects that are proposed for inclusion in PBA 2050. Dumbarton Rail Corridor is currently included in the Final Blueprint. MTC has requested that project sponsors share the commitment letters that were submitted to MTC in spring 2020 with their governing boards, and that these governing boards approve the project commitment letters.

To that end, attachment A to this staff report presents the material that was previously submitted to MTC for the Project. The commitments primarily focused on reducing Project costs and increasing Project benefits. On the cost side, the Project team had focused on the appropriate technology that should be studied for the corridor, including possible use of light rail (LRT) or autonomous group rapid transit (GRT) on an alternative East Bay right of way. On the benefit side, the Project team committed to look at opportunities for housing and development around the project's stations and the land use connection to transit. With a possible shift to a different technology, there could be opportunities for additional stations that could lead to additional ridership and more sites for transit-oriented developments.

### **BUDGET IMPACT**

Board of Directors (Board) approval of the Project commitment letter has no budget impact.

### **BACKGROUND**

In August of 2018, the San Mateo County Transit District (District) entered into an Exclusive Negotiating Agreement (ENA) with Cross Bay Transit Partners (CBTP) to determine the feasibility of development within the Dumbarton Rail Corridor. When approving the ENA, the Board also authorized the General Manager/CEO to extend the ENA for up to three consecutive periods of six months each. The original term of the ENA expired in February 2020, and was extended to August 2020, and recently it was extended a second time to February 2021.

Since the execution of the ENA, CBTP on-boarded a team of technical consultants and subject matter experts to develop environmental clearance documentation, engineering plans, financial assessment, and other technical studies to advance the Project to the implementation phase.

At the January 2020 Board meeting, staff reported that the District and CBTP were developing a funding and implementation strategy and had begun coordination with various partners. Due primarily to the COVID-19 pandemic, one of the private partners of CBTP, Facebook, Inc., has recently expressed it will focus its attention on efforts that can yield impacts in the short term. This new focus includes continuing local investments in economic opportunity, essential community services, and near-term traffic relief in the local neighborhoods of Menlo Park. As a result, Facebook's involvement in the Project will be limited, moving forward. At this time, Facebook proposes to fund and lead the compilation of the work to-date into a report that presents a recommendation for a "Locally Preferred Alternative" or "LPA." CBTP is also discussing how to restructure its partnership with Facebook. Staff will provide a status update on these evolving developments at the September Board meeting.

Prepared by: April Chan  
Chief Officer, Planning, Grants & TA

650-508-6228

**Attachment A**



**BOARD OF DIRECTORS 2020**

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GENERAL MANAGER/CEO

April 10, 2020

Ms. Alix Bockelman  
Deputy Executive Director  
Metropolitan Transportation Commission  
Association of Bay Area Governments

**RE: Horizon/Plan Bay Area 2050: Transportation Element, Next Steps for Project Performance Findings,  
Dumbarton Rail Corridor Project**

Dear Ms. Bockelman,

The San Mateo County Transit District appreciates the opportunity to provide the Metropolitan Transportation Commission (MTC) with feedback on the Final Project Performance Findings and next steps for the Transportation Element of Plan Bay Area 2050.

We have been working with your staff on the “collaborative space” approach to the Dumbarton Rail Corridor Project to develop policy commitments and/or Project refinements that address the Project’s performance deficiencies in benefit-cost ratio and equity metrics. We are also collaborating with City/County Association of Governments (CCAG) of San Mateo County, the San Mateo County Transportation Authority (SMCTA), Santa Clara Valley Transportation Authority (VTA) and Alameda County Transportation Commission (ACTC) for the Project’s local funding commitments to demonstrate support consistent with the history of the Project in the region and taking into account the current opportunity for private sector funding and financing to advance the Project through delivery.

Our work thus far in collaborating with partner rail and transit agencies has resulted in letters of support for the Project, as part of a regionally connected network. You will find evidence of these partnerships in attached letters of support for funding. The project commitments outlined below and, in the attachments, address opportunities for housing around stations, efforts to reduce construction costs, efforts to reduce the physical and environmental footprint, the draft funding plan, and innovations in delivery as requested through our coordination with your staff. We have made significant improvements in these areas and expect to continue to refine and improve the Project in conjunction with MTC and other regional stakeholders.

Future capital funding from the private sector will be contingent upon successful completion of design, environmental clearance, and permitting/entitlements that are required to deliver the Project, all funded by Cross Bay Transit Partners, LLC (CBTP). Even in the most extreme scenarios that assume full private funding, it’s not possible for a private entity to deliver this Project on its own. The inextricable nature of

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. - P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6200

Alix Bockelman  
April 10, 2020  
Page 2 of 2

regulatory and ministerial approvals and multiple jurisdictions that the Project traverses, solidifies its union with the public sector at the federal, state, regional and local levels. MTCs role in approvals, including the determination of inclusion in PBA 2050's constrained funding plan and many future funding and regional prioritizations, is paramount to ensuring substantial private sector contributions. For the Dumbarton Rail Corridor Project; a regional need that has been studied and evaluated for nearly 30 years; MTCs agreement to include the Project in the constrained long-range transportation plan is critical to our efforts to secure a substantial amount of funding from the private sector and delivery of the Project. In addition, without inclusion, we are not able to advance federal environmental clearance which would result in lost opportunities for funding and approvals.

Ultimately, the Dumbarton Rail Corridor is a regional asset that requires action. The District has a coherent plan that complies with all regulatory requirements, has established key partnerships at the federal, state, regional and local level to ensure success, and has executed an agreement with a consortium that includes both a major regional employer and a leading private infrastructure developer to advance the Project. We are doing our part to ensure this public asset is no longer a regional liability and instead delivers much needed transportation capacity for our communities.

Thank you for the opportunity to participate in the Horizon/Plan Bay Area 2050 planning process. We will continue to work with MTC on the development of project refinements and policy commitments to increase the benefits, equity and reduce costs of the Project such that it is considered in the Bay Area's constrained funding plan.

Sincerely,



Carter Mau  
Deputy General Manager/CEO, San Mateo County Transit District

Cc: Winsome Bowen, Facebook  
Eliot Jamison, Plenary Americas

The following pages provide the Dumbarton Rail Corridor Project commitments that have been developed to address performance deficiencies in benefit-cost ratio and equity metrics. The Project is supported within the region and within Peninsula and East Bay communities as demonstrated by the letters of support and focus on partnerships to develop mutually beneficial Project investments.

In efforts to reduce project costs and increase project benefits, the San Mateo County Transit District (District) and Cross Bay Transit Partners, LLC (CBTP) continue to investigate potential improvements in project performance through the use of either light rail (LRT) or autonomous group rapid transit (GRT) on an alternative East Bay right of way to avoid the need to seek approval from Union Pacific Railroad (UPRR) for use of their right of way beyond the Dumbarton Rail Corridor.

The District and CBTP continue to support opportunities for housing and development around the Project's stations and the land use connection to transit. Through ongoing investigation and project development activity, additional station locations are proposed beyond those that were included in the original project description submitted to MTC (also reflecting the proposed LRT/GRT alternative alignment in the East Bay). These additional stations will increase project ridership and transportation benefits as well as opening up more opportunities for housing as part of transit-oriented development. Given the new opportunity to submit letters of interest for Priority Development Areas (PDAs) or expand existing PDAs, the District and CBTP is evaluating PDAs throughout the Dumbarton Rail Corridor Project area and continuing discussions with its city partners.

In addition, efforts to reduce the physical and environmental footprint, the draft funding plan, and innovations in delivery are outlined below.

## Support and Collaboration

### Regional support

In early 2019, the project outreach team began early touch testing with local, regional, and state elected officials to gauge awareness and support of the Dumbarton Rail Corridor Project. Together we have invested in early engagement and education with West Bay and East Bay political stakeholders along the corridor. These individuals will continue to receive our priority attention as we move forward. We have been focused on updating political opinion leaders, stakeholders and the community, which we will continue to do as part of the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) process and requirements. The EIR/EIS process includes formal meetings, community meetings, and multiple interaction with the various agencies. At the beginning of 2020, we began to accelerate and expand political engagement efforts as the Dumbarton Project continues to achieve further definition. This public engagement with political stakeholders has built interest and provided a support for cities and counties to work collaboratively, create ownership, and demonstrate support.

As a result of the regional outreach described above, letters of support have been provided for the project from the following political and business leaders; a copy of the support letters are included as an attachment:

- Senator Jerry Hill
- Congresswoman Jackie Speier
- Congresswoman Anna Eshoo
- Assemblymember Kevin Mullin
- Assemblymember Marc Berman
- East Bay Economic Development Alliance
- Silicon Valley Leadership Group

In early 2020, letters of support for the project's Transit and Intercity Rail Capital Program (TIRCP) application were provided by additional regional partners including operators of regional transportation networks that would connect with the proposed Dumbarton Rail Corridor service. Letters of support for the TIRCP application were received from the following; copies of all support letters are included as attachments:

- City of Newark
- City of Redwood City
- Peninsula Corridor Joint Powers Board (PCJPB)
- San Joaquin Regional Rail Commission
- Tri-Valley-San Joaquin Valley Regional Rail Authority
- Assemblymember Marc Berman
- Senator Jerry Hill
- Senator Jim Beal
- Senator Bob Wieckowski
- Assemblymember Kevin Mullin

### [Tri-cities coordination and response](#)

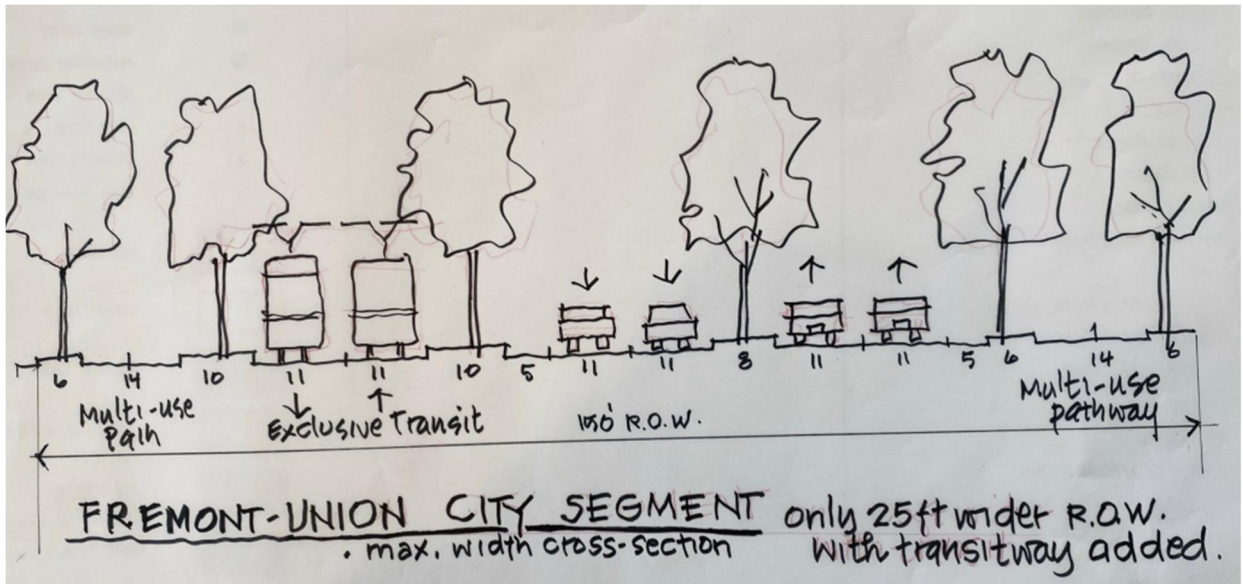
In addition to other regional outreach efforts, the project team has worked extensively and collaboratively with the East Bay cities in the project alignment: Newark, Fremont, and Union City. We have met both individually and as a collective with the Tri-Cities' public works, economic development and planning staffs to give a project overview, gain an understanding of their existing and proposed projects in the vicinity of the proposed alignment, and have detailed work sessions to integrate our proposed alignment(s) into their rights-of-way.

With the City of Newark, we have collaboratively worked on plans and sections of the proposed LRT/GRT alignment to be integrated into their proposed complete street project along Thornton Avenue.

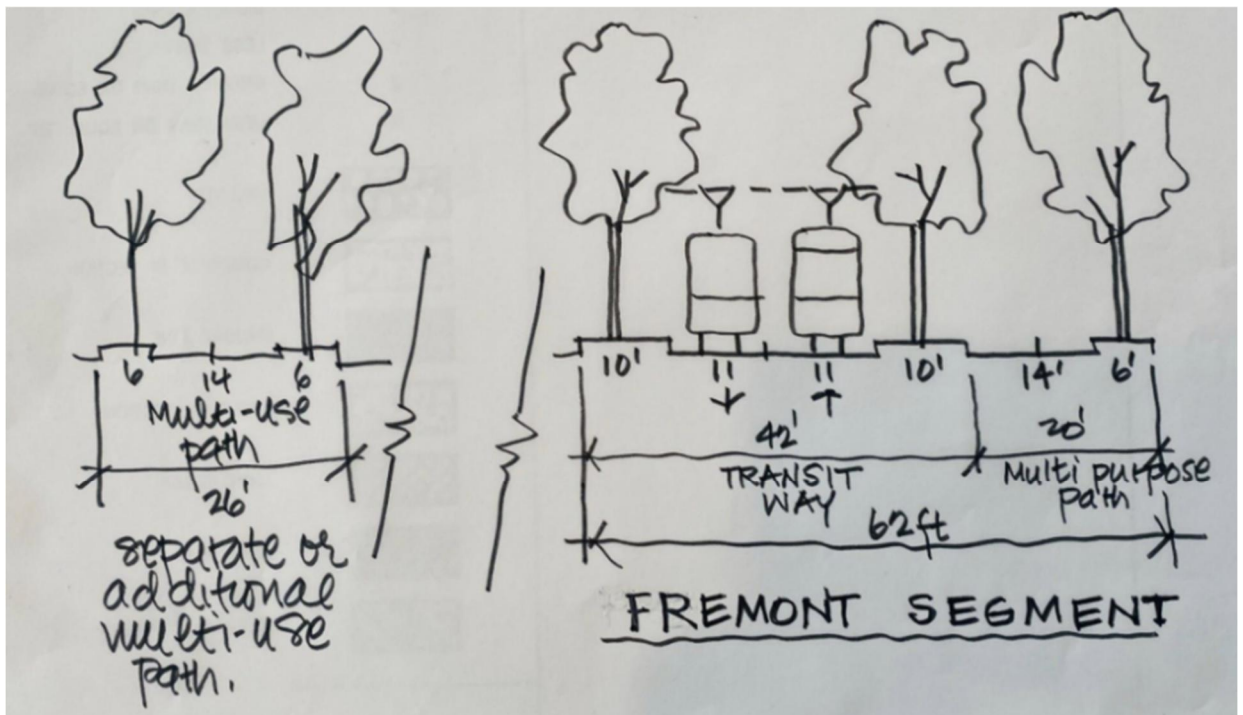
With the cities of Fremont and Union City, we have collaborated on the integration of transit within the Quarry Lakes Parkway corridor. Our engineering and urban design teams have worked with city staff on concepts that integrate transit into this corridor while addressing concerns regarding previous environmental approval, various ownership, development, financing, and community outreach strategy. Conceptual cross-sections based on this collaboration are provided below.

With Union City, we have had separate work sessions addressing the integration of the Dumbarton alignment and station in conjunction with the existing BART station.





Conceptual Cross-Section: Transit with Roadway at Quarry Lakes Parkway



Conceptual Cross-Section: Transit with Multi-use path at Quarry Lakes Parkway

## Opportunities for Housing Around Stations

Station locations remain under review and will be finalized in consultation with stakeholders and in consideration of the following factors:

- Environmental impact
- Existing and proposed traffic
- Existing and proposed land use
- Urban design
- Accessibility
- Engineering feasibility
- Availability of land for station area
- Community need
- Ridership
- PDA-designation or eligibility
- Etc.

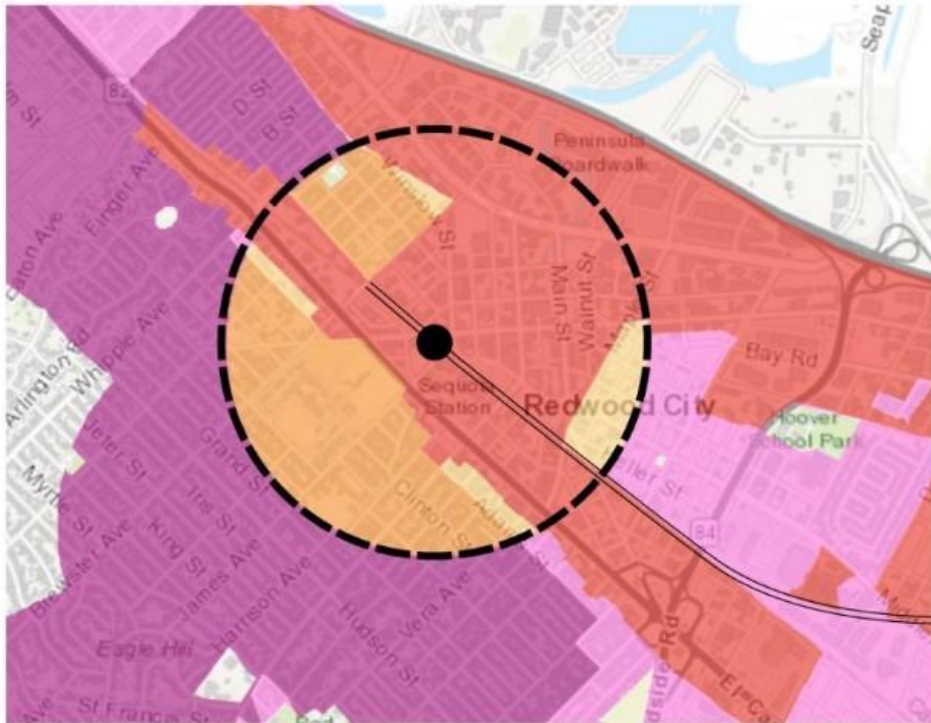
The proposed station locations are generally aligned with Priority Development Areas (PDAs). Those that are not in existing PDAs are located in PDA-eligible areas. We would propose to expand the current PDAs and nominate new PDAs to a quarter-mile radius encompassing development around each proposed station location. See table below for reference.

Proposed Station	City	County	PDA-Designated	PDA-Eligible	Expand Current PDA	Nominate New PDA
Redwood City Sequoia Station	Redwood City	San Mateo County	Y		Y	
Middlefield Road Station	NA	San Mateo County	Y		Y	
Willow Road Station	Menlo Park	San Mateo County		Y		Y
Newark Station	Newark	Alameda County	Y		Y	
Ardenwood Station	Fremont	Alameda County		Y		Y
Fremont Boulevard Station	Fremont	Alameda County	Y		Y	
Quarry Lakes Parkway Station	Union City	Alameda County	Y		Y	
Union City Station	Union City	Alameda County	Y		Y	

The following pages detail the station locations and their relationship to existing PDAs and PDA-eligible areas.

*Redwood City Sequoia Station*

The proposed Redwood City Sequoia Station is located in a designated PDA.



**Proposed Redwood City Sequoia Station**

Legend

-  Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
  -  Connected Community Outside High Resource Area
  -  Connected Community Within High Resource Area
  -  Transit-Rich Outside High Resource Area
  -  Transit-Rich Within High Resource Area
-  1/4-Mile Radius, Proposed Priority Development Area
-  Proposed Station Location
-  Proposed Alignment

*Middlefield Road Station*

Dependent on the final location after study taking into consideration engineering, urban design, traffic, environmental and ridership concerns, the proposed Middlefield Road Station in North Fair Oaks, an unincorporated community within San Mateo County, is located in a designated PDA or in an Undesignated PDA-eligible Area, coded as a Connected Community Outside High Resource Area. We would propose to have San Mateo County nominate to expand the existing PDA into the PDA-eligible area to encompass the proposed station as well as a quarter-mile radius, similar to other existing stations shown on the PDA map.



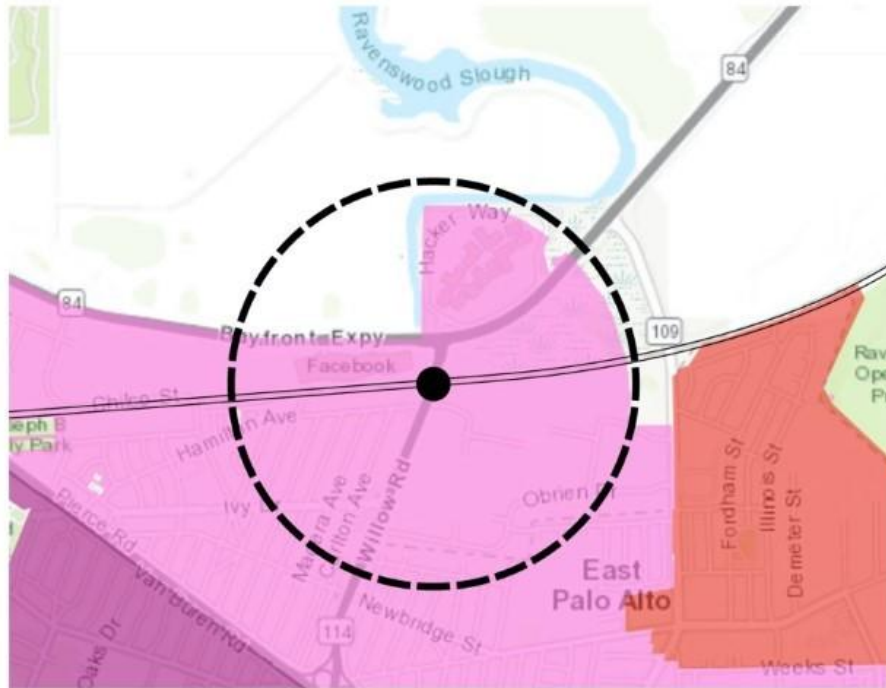
**Proposed Middlefield Road Station**

Legend

- Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
  - Connected Community Outside High Resource Area
  - Connected Community Within High Resource Area
  - Transit-Rich Outside High Resource Area
  - Transit-Rich Within High Resource Area
- 1/4-Mile Radius, Proposed Priority Development Area
- Proposed Station Location
- Proposed Alignment

*Willow Road Station*

The proposed Willow Road Station in Menlo Park is located in an Undesignated PDA-eligible Area, coded as a Connected Community Outside High Resource Area. We would propose to have Menlo Park or San Mateo County nominate the designation of a PDA in the eligible area of a quarter-mile radius encompassing the proposed station.



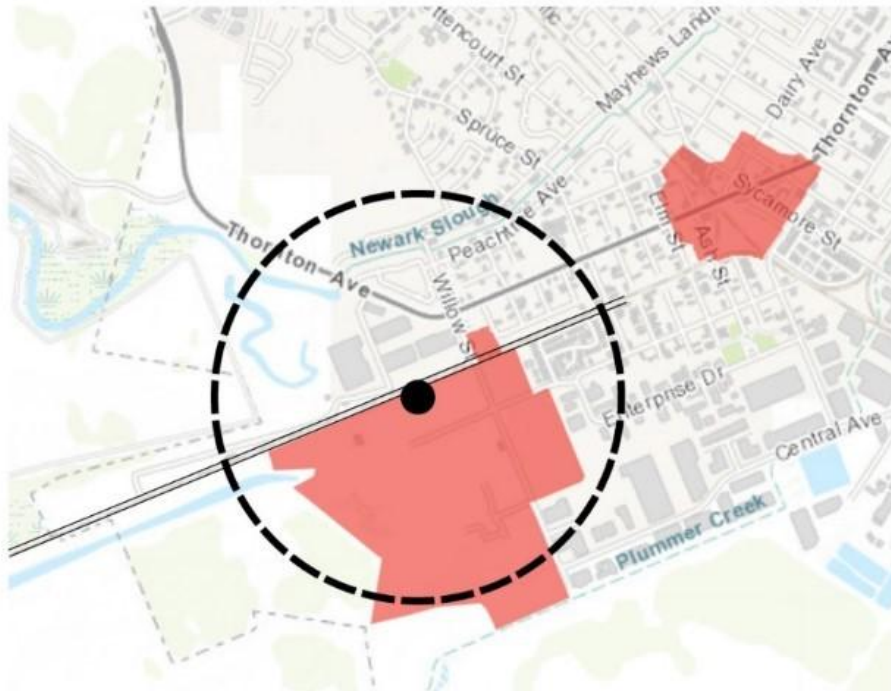
**Proposed Willow Road Station**

Legend

- Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
- Connected Community Outside High Resource Area
- Connected Community Within High Resource Area
- Transit-Rich Outside High Resource Area
- Transit-Rich Within High Resource Area
- 1/4-Mile Radius, Proposed Priority Development Area
- Proposed Station Location
- Proposed Alignment









### Newark Station

Newark had previously nominated and designated the area outlined in their 2010 Dumbarton TOD Specific Plan as a Priority Development Area. We would propose to have Newark expand the borders of that PDA to encompass the commercial development area to the north of the tracks.



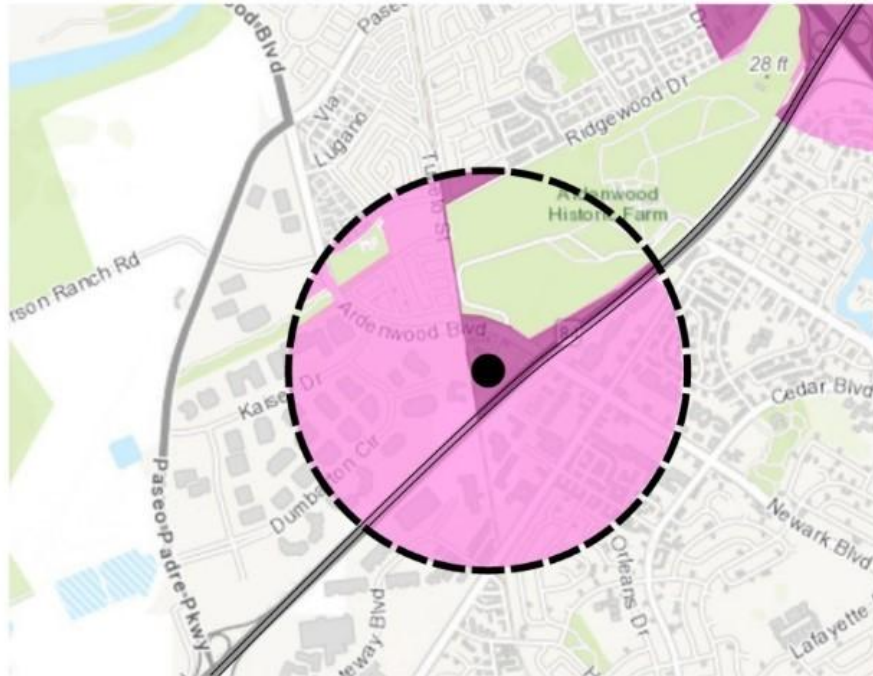
#### Proposed Newark Station

##### Legend

-  Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
  -  Connected Community Outside High Resource Area
  -  Connected Community Within High Resource Area
  -  Transit-Rich Outside High Resource Area
  -  Transit-Rich Within High Resource Area
-  1/4-Mile Radius, Proposed Priority Development Area
-  Proposed Station Location
-  Proposed Alignment

*Ardenwood Station*

The proposed Ardenwood Station is located in Undesignated PDA-eligible Areas: Connected Community Outside High Resource Area and Connected Community Within High Resource Area. We would propose to have the cities of Fremont and Newark, or Alameda County nominate the designation of a PDA in the quarter-mile radius encompassing the proposed station.



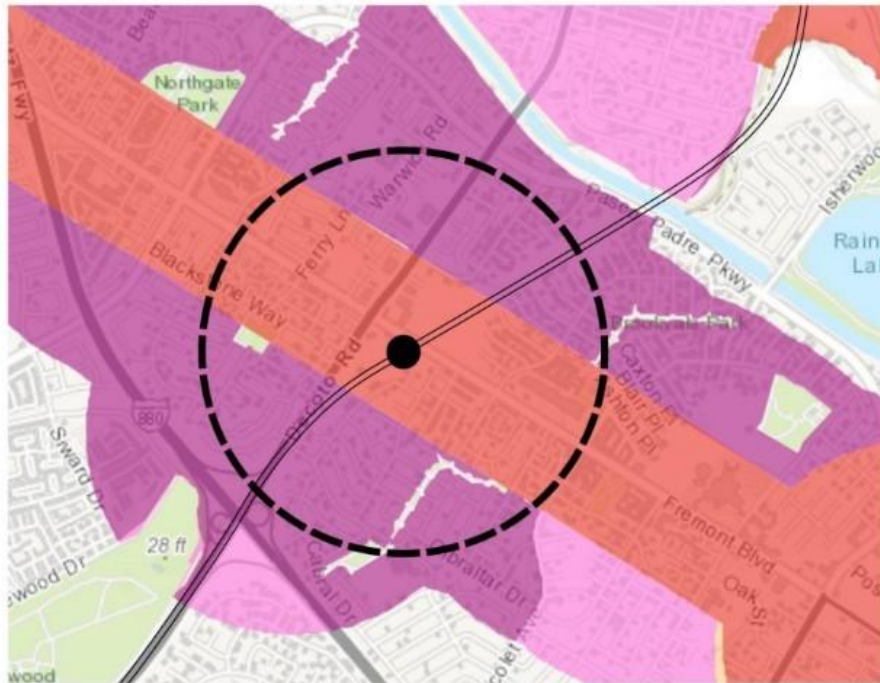
**Proposed Ardenwood Station**

Legend

- Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
- Connected Community Outside High Resource Area
- Connected Community Within High Resource Area
- Transit-Rich Outside High Resource Area
- Transit-Rich Within High Resource Area
- 1/4-Mile Radius, Proposed Priority Development Area
- Proposed Station Location
- Proposed Alignment

*Fremont Boulevard Station*

The proposed Fremont Boulevard Station is located in a PDA-designated area. We would propose to have the city of Fremont or Alameda County expand the border of that PDA into the PDA-eligible Area of Connected Community Within High Resource Area for a quarter-mile radius encompassing the proposed station.



**Proposed Fremont Boulevard Station**

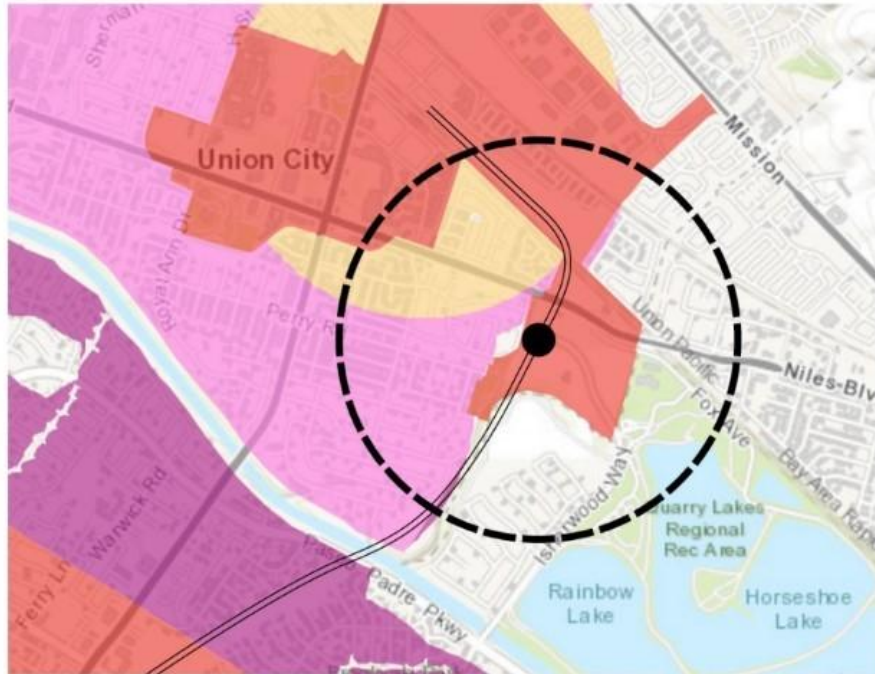
Legend

- Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
- Connected Community Outside High Resource Area
- Connected Community Within High Resource Area
- Transit-Rich Outside High Resource Area
- Transit-Rich Within High Resource Area
- 1/4-Mile Radius, Proposed Priority Development Area
- Proposed Station Location
- Proposed Alignment



*Quarry Lakes Parkway Station*

The proposed Quarry Lakes Parkway Station is located in PDA-designated area. Potential: We would propose to have the cities of Fremont and Union City, or Alameda County, expand the border of that PDA into the PDA-eligible Areas of Connected Community Outside High Resource Area and Transit-Rich Outside High Resource Area for a quarter-mile radius encompassing the proposed station.



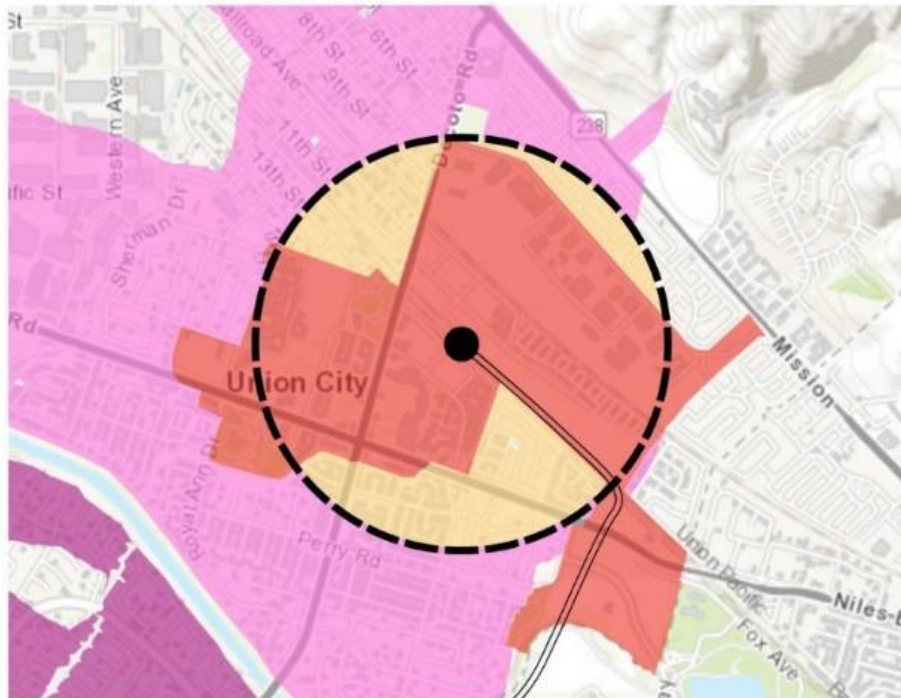
**Proposed Quarry Lakes Parkway Station**

Legend

- Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
- Connected Community Outside High Resource Area
- Connected Community Within High Resource Area
- Transit-Rich Outside High Resource Area
- Transit-Rich Within High Resource Area
- 1/4-Mile Radius, Proposed Priority Development Area
- Proposed Station Location
- Proposed Alignment

*Union City (BART) Station*

The proposed Union City Station is located in PDA-designated area. We would propose to have Union City, or Alameda County, expand the border of that PDA into the PDA-eligible Area of Transit-Rich Outside High Resource Area for a quarter-mile radius encompassing the proposed station.



**Proposed Union City Station**

Legend

- Priority Development Areas (March 2020)
- Undesignated PDA-eligible Areas (March 2020)**
- Connected Community Outside High Resource Area
- Connected Community Within High Resource Area
- Transit-Rich Outside High Resource Area
- Transit-Rich Within High Resource Area
- 1/4-Mile Radius, Proposed Priority Development Area
- Proposed Station Location
- Proposed Alignment

In addition to the creation and/or expansion of Priority Development areas along the corridor, there are multiple opportunities for housing within a quarter mile of proposed station areas. The table below provides examples of under-utilized or vacant publicly-owned land that could potentially be used for housing. Some of these parcels are zoned for housing, and some are not. We have proposed housing densities based on municipality, underlying zoning, potential zoning, and urban context. The examples below and other similar opportunities could result in increased housing potential throughout the corridor.

Parcel #	City	Publicly-owned	Existing Land Use	Zoning	Proposed Land Use	Land Area (ac)	Proposed Housing Density (DU/ac)	Proposed # Housing Units (DU)
MU Site	Fremont	Y		Mixed Use				
School District Site	Fremont	Y	Vacant	Mixed Use / Residential				
501-1800-1-50	Fremont	Y	Vacant	Planned Residential	Residential (R-3-50)	20	35.1-50	702-1000
87-11-17-6	Union City	Y	Vacant	Open Space / Residential (RS-6000)	Residential (RM-1500)	6	30-60	180-360
87-11-17-7	Union City	Y	Vacant	Open Space / Residential (RS-6000)	Residential (RM-1500)	10	30-60	300-600
87-11-15-15	Union City	Y	Vacant	Open Space / Residential (RS-6000)	Residential (RM-1500)	5.5	30-60	165-330
87-11-15-14	Union City	Y	Vacant	Residential (RS-6000)	Residential (RM-1500)	7	30-60	210-420
87-335-6	Union City	Y	Vacant	Research and Development Campus District (RDC)	Station Mixed Use-Commercial (CSMU)	14	45-165	63-210

*Note: All areas are approximate.*

## Efforts to Reduce Project Construction Costs, Physical and Environmental Footprint

### Construction Cost and Physical Footprint Reduction

The original project to MTC for consideration assumed Rail Technology (CRT) would be our base case assumption, and we would investigate other technologies to determine the best option to meet the Purpose and Need for this project. As we have progressed in our evaluations, it appears Light Rail Transit (LRT) or Group Rapid Transit (GRT) are better suited for our project based on the following:

- Initial lower Capital Cost
- No trackage rights agreement with UPRR needed
  - Eliminates risk of providing a reliable 10 – 20 minute headway service based on negotiating appropriate time slots on joint use track
  - Eliminates risk of ability to utilize modern EMU-type technology on UPRR-owned facilities
  - Eliminates schedule risk of negotiating all needed agreements without impacting overall project schedule
- Long term lower Operations and Maintenance (O&M) costs

The engineering team developed several measures to reduce construction costs through the design development process. Some major project elements for the Bay Crossing structure, chosen based on improvements to construction and/or O&M costs, are summarized below:

- Replacing existing movable bridge structures with fixed span LRT Bridges - \$60M savings
- Eliminating freight train use by designing for lighter vehicle equipment, therefore needing smaller/lighter structures – over \$100M savings
- Use of direct fixation tracks in lieu of ballasted tracks - \$60M savings
- Reducing bridge width to utilize single track based on operational requirements - \$35M savings

Additionally, many other elements of the project have been optimized to meet the project requirements with initial identified project savings of \$150M (primarily on Redwood City to Newark section). As we perform operations modeling on the East Bay sections, we expect to identify additional opportunities to optimize the system resulting in additional cost savings. A discussion of current project and approach to optimizations follows.

## Preliminary Project Element Savings

Item	Project Element	Unit	Vehicle Technology		
			CRT	LRT	GRT
1	Project Limits of Double Track or Lane	miles	19.1	17.0	17.0
	<i>Project Costs</i>	<i>\$, Millions</i>	<i>\$ 2,986</i>	<i>\$ 2,952</i>	<i>\$ 2,508</i>
	<i>Project Savings (excl. UPRR Trackage Rights Savings)</i>	<i>\$, Millions</i>	<i>N/A</i>	<i>\$ (34)</i>	<i>\$ (479)</i>
2	Single Track Optimization		30%/70%	35%/65%	N/A
	<i>Project Costs</i>	<i>\$, Millions</i>	<i>\$ 2,840</i>	<i>\$ 2,696</i>	<i>\$ 2,508</i>
	<i>Project Savings (Redwood City to Newark)</i>	<i>\$, Millions</i>	<i>\$ (147)</i>	<i>\$ (156)</i>	<i>N/A</i>
	<i>Potential Project Savings (Newark to Union City)</i>	<i>\$, Millions</i>	<i>N/A</i>	<i>\$ (100)</i>	<i>N/A</i>
	<i>Project Savings vs CRT (excl. UPRR Trackage Rights Savings)</i>	<i>\$, Millions</i>	<i>N/A</i>	<i>\$ (144)</i>	<i>\$ (332)</i>
3	Stations	Number	7	7	8
	<i>Total Station Costs</i>	<i>\$, Millions</i>	<i>\$ 321</i>	<i>\$ 179</i>	<i>\$ 217</i>
	<i>Project Savings vs CRT</i>	<i>\$, Millions</i>	<i>N/A</i>	<i>\$ (142)</i>	<i>\$ (104)</i>
4	Vehicles	Number	35	60	170
	<i>Total Vehicle Costs</i>	<i>\$, Millions</i>	<i>\$ 410</i>	<i>\$ 312</i>	<i>\$ 81</i>
	<i>Project Savings</i>	<i>\$, Millions</i>	<i>N/A</i>	<i>\$ (98)</i>	<i>\$ (329)</i>
5	Bay Crossing Bridge				
	<i>Double Track - Bay Crossing Bridge Costs</i>	<i>\$, Millions</i>	<i>\$ 434</i>	<i>\$ 322</i>	<i>\$ 169</i>
	<i>Project Savings</i>	<i>\$, Millions</i>	<i>N/A</i>	<i>\$ (112)</i>	<i>\$ (265)</i>
	<i>Single Track - Bay Crossing Bridge Costs</i>	<i>\$, Millions</i>	<i>\$ 393</i>	<i>\$ 291</i>	<i>N/A</i>
	<i>Project Savings</i>	<i>\$, Millions</i>	<i>\$ (41)</i>	<i>\$ (31)</i>	<i>N/A</i>
6	Frequency of Service	minutes	20	10	On-demand
	<i>Peak</i>	<i>minutes</i>	<i>20</i>	<i>10</i>	<i>On-demand</i>
	<i>Off-Peak</i>	<i>minutes</i>	<i>30</i>	<i>30</i>	<i>On-demand</i>

## Alignment

The proposed alignment between Redwood City and Newark utilizes existing rail corridors and roadbed. In order to reduce cost, as well as minimize impacts like noise and visual aesthetics to adjacent properties, the project is designed to be at-grade where possible; however, the alignment would be elevated at certain critical grade crossings to minimize impacts to roadway vehicular traffic or where stations are located at roadway intersections. Approximately 80% of the alignment in this segment is at-grade on the existing roadbed.

The alignment from Newark to Union City makes use of public rights-of-way and is at-grade where possible to minimize costs and environmental impacts. Approximately 25% of this section is anticipated to be at-grade. The LRT alignment from Newark to Union City avoids the uncertainty of the UPRR upgrade costs within the UPRR ROW.

The relative average costs of construction for At-Grade, Elevated Guideway, and Tunnels/Cut and Cover are as follows:

- At-Grade Base cost
- Elevated Guideway 10 times Base cost
- Tunnel/Cut and Cover 15 times Base cost

ROW / Utility impacts are being revised in conjunction with any design concepts, but major ROW takes and/or utility impacts are being minimized with the current design.

*Single Tracking*

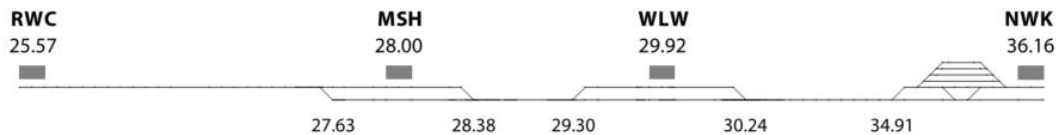
We utilized RTC and PTV VISSIM modeling software to identify sections of the project that could be single-tracked while still having a resilient system that could absorb random delays and still provide high on-time performance. The focus of this modeling was on high-cost sections and environmentally sensitive areas.

On the Redwood City to Newark section, we identified approximately 7 miles, or 65% of the system that could be single tracked as identified in Figures ES-1 and ES-3 below.

**Figure ES-1  
Light Rail, Assuming 10 Minute Headways (Not to Scale)**



**Figure ES-3  
Commuter Rail, Assuming 20 Minute Headways (Not to Scale)**



In the Don Edwards Wildlife Refuge, we were able to single-track 2.1 miles, which would save 3.5 acres of impacts to sensitive wetlands.

The modeling effort is in-progress on the East Bay segment and we anticipate identifying a similar percentage of single-track sections to achieve additional savings to the project.

*Grade separation at intersections, tunnel vs at-grade assumptions*

The current and future traffic demands are being studied and grade separations are only being implemented at locations where required to maintain level of service for roadway traffic or to facilitate station layouts.

The team investigated tunneling for the Bay crossing and a cut and cover tunnel in Decoto Road; however, with a cost increase of at least 50% more than elevated guideway construction, we found the tunnel to be economically infeasible.

### *Bridge updates*

A new bridge will replace the existing Dumbarton Bridge structure which has sections from 50 to over 110-year-old. The current structure poses an obstruction to the maritime community and will likely need to be removed if not repaired or replaced based on a recommendation from the US Coast Guard. The estimated cost for removal is \$75M.

In addition to the sections of alignment identified in the single tracking section above, the Bay crossing is proposed to be single-tracked, minimizing cost and physical and environmental impacts in the Bay and environmentally sensitive area of the Don Edwards Wildlife Refuge. We estimate a 25% capital cost savings by single-tracking this section instead of double-tracking.

The Bay crossing is planned to be designed as a fixed bridge, reducing long-term operational and maintenance costs of a movable bridge with sufficient height to maintain maritime traffic. The Bay crossing will utilize a direct fixation (DF) track to reduce the weight of structure, this resulted in a 10-15% cost savings. We evaluated rehabilitating the existing movable bridge rather than replacing it with a fixed bridge; however, the movable bridge will result in additional capital, operational and maintenance costs.

### *Approach to Technology/Vehicles/ Power & supporting infrastructure*

The team continues to have direct conversations and is evaluating a wide range of technologies with CR, LRT and GRT all being compatible to our project needs. The infrastructure needs to support these vehicles are at least 50-75% lighter than the traditional freight trains (Cooper E-80). The following technology types and their respective infrastructure needs are being evaluated from a cost benefit analysis perspective. With battery technology, we would be able to partially eliminate OCS infrastructure for a savings of \$5-7M per mile.

#### *CR – Electric with Overhead Contact System (OCS) system, battery powered or combination*

- Battery powered and dual mode equipment will eliminate /minimize need for a full OCS system, reducing construction and maintenance costs and having positive impact on the visual appeal of the system.
- Vehicles are over 50% lighter than Cooper E-80 freight trains

#### *LRT - Electric with OCS system, battery powered or combination*

- Battery powered and dual mode equipment will eliminate /minimize need for a full OCS system, reducing construction and maintenance costs and having positive impact on the visual appeal of the system.
- Lighter weight vehicles allow for lighter bridge structures which translates to lower costs.

#### *GRT – Fully battery powered*

- Lighter weight vehicles allow for more cost effective infrastructure
- On-Board control systems minimizing need for wayside signal equipment
- Concrete guideway is simpler and less expensive than rail (upfront and long-term O&M)
- Automated operation expected to reduce long-term O&M costs

### Stations

Collaborative discussions related to critical interface stations are underway, specifically Redwood City, to ensure that plans incorporate current and future plans with Caltrain. The final number and locations of stations continue to be evaluated and are dependent on multiple factors including ridership, land use, public input, technology, regional mobility, etc. Stations will be right-sized to meet the ridership demands specific to locations and technology.

### Innovative Engineering/Design

Innovative engineering and design strategies are being implemented throughout the design process to reduce costs, facilitate innovative project delivery, and increase project benefits. Strategies under consideration include:

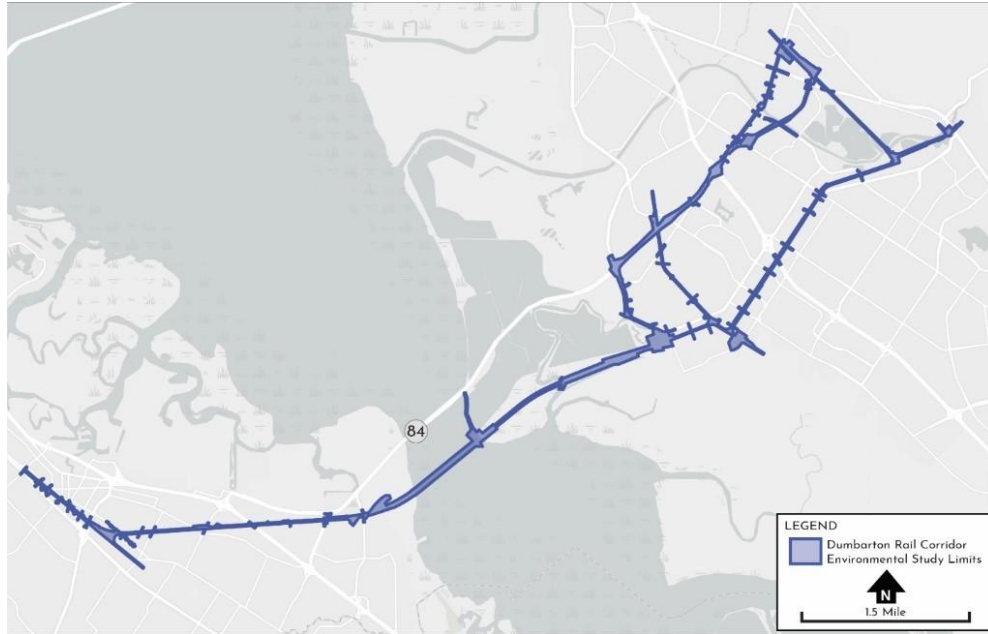
- Standardizing project elements (such as but not limited to, station layouts, guideway spans, possible OCS configurations) where possible to allow for more cost efficient and schedule efficient project.
- Using standard length precast elements, where possible.
- Using concrete structures instead of steel structures to minimize operations and maintenance costs.
- Investigating Accelerated Bridge Construction methods and techniques where appropriate.
- Using temporary work trestles for both the construction of the new Bay crossing as well as the demolition and removal of the existing Bay crossing.
- Engaging stakeholders early on to incorporate their input (such as on-going coordination with the Tri-Cities, State Land Commission, the Bay Conservation and Development Commission, and the US Coast Guard).
- Integrating and optimizing the project with other upcoming local projects (such as the City of Redwood City Caltrain Grade Separation, Quarry Lakes Parkway, the San Francisquito Creek Joint Powers Authority Levees Project, and the Capitol Corridor Joint Powers Authority South Bay Connect).
- Making connections to existing bike paths where appropriate and local TOD projects.
- Investigating possible mitigation or enhancement measures for environmentally sensitive areas.

### Environmental Footprint Reduction (ESL reduction)

The environmental and engineering teams have collaborated on defining a Project footprint that avoids highly sensitive resources while providing a functional area for project construction and operation. The purpose of this exercise was to prepare a refined Environmental Study Limit (ESL) that represents the total project footprint to be utilized for all temporary and permanent project activities, including construction staging, operational right-of-way, station areas, and maintenance facilities (see figure on next page).

The team's environmental specialists prepared a series of high-level assessments to document and recommend minimized encroachment on protected resources and other constraints within and adjacent to the project corridor. The assessment focused on sensitive aquatic resources (wetlands and waters), sensitive plant communities, sensitive wildlife habitats; and potential conflicts with wildlife crossing (aquatic, terrestrial, and aerial).





*Dumbarton Rail Corridor Project Environmental Study Limits*

### *Loss of Natural Land*

The estimation of land area impacted by a project in the *Horizon/Plan Bay Area 2050: Revised Performance Assessment Methodology* was based on a 100-foot buffer around linear project and resulted in over 350 acres of wetland impacts for the project. As described above, the actual anticipated area of impact, which includes all construction and operational activities associated with the project, is based on a reduced environmental footprint and only includes areas with the potential to directly impact sensitive resources

Identification of sensitive resources is a critical component in the project's methodology and approach for environmental documentation. The location and extent of potential wetlands and sensitive plant communities will be mapped through a combination of aerial imagery analysis and modeling of tidal elevations using publicly available tidal data from the south bay and Lidar data available from the National Oceanic and Atmospheric Administration's (NOAA) Digital Coast Data Access Viewer. The focus of the wetland and sensitive habitat assessment is on the segment of undeveloped habitat between Willow Road in East Palo Alto to Willow Street in Newark ("Bay crossing corridor"). Other portions of the alignment are heavily developed, and while the Project Team does not anticipate substantial wetland or other sensitive habitat issues in these areas, there is potential for jurisdictional wetlands to occur in topographic depressions parallel to the railroad prism. The applied methodology will also identify any major stream crossings and the location of stormwater conveyances that may need to be avoided by the project or addressed during the permitting stage if avoidance is not possible.

Once the sensitive resources have been identified, the temporary and permanent activities associated with the project will be applied, and the acreage of impact will be determined. Based on the initial site constraints analysis conducted by the team's biologist, it was determined that several aquatic communities were identified within the project ESL, including marshland, tidal land, riparian, freshwater seasonal wetland, etc. Acreages ranged from 0.29 of riparian to 100.94 of tidal land. Given that the project design is not yet finalized, an assessment of impact acreage has not yet been developed;

however, it would not exceed the acreage of the identified resources within the ESL and is anticipated to be considerably less than the 350+ acres used in the Revised Performance Assessment Methodology.

Although the project team aims to produce a self-mitigating project through a reduced environmental footprint and design, compensatory mitigation is a vital component to ensure protection and adequate mitigation for the sensitive resources within the project area. To help streamline environmental review, federal consultations, and eventual permitting, the project team is conducting stakeholder outreach and agency scoping processes to help identify mitigation opportunities and develop a compensatory mitigation strategy or approach. Compensatory mitigation options to be investigated may include but are not limited to:

- Purchase of credits from an approved mitigation bank
- Contribution of funds to another party's existing or proposed restoration project in the South Bay
- Acquisition of properties for the purpose of preservation and/or restoration
- Funding and execution of a Conservation Easement over existing, previously unprotected habitats
- Development and implementation of a permittee -responsible mitigation project

#### *Outreach and Engagement Program*

The project team, in tandem with the District and Federal Transit Administration, is implementing a robust outreach and engagement program to identify topics of local concern. As the project engineers modify the ESL to incorporate design updates, the environmental team continuously reviews for potential impacts to key topics raised during coordination with external stakeholders. Over the last year, the project team coordinated with the regulatory agencies, local jurisdictions, and community groups listed below; those indicated with an asterisk (\*) indicate regular participation in the project's recurring Advisory Group meetings:

#### *State and Federal Regulatory Agencies:*

- California Regional Water Quality Control Board: San Francisco Bay Region
- California State Lands Commission
- Don Edwards San Francisco Bay National Wildlife Refuge
- National Marine Fisheries Service
- State Historic Preservation Office
- State Water Resources Control Board
- U.S. Army Corps of Engineers, San Francisco District
- U.S. Coast Guard, Bridge District 11
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service, Region 8

#### *Local Jurisdictions and Resource Agencies:*

- Alameda County Transportation Commission\*
- Alameda-Contra Costa Transit District\*
- Belle Haven Neighborhood
- California Department of Transportation, District 4
- Caltrain\*
- City of East Palo Alto\*
- City of Fremont\*

- City of Hayward
- City of Menlo Park\*
- City of Newark\*
- City of Redwood City\*
- City of Union City\*
- Lorelai Manor Neighborhood
- Metropolitan Transportation Commission\*
- North Fair Oaks Neighborhood
- San Francisco Bay Conservation and Development Commission
- San Francisquito Creek Joint Powers Authority
- San Mateo County\*
- Santa Clara Valley Transportation Authority\*
- Suburban Park Neighborhood
- Town of Atherton

*Local and Community Organizations:*

- Bike East Bay\*
- Don Edwards San Francisco Bay National Wildlife Refuge - Citizens Committee to Complete the Refuge
- East Bay Economic Development Alliance\*
- East Bay for Everyone\*
- Eco Transport\*
- Fremont Chamber of Commerce\*
- Friends of Caltrain\*
- Greenbelt Alliance\*
- Jobs and Housing Coalition\*
- Menlo Park Chamber\*
- Menlo Together\*
- Mid-Peninsula Open Space District\*
- Newark Chamber of Commerce\*
- Office of Government & Community Relations at Stanford University\*
- Peninsula Open Space Trust\*
- Redwood City Chamber\*
- San Francisco Bay Area Planning and Urban Research Association\*
- San Mateo County Economic Development Association\*
- Save the Bay\*
- Sequoia Audubon Society\*
- Sierra Club\*
- Silicon Valley Bike Coalition\*
- SPARK - Sustainable Menlo Park\*
- Spectrum Community Services\*
- St. Francis Siena Youth Center\*
- Transform\*

To streamline project delivery, the District will recommend an efficient coordination approach with the regulatory and permitting agencies that have jurisdiction over resources within the Project area. Using the framework recommended in the *Memorandum of Understanding Implementing One Federal*

*Decision Under Executive Order 13807*, the District prepared an Agency Coordination Plan outlining the process and key milestones for coordinating public and agency participation during the Project's environmental review cycle. The District seeks to build concurrence on this approach with applicable federal, state, and local agencies to establish concurrent, synchronized reviews, eliminate duplication of effort among agencies, and provide a forum for inter-agency decision-making.

## Funding Plan

The project has developed a funding plan including support from public sector programs at all levels (local, State, and Federal), combined with private sector funding and financing. The capital and operating funds that the District intends to use for the Project are shown in the tables below.

## Planning and Pre-Development Stage

CBTP is providing all funding for the planning and pre-development stages of the Project (through environmental clearance and prior to the start of construction) and has been doing so for the last 18 months. The projected total amount of this funding is at least \$30 million. This includes all activities necessary to facilitate and support environmental clearance (State and Federal), such as community engagement, preliminary design and engineering, technical environmental documentation, transportation impacts analysis and ridership studies, funding/market studies, transit operational modeling, right-of-way negotiations and reimbursement of the District's project-related costs.

Private sector support and leadership (aligned with the District) of this project development phase has allowed the project to move forward in an expedited manner and will accelerate project development by estimated 5 – 8 years. This momentum has also contributed to the rebuilding of local and regional consensus on the need for and benefits of the project. Together these create a unique window to advance this project in the near term. A summary of community consensus-building activities is noted in the *Support and Collaboration* section of this letter.

### Design and Construction Stage

Regional and local funding for the Dumbarton Rail Corridor has been pursued and developed since 1991 in various measures and allocations. The table below summarizes projected contributions from both public and private sources for the design and construction of the project.

Source	Amount (\$mm)
<b>Private Funds</b>	
Future Private Funding/Financing	TBD
<b>Local Funds</b>	
San Mateo County (C/CAG)	
Measure A	\$30
Measure W	\$220
Alameda County (ACTC)	TBD
Santa Clara County (VTA)	TBD
Future Local Measures	\$1,500 - \$1,700
<b>Regional Funds</b>	
RM 2	\$135
RM 3	\$130
<b>State Funds</b>	
TIRCP 2020	\$50
TIRCP 2022	\$100
Congested Corridors	\$100
<b>Federal Funds</b>	
FTA New Starts (CIG)/ Expedited Delivery	\$900-\$750
BUILD	\$25
TIFIA/RRIF Financing	TBD

## Operations and Maintenance Period

An important aspect of public-private partnership or P3 delivery of infrastructure projects is to plan for the full project lifecycle during up-front development. CBTP is planning for both operating costs and revenue sources as part of its integrated project development efforts. The first step to ensuring that sufficient operating period revenue will be available is to develop design solutions and efficiencies which reduce O&M costs. This is reflected already in the ongoing refinements to project definition outlined in the *Construction Cost and Physical Footprint Reduction* section of this letter and will be an ongoing priority for CBTP and the District. O&M cost effectiveness, delivery, and operations efficiencies are some of the primary reasons for investigating technology alternatives such as light rail, and autonomous mass transit modes. Revenue sources during the O&M period are summarized in the following table:

Source	Description
Fare Revenue	Fare revenues directly from public passengers as well as from employers and employees through regional transit pass program (Clipper card, Clipper Direct).
Ancillary Revenues	Ancillary revenues such as advertising, retail, parking, communications.
Value Capture – Special Assessment	Payments from adjacent landowners such as a special assessment which attaches to the property, potentially through a Community Facilities Districts (“CFD”).
Value Capture - Tax Increment	The Project may be able to leverage the benefits provided to local landowners through special tax districts such as an Enhanced Infrastructure Financing Districts (“EIFD”).
Local sales tax measures	San Mateo County Measures A and W have allocations which are applicable to this project and would be received over time. In addition, RM2 has funding for cross-bay transit service in the Dumbarton Corridor.
FASTER Bay Area	The project will seek both construction period and operation period funds from any new regional measure

Based on the projected ridership demand, high-frequency and high-quality service, integrated first/last mile planning and an active marketing program including outreach to local employers, CBTP expects fare revenue to be able to cover a significant portion of O&M costs. This will serve as the core source of O&M period funding which will result in a more sustainable project over the long term. In addition, experience from other transit projects with private sector participation (both in the United States and elsewhere around the world) points to the potential for revenue generation from ancillary sources such as parking (at certain stations), retail, advertising, and even use of the corridor for complementary uses such as communication infrastructure.

## Value Capture

It is well established that new, high quality transit service increases property values and makes station areas more attractive for residents and businesses. However, using this value creation to help fund the transit project has proved to be a challenge for many project sponsors and has rarely been implemented. The private sector participation in development, financing and delivery of the DRC Project makes this project an ideal candidate for value capture funding. The private development team

will bring more flexible capital and a clear understanding of the development potential at each station area, providing greater comfort in the achievability of future value capture revenue.

The specific revenue streams which are being investigated and are likely to be applicable to the DRC project are tax increment revenue (through an Enhanced Infrastructure Financing District) and/or a special assessment (through a Community Facilities District). Revenues from both of these types of districts are realized over time and can be used for repayment of project construction costs and in certain instances for maintenance costs. CBTP has engaged Kosmont Group to evaluate the potential for value capture funding and provide advice on implementation. Initial analysis at a single station area showed significant potential, with cumulative revenue in excess of \$500 million in a mid-range scenario (over a 30-50 year project planning period).

CBTP is evaluating the potential at additional station areas and will begin more detailed conversations with the applicable jurisdictions (cities and counties) after such evaluation. Value capture revenue has the potential to be an important new revenue source for the Project and is part of the planned innovative financing approach.

## Innovation

The project is being advanced through a unique public-private partnership (P3) between the District and CBTP, pursuant to an Exclusive Negotiating Agreement (“ENA”) signed in August 2018. Infrastructure project delivery P3s typically involve a design-build-finance-operate-maintain (DBFOM) contract in which the responsibility, and risk, for successful project delivery and operation is allocated to a private sector consortium. The partnership formed for this project intends to adopt this approach but has also gone a step further by involving the private sector partner in early stage project planning and permitting activities. This innovative approach has a number of benefits for the project, including:

- Private sector resources (funding and staffing) have accelerated project development and allowed the project to advance an estimated 5-8 years sooner than it otherwise would have;
- Early involvement of the team that is expected to be responsible for project delivery results in a greater focus on technical and financial feasibility from the beginning, allowing such considerations to be fully incorporated in environmental clearance and project planning.

The innovative approach to project development and delivery will continue in the future phases of the project. For example, CBTP intends to initiate procurement of key contractors including design-builder and vehicle supplier in parallel with the completion of the environmental review. This will allow for a faster transition into project construction and, depending on the specific timing, can provide for additional technical input into early project planning. CBTP is exploring approaches such as progressive design-build which would provide for early contractor input into constructability and related issues. The final approach and timing for contractor procurement and selection will be determined in consultation with the District and project funding partners (as appropriate). The tables on the following pages describe each project delivery method under consideration by the project team and summarizes the generally accepted benefits and challenges associated with each.

Finally, CBTP’s approach to project delivery will encompass planning for long-term operations and maintenance during the planning and design phases. This will ensure that a “whole of life” approach to the project is adopted and that early decisions properly reflect rider experience, long term maintainability and energy efficiency considerations.

Delivery Method	Description	Benefits	Challenges
Design-Bid-Build (DBB)	<ul style="list-style-type: none"> <li>• Traditional project delivery method.</li> <li>• The owner, CBTP, would “own” the details of design during construction and as a result, is responsible for the costs of any errors or omissions encountered in construction.</li> <li>• Contractor is typically selected on low-bid.</li> </ul>	<ul style="list-style-type: none"> <li>• CBTP retains full control of design</li> <li>• Familiar to all entities</li> <li>• Systems in place</li> <li>• Difficult for bidders to challenge procurement process</li> </ul>	<ul style="list-style-type: none"> <li>• CBTP retains design risk</li> <li>• Not as fast as other delivery mechanisms</li> <li>• Limits innovation</li> <li>• Cost certainty achieved later than with other methods</li> </ul>
Design-Build (DB)	<ul style="list-style-type: none"> <li>• Procure both design and construction services in the same contract from a single, legal entity referred to as the design-builder.</li> <li>• Typically uses a two-step Request for Qualifications (RFQ)/Request for Proposals (RFP) procedure.</li> <li>• Design-builder is typically selected on best value (price and technical).</li> <li>• Design-builder controls the details of design and is responsible for the costs of errors or omissions encountered in construction.</li> </ul>	<ul style="list-style-type: none"> <li>• Fastest delivery</li> <li>• Earliest cost certainty</li> <li>• Constructability maximized</li> <li>• Risk transferred to contractor</li> <li>• Encourages contractor innovation</li> </ul>	<ul style="list-style-type: none"> <li>• Agency familiarity</li> <li>• Increased risk of procurement challenge by proposers</li> <li>• Contractor controls final design</li> <li>• Third party approvals</li> </ul>
Design-Build-Operate-Maintain (DBOM)	<ul style="list-style-type: none"> <li>• Adds operations and maintenance to the design-build approach.</li> <li>• CBTP would provide design, construction, maintenance and handback standards to the contractor.</li> <li>• Eliminates the need for CBTP to provide or identify mechanisms for operations and maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>• All benefits of design-build</li> <li>• Provides added quality benefit associated with transfer of long-term maintenance</li> <li>• Provides single contract for construction, maintenance, and operations</li> </ul>	<ul style="list-style-type: none"> <li>• All challenges of design-build</li> <li>• Requires CBTP to establish requirements for design, build, operations and maintenance requirements</li> </ul>



Delivery Method	Description	Benefits	Challenges
Construction Management General Contractor (CMGC)	<ul style="list-style-type: none"> <li>• CBTP would contract separately with a designer and a contractor entity.</li> <li>• Contractor input into the design development and constructability of complex projects represent key advantages.</li> <li>• Brings the builder into the design process at a stage where definitive input can have a positive impact on the project. Particularly valuable for non-standard types of designs where it is difficult for CBTP to develop the technical requirements that would be necessary for DB procurement without industry input.</li> <li>• Contractor is typically selected on qualifications. Price is negotiated as design progresses.</li> </ul>	<ul style="list-style-type: none"> <li>• Faster delivery</li> <li>• Earlier cost certainty</li> <li>• Constructability input</li> <li>• Risk mitigation</li> <li>• Innovation</li> <li>• CBTP retains full control of design</li> </ul>	<ul style="list-style-type: none"> <li>• CBTP retains design risk</li> <li>• Increased risk of procurement challenge by proposers</li> <li>• Obtaining competitive pricing</li> <li>• Delivery process learning curve</li> </ul>
Progressive Design-Build (PDB)	<ul style="list-style-type: none"> <li>• Combines attributes of CMGC and DB. CBTP would procure both design and construction services in the same contract from a single, legal entity referred to as the design-builder.</li> <li>• Design-builder is brought on board early and provides both design and constructability during design development.</li> <li>• Particularly valuable for non-standard types of designs where it is difficult for CBTP to develop the technical requirements that would be necessary for DB procurement without industry input but where CBTP still wants the ability to transfer design risk.</li> <li>• Design-builder is typically selected on qualifications.</li> <li>• Price is negotiated as design progresses.</li> </ul>	<ul style="list-style-type: none"> <li>• Faster delivery</li> <li>• Earlier cost certainty</li> <li>• Constructability input</li> <li>• Risk mitigation</li> <li>• Design risk transfer</li> <li>• Innovation</li> <li>• CBTP mostly retains control of design</li> </ul>	<ul style="list-style-type: none"> <li>• Increased risk of procurement challenge by proposers</li> <li>• Obtaining competitive pricing</li> <li>• Delivery process learning curve</li> </ul>

Attachment 1 – Regional Letters of Support



February 25, 2020

Ms. Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear Ms. McMillan:

We write to strongly encourage you to include the Dumbarton Rail Project (Project) in Plan Bay Area 2050. Repurposing the bridge to create a new transit option is essential to addressing existing and future congestion stretching from the Central Valley through the Dumbarton corridor to the San Francisco Peninsula and Silicon Valley. While the final analysis of this Project is not yet complete, it is evident to anyone who knows the region that rail or similar mass transit service across the Dumbarton rail bridge is essential to the economic health and peace of mind of tens of thousands of daily commuters.

This Project also carries great potential to leverage a significant amount of private sector investment in a project that provides unique benefits for the broader public. At a time when taxpayer resources are not sufficient to accomplish all of our transportation and mobility needs, not taking advantage of this potentially historic opportunity to collaborate with a willing private sector partner would be a big mistake.

As you know, the Project did not score well in the MTC's Project Performance Assessment process. It is our understanding that the benefit-cost ratio was less than 1:1 using MTC's model. We want to express our concerns with the model. It is our understanding that the methodology does not permit the inclusion of potential partnership funding from the private sector or other major employers that would benefit from the bridge's activation. Furthermore, we understand the assessment also indicated the project could improve in terms of MTC's equity analysis.

We understand the Project team is currently working with your staff to improve the Project's performance in addressing some of the shortcomings identified in the assessment process, including improvement in its equity scores. Improvement in the Project's standing can include modification to the project's future fare structure, including means-based fares, etc. Furthermore, we understand MTC will also look favorably on strong local funding commitments, including private sector funds.


We have a once-in-a-lifetime opportunity for a public-private partnership in this project. There is a value added from this private contribution that likely does not exist with other proposed projects in the region. In fact, this added value is a stated objective of the Federal Transit Administration, which has looked favorably on this project thanks to its unique potential to capture private sector value that can eventually be used to leverage federal funds. We strongly advise MTC staff to look beyond the modelling and consider these very real factors when evaluating the merits of this project for inclusion in the Plan. For example, if the private sector agreed collectively to contribute \$1 billion to the project, what would the benefit – cost ratio look like at that point? The MTC could agree to request federal funding at a benefit – cost ratio that includes substantial private sector participation and decline to do so if the funding does not materialize.

We believe that would be fair provided the contribution expectations of MTC were reasonable, a determination that is possible through consultation with San Mateo County Transit District, the public partner in this project.

Finally, the United States Coast Guard is required to periodically determine if the bridge is a navigational hazard or a long-delayed transit project. We need to show progress to keep this public structure viable as a transit project.


Thank you for your consideration of our concerns.

All the best,

  
Jackie Speier  
Congresswoman

  
Anna Eshoo  
Congresswoman

  
Kevin Mullin  
Assemblymember

  
Marc Berman  
Assemblymember

  
Jerry Hill  
Senator



April 2, 2020

Ms. Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

Dear Ms. McMillan:

We are writing to strongly encourage you to include the Dumbarton Rail Corridor Project in Plan Bay Area 2050's long range constrained funding plan. The proposed project is being developed as a multimodal program that would connect with existing and planned mass transit from Caltrain's Redwood City/Sequoia Station to BART's Union City station, via the dormant Dumbarton Rail Corridor on the Peninsula, and following public rights-of-way in Alameda County.

As the cities and communities on either side of the Dumbarton Rail corridor continue to support higher housing densities and balance the job growth associated with our strong regional economy, it is imperative to offer commuters a viable mass transit alternative to driving private single occupancy vehicles on the Dumbarton Bridge. While important, the planned operational improvements in the Dumbarton Forward program will not provide enough relief from the quality of life impacts of traffic congestion for East Palo Alto, Fremont, Menlo Park, Newark, North Fair Oaks, Redwood City, and Union City. Additionally, some of the Bay Area's most impacted communities of concern are located adjacent to this corridor and suffer the public health impacts of today's Dumbarton-related traffic congestion.

Over the past 20 years this project has been studied and tabled many times due to more pressing transportation priorities or the lack of viable funding options. Now, for the first time, this project is advancing toward completed CEQA/NEPA documentation and approval because private sector contributions are funding 100% of the current phase of work. The potential to include private sector participation in the project funding plan makes the implementation of Dumbarton Rail Corridor service more possible than ever before.

At a time when taxpayer resources are not sufficient to fund all of our transportation and mobility needs, and the public infrastructure sector across North America continues to seek alternative funding and delivery partners, not taking advantage of this potentially significant opportunity to collaborate with a willing private sector would be an unfortunate missed opportunity, to the detriment of improving jobs – housing access for our residents.

As an example, the US 101 Express Lane project from Redwood City to South San Francisco is already in the construction phase thanks in no small part to the investment of \$50 million in private sector contributions toward construction costs. This private sector participation propelled the project's SB1 Congested Corridors funding application to the top of the list. The power of a public-private partnership model to leverage support from major employers is no longer a hypothetical model in the Bay Area.

Equally important is the transformational potential of the project to move the goal of a seamless Bay Area transportation system forward significantly by providing an essential link between Caltrain, BART, ACE, Capital Corridor, and the planned Valley Link rail system. Moreover, the Dumbarton Rail Corridor Project would serve Priority Development Areas in Union City, Newark, East Palo Alto and Redwood City, as well as other High Resource Areas.

We have a never-before imagined opportunity for a public-private partnership on the Dumbarton Rail Corridor. The potential of this partnership has also attracted the interest of the Federal Transit Administration, which would be the preferred federal lead agency for the NEPA process. We strongly advise MTC staff to look beyond the modeling and consider these very real factors when evaluating the merits of this project for inclusion in the final version of Plan Bay Area 2050's long range constrained funding plan.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Baiter', with a long horizontal stroke extending to the right.

Stephen Baiter, Executive Director  
East Bay Economic Development Alliance

Cc: Jim Hartnett, CEO, San Mateo County Transit District  
Tess Lengyel, Executive Director, Alameda County Transportation Commission  
Nuria Fernandez, CEO, Valley Transportation Agency



2001 Gateway Place, Suite 101E  
San Jose, California 95110  
(408)581-7864 svlg.org

April 1, 2020

Ms. Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 95105-2066

**Re: Support for the Dumbarton Rail Corridor Project in Plan Bay Area 2050's long range plan**

Dear Ms. McMillan:

**The Silicon Valley Leadership Group strongly recommends that the Metropolitan Transportation Commission include the Dumbarton Rail Corridor Project in Plan Bay Area 2050's long range constrained funding plan.**

The Dumbarton Rail Corridor Project has the transformational potential to significantly advance the goal of a complete Bay Area transportation system by providing an essential link between Caltrain, BART, ACE, Capitol Corridor, and the planned Valley Link rail system.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 350 member companies to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy and transportation.

The Leadership Group has worked tirelessly for decades to secure funding to extend BART to San Jose, electrify Caltrain, establish ACE rail service, and more recently support Caltrain's Business Plan for a 2040 service vision to triple ridership. The Dumbarton Rail Corridor project is an essential link to connect BART, Caltrain, ACE, Capitol Corridor, and the future Valley Link across an existing southern San Francisco Bay crossing to address traffic congestion in Alameda, Santa Clara, and San Mateo Counties and beyond.

Given the job growth associated with our strong regional economy and the higher housing densities in the cities and communities on either side of the Dumbarton corridor, it is imperative to offer commuters a viable mass transit alternative to driving single-occupancy vehicles on the Dumbarton Bridge. This link will improve our quality of life, access to economic opportunity, and the health of our planet.

Thank you for your consideration of our request. We look forward to continuing work with Cross Bay Transit Partners and MTC, and supporting this crucial project moving forward.

Sincerely,

Cecilia Conley  
Senior Associate, Transportation & Housing  
Silicon Valley Leadership Group

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Kaiser Permanente
- RAM BRANTZKY  
Sapphire Ventures
- JOE BURTON  
Paly
- LISA DAWELS  
KPMG
- TOM FALLON  
Infirera
- VITAGE FOSTER  
AMF Media Group
- JOHN GAUDER  
Comcast
- KEN GOLDMAN  
Hillspine
- DOUG GRAHAM  
Lockheed Martin
- LAURA GUYO  
IBM
- STEFAN HECK  
Nauto
- ROBERT HOFFMAN  
Accenture
- ERIC HOUSER  
Wells Fargo Bank
- JULIA HU  
Lark
- WICK HUFF Eckert  
PwC
- AIDAN HUGHES  
ARUP
- MARY HUSS  
SWSJF Business Times
- MICHAEL ISIP  
KQED
- RHONDA JOHNSON  
AT&T
- TRAVIS KIYOTA  
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EY
- ERIC KUTCHER  
McKinsey & Company
- BRENT LADD  
Stryker
- JANET LAMKIN  
United Airlines
- ENRIQUE LORDES  
HP Inc.
- ALAN LOWE  
Lumentum
- MATT MAHAN  
Biogade
- TARKAN MANER  
Nexenta
- BEN MIVUCCI  
Alaska Airlines
- KATHLEEN MURRAY  
SAP
- BILL NAGEL  
San Francisco Chronicle
- STACY OWEN  
NBC Universal
- MARY PAPAIZIAN  
Dumbarton Bridge

Attachment 2 – TIRCP Application Letters of Support





**CITY OF NEWARK, CALIFORNIA**

---

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

January 16, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: TIRCP FUNDING FOR DUMBARTON RAIL CORRIDOR PROJECT

Dear Secretary Kim:

I am writing on behalf of the City of Newark to express strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high quality, high-capacity public rail system.

The corridor has been the subject of feasibility studies since the early 1990s, when the District purchased the Dumbarton Rail Bridge from the Union Pacific Railroad, to address the growing demand for travel between the East Bay and Peninsula and lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, environmentally supportive manner.

Present efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The proposed project is to develop a passenger rail service connecting Redwood City and Caltrain along the Peninsula to the East Bay. The route is via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multimodal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood

City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project development.

Also, as part of the broader multi-modal program, the rail line could connect to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Soren Fajeau", with a stylized flourish at the end.

Soren Fajeau, P.E.  
Public Works Director



David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim:

I am writing on behalf of the City of Redwood City to express strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

The San Mateo County Transit District (District) and Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, are exploring new, environmentally appropriate alternatives for a high quality, high-capacity public rail system to connect the East Bay and the Peninsula. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, environmentally supportive manner. As a community that receives a significant number of employees coming from the East Bay, Redwood City is very interested in improving transit options for these commuters – to support our economy, to improve livability and safety by reducing congestion, and to address our greenhouse gas emission goals.

The proposed project is to develop a passenger rail service connecting Redwood City and Caltrain along the Peninsula to the East Bay. The multimodal nature of the project is particularly important to us in Redwood City as are the interfaces between the new service and Caltrain. Providing high-quality stations that are fully integrated into the surrounding neighborhood is critical to the success of the service and our city.

Our local economy is very much part of the regional economy as we're increasingly dependent on employees who live farther and farther away. With the broader multi-modal program, the rail line could connect to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

A handwritten signature in black ink that reads "Jessica Manzi".

Jessica Manzi  
Transportation Manager  
City of Redwood City



BOARD OF DIRECTORS 2020

DAVE PINE, CHAIR  
DEVORA "DEV" DAVIS, VICE CHAIR  
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SHAMANN WALTON  
MONIQUE ZMUDA

January 13, 2020

JIM HARTNETT  
EXECUTIVE DIRECTOR

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim:

I am writing on behalf of Peninsula Corridor Joint Powers Board (PCJPB) to express support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project, which will connect to the Caltrain system at Redwood City.

Caltrain has advanced a Long Range Service Vision that will ensure Caltrain provides fast, frequent service all day, every day, with a path toward incremental growth. Caltrain's 2040 plans include capacity improvements at stations that will support refocused growth and development and intermodal connectivity. Caltrain, Redwood City and the San Mateo County Transit District (District) will partner to ensure seamless integration of services at Redwood City.

The Dumbarton Rail Corridor had been the subject of feasibility studies since the early 1990s, when the District purchased the Dumbarton Rail Bridge from the Union Pacific Railroad, to address the growing demand for travel between the East Bay and Peninsula and lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, environmentally supportive manner. The District has renewed interest and opportunity in the corridor that began in August 2018, when it entered into an agreement with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. For Caltrain, this presents a key link for its users to BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

**PENINSULA CORRIDOR JOINT POWERS BOARD**

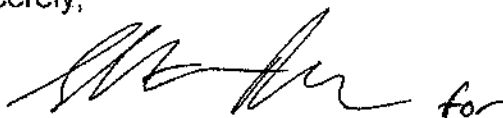
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306

Mr. David S. Kim, Secretary  
January 13, 2020  
Page 2

The proposed project is to develop a passenger rail service connecting Redwood City and Caltrain along the Peninsula to the East Bay. The route is via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multimodal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project development. This application includes the phase of the project within District right-of-way between Redwood City, connecting to Caltrain, to Newark on the East Bay.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Bouchard", followed by the word "for" in a smaller, cursive script.

Michelle Bouchard  
Chief Operating Officer, Rail



Chair, **Christina Fugazi**, City of Stockton  
Vice Chair, **Leo Zuber**, City of Ripon  
Commissioner, **Bob Johnson**, City of Lodi  
Commissioner, **Debby Moorhead**, City of Manteca

Commissioner, **Nancy Young**, City of Tracy  
Commissioner, **Bob Elliott**, San Joaquin County  
Commissioner, **Scott Haggerty**, Alameda County  
Commissioner, **John Marchand**, City of Livermore

Executive Director, **Stacey Mortensen**

January 10, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: Support for Dumbarton Rail Corridor 2020 TIRCP Application

Dear Secretary Kim:

I am writing on behalf of San Joaquin Regional Rail Commission (SJRRC), the owner/operator of the Altamont Corridor Express (ACE) rail service to express strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project. This corridor is a critical component of the 2018 State Rail Plan and is key to connecting the Northern San Joaquin Valley and the East Bay to the Peninsula. We are working with the District to make sure that ACE expansion is well coordinated with the Dumbarton Rail Corridor Project.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high quality, high-capacity public rail system.

The corridor has been the subject of feasibility studies since the early 1990s, when the District purchased the Dumbarton Rail Bridge from the Union Pacific Railroad, to address the growing demand for travel between the East Bay and Peninsula and lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, environmentally supportive manner.

Present efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The proposed project is to develop a passenger rail service connecting Redwood City and Caltrain along the Peninsula to the East Bay. The route is via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multimodal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project development.

Also, as part of the broader multi-modal program, the rail line could connect to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,



Stacey Mortensen  
Executive Director, SJRRC



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*Commissioner, ACE*

**Michael Tree**

*Executive Director*

January 10, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

RE: Support for Dumbarton Rail Corridor 2020 TIRCP Application

Dear Secretary Kim:

I am writing on behalf of the Tri-Valley – San Joaquin Valley Regional Rail Authority to express strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project. This corridor is a critical component of the 2018 State Rail Plan and is key to connecting the Northern San Joaquin Valley and the East Bay to the Peninsula. We are working with the District to make sure that ACE expansion is well coordinated with the Dumbarton Rail Corridor Project.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high quality, high-capacity public rail system.

The corridor has been the subject of feasibility studies since the early 1990s, when the District purchased the Dumbarton Rail Bridge from the Union Pacific Railroad, to address the growing demand for travel between the East Bay and Peninsula and lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, environmentally supportive manner.

Present efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million







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**Boardmember John McPartland**

*Director, BART*

**Boardmember Philip G. O'Loane**

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**Boardmember Karen Stepper**

*Vice Mayor, Town of Danville*

**Boardmember Jerry Thorne**

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**Boardmember Bob Woerner**

*LAVTA Boardmember*

**Boardmember Leo Zuber**

*Commissioner, ACE*

**Michael Tree**

*Executive Director*

for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The proposed project is to develop a passenger rail service connecting Redwood City and Caltrain along the Peninsula to the East Bay. The route is via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multimodal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project development.

Also, as part of the broader multi-modal program, the rail line could connect to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

Michael Tree  
Executive Director

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0024  
(916) 319-2024  
FAX (916) 319-2124

DISTRICT OFFICE  
5050 EL CAMINO REAL, SUITE 117  
LOS ALTOS, CA 94022  
(650) 691-2121  
FAX (650) 691-2120

WEBSITE  
[www.assembly.ca.gov/berman](http://www.assembly.ca.gov/berman)

# Assembly California Legislature



**MARC BERMAN**  
ASSEMBLYMEMBER, TWENTY-FOURTH DISTRICT

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TRANSPORTATION

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CHAIR: MASTER PLAN FOR HIGHER  
EDUCATION IN CALIFORNIA

**SPECIAL COMMITTEES**  
LEGISLATIVE ETHICS

February 21, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim:

I am writing to express my strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

The Dumbarton Rail Corridor has been the subject of feasibility studies since the early 1990s with the goal of addressing the growing travel demand between the East Bay and Peninsula and the lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, and sustainable manner.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high-quality, high-capacity public transit system.

Current efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The Dumbarton Rail Corridor Project would develop a high-capacity transit service connecting Redwood City and Caltrain along the Peninsula to the East Bay via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multi-modal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project. The requested TIRCP funding would support the construction of the common alignment between Redwood City and Newark with five stations.

Additionally, the rail line would provide multi-modal connectivity to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "MARC BERMAN".

MARC BERMAN  
Assemblymember, 24<sup>th</sup> District



# California State Senate

SENATOR  
JERRY HILL

THIRTEENTH SENATE DISTRICT



CAPITOL OFFICE  
STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4013  
FAX (916) 651-4913

DISTRICT OFFICE  
1528 S. EL CAMINO REAL  
SUITE 303  
SAN MATEO, CA 94402  
TEL (650) 212-3313  
FAX (650) 212-3320

WWW.SENATE.CA.GOV/HILL  
SENATOR.HILL@SENATE.CA.GOV

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COMMUNICATIONS  
ENVIRONMENTAL QUALITY  
GOVERNMENTAL ORGANIZATION

February 19, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

## RE: Support for San Mateo County Transit District TIRCP application

Dear Secretary Kim:

I am writing to express my strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

The Dumbarton Rail Corridor has been the subject of feasibility studies since the early 1990s with the goal of addressing the growing travel demand between the East Bay and Peninsula and the lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, and sustainable manner.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high-quality, high-capacity public transit system.

Current efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The Dumbarton Rail Corridor Project would develop a high-capacity transit service connecting Redwood City and Caltrain along the Peninsula to the East Bay via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multi-modal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied

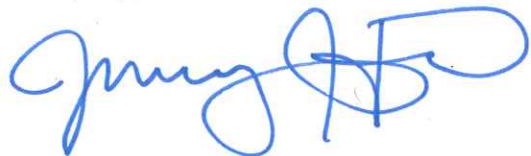


and designed as part of the project. The requested TIRCP funding would support the construction of the common alignment between Redwood City and Newark with five stations.

Additionally, the rail line would provide multi-modal connectivity to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jerry Hill", with a stylized flourish at the end.

**JERRY HILL**  
Senator, 13<sup>th</sup> District

STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4015  
FAX (916) 651-4915

2105 S. BASCOM AVE.  
SUITE 154  
CAMPBELL, CA 95008  
TEL (408) 558-1295  
FAX (408) 558-1296

100 PASEO DE SAN ANTONIO  
SUITE 209  
SAN JOSE, CA 95113  
TEL (408) 286-8318  
FAX (408) 286-2338

# California State Senate

SENATOR  
**JIM BEALL**

FIFTEENTH SENATE DISTRICT



COMMITTEES  
TRANSPORTATION  
CHAIR  
BUDGET AND  
FISCAL REVIEW  
GOVERNANCE  
AND FINANCE  
HUMAN SERVICES

SUBCOMMITTEE  
BUDGET AND FISCAL  
REVIEW SUBCOMMITTEE #5  
ON CORRECTIONS,  
PUBLIC SAFETY, AND  
THE JUDICIARY

February 25, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim:

I am writing to express my strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

The Dumbarton Rail Corridor has been the subject of feasibility studies since the early 1990s with the goal of addressing the growing travel demand between the East Bay and Peninsula and the lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, and sustainable manner.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high-quality, high-capacity public transit system.

Current efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The Dumbarton Rail Corridor Project would develop a high-capacity transit service connecting Redwood City and Caltrain along the Peninsula to the East Bay via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multi-modal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project. The requested TIRCP funding would support the construction of the common alignment between Redwood City and Newark with five stations.

Additionally, the rail line would provide multi-modal connectivity to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,



Jim Beall  
Senator, District 15

CAPITOL OFFICE  
STATE CAPITOL  
ROOM 4085  
SACRAMENTO, CA 95814  
TEL (916) 651-4010  
FAX (916) 651-4910

DISTRICT OFFICE  
39510 PASEO PADRE PKWY.  
SUITE 280  
FREMONT, CA 94538  
TEL (510) 794-3900

[WWW.SEN.CA.GOV/WIECKOWSKI](http://WWW.SEN.CA.GOV/WIECKOWSKI)

# California State Senate

SENATOR  
**BOB WIECKOWSKI**  
TENTH SENATE DISTRICT

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BUDGET SUBCOMMITTEE #2  
MEMBER  
APPROPRIATIONS  
BUDGET AND FISCAL REVIEW  
ENVIRONMENTAL QUALITY  
HOUSING  
JUDICIARY  
TRANSPORTATION

February 18, 2020



David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim:

I am writing to express my strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

The Dumbarton Rail Corridor has been the subject of feasibility studies since the early 1990s with the goal of addressing the growing travel demand between the East Bay and Peninsula and the lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, and sustainable manner.

In August 2018, the San Mateo County Transit District (District) began partnering with Cross Bay Transit Partners (CBTP), a joint venture between Facebook and Plenary Group, to explore options to enhance mobility along the Dumbarton Rail Corridor. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high-quality, high-capacity public transit system.

Current efforts to improve transportation in the corridor have regained momentum due to availability of funding through the Metropolitan Transportation Commission's budgeted \$130 million for Corridor improvements in Regional Measure 3 (RM3) and through approval of San Mateo County's Measure W, which provides \$240 million for Regional Transit Connections.

The Dumbarton Rail Corridor Project would develop a high-capacity transit service connecting Redwood City and Caltrain along the Peninsula to the East Bay via a rebuilt Dumbarton Rail Bridge. The project is proposed as a multi-modal transportation program consisting of enhanced bus service through the separate Dumbarton Forward program, the rail corridor between Redwood City and the Tri-cities area (Newark-Fremont-Union City) as well as complementary bicycle and pedestrian facilities. Three modal alternatives (commuter rail, light rail, advanced/autonomous mass transit technology) are being studied and designed as part of the project. The requested TIRCP funding would support the construction of the common alignment between Redwood City and Newark with five stations.

Additionally, the rail line would provide multi-modal connectivity to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.



Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

*Robert A. Wieckowski*

**Bob Wieckowski**  
**Senator, 10th Senate District**



STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0022  
(916) 319-2022  
FAX (916) 319-2122

DISTRICT OFFICE  
1528 S. EL CAMINO REAL, SUITE 302  
SAN MATEO, CA 94402  
(650) 349-2200  
FAX (650) 341-4676

# Assembly California Legislature



**KEVIN MULLIN**  
SPEAKER PRO TEMPORE  
ASSEMBLYMEMBER, TWENTY-SECOND DISTRICT

**COMMITTEES**  
BUDGET  
BUSINESS AND PROFESSIONS  
ELECTIONS AND REDISTRICTING  
REVENUE AND TAXATION

**SUBCOMMITTEES**  
BUDGET SUBCOMMITTEE NO. 3 ON  
RESOURCES AND TRANSPORTATION

**SELECT COMMITTEES**  
CHAIR: BIOTECHNOLOGY  
CALIFORNIA WORKFORCE  
DEVELOPMENT BOARD

February 26, 2020

David S. Kim, Secretary  
California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim:

I am writing to express my strong support for the San Mateo County Transit District's (District) application to the Transit and Intercity Rail Capital Program (TIRCP). The funding request will be used to advance and construct the Dumbarton Rail Corridor Project.

The Dumbarton Rail Corridor has been the subject of feasibility studies since the early 1990s with the goal of addressing the growing travel demand between the East Bay and Peninsula and the lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown significantly and will worsen if the corridor isn't improved to move more people in a safe, efficient, and sustainable manner.

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Additionally, the rail line would provide multi-modal connectivity to the existing and future rail network in Northern California, including BART, ACE and the Capitol Corridor to provide improved passenger connections between the East Bay, the Peninsula and the San Joaquin Valley.

Thank you for your consideration of the Transit and Intercity Capital Program grant application for the Dumbarton Rail Corridor Project.

Sincerely,

A handwritten signature in blue ink that reads "Kevin Mullin".

Kevin Mullin  
Speaker pro Tempore, California State Assembly  
District 22



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Strategic Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

SUBJECT: **SAN MATEO COUNTY TRANSIT DISTRICT SHUTTLE STUDY UPDATE**

**ACTION**

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

**SIGNIFICANCE**

SamTrans, Caltrain, and the SMCTA jointly fund 45 shuttle routes that provide service across 18 cities and provide first/last mile connections to 16 Caltrain and/or BART stations. While these routes are open to the public, many are supported by private sector contributions.

While the near-term impacts of COVID19 are not yet certain, long-term demand for transit service on the Peninsula is expected to grow due to increased development, electrified Caltrain service, implementation of the Caltrain service vision, and the implementation of Reimagine SamTrans. Demand for first/last mile connectivity to Caltrain, and to complement the new SamTrans route network, will put pressure on the existing shuttle system as costs and funding may make it difficult to scale.

Initiated in January 2020, the Shuttle Study aims to identify ways for the shuttle system to adapt to these changing conditions. Key outcomes will include how to measure success in the shuttle program, whether the program should be organized or managed differently, how shuttles are defined, and alternative funding allocations in the future.

At the September 2, 2020 Board Meeting, staff will present a study update, including an overview of the scope, the full schedule with key milestones, and a summary of the shuttle program with key issues and trends that the study will address. The study is expected to be complete by early 2021.

**BACKGROUND**

The SamTrans Business Plan, adopted in June 2018, identifies a countywide shuttle study as an initiative in support of Principle 3 (“Promote Programs that Relieve Traffic Congestion”). The SamTrans Business Plan was created in response to Board direction, the need for the San Mateo County Transit District (District) to adapt to a changing mobility network, and concerns about the financial stability of the District.

SamTrans has produced several studies in recent years that have evaluated the shuttle program and proposed evaluation criteria - the most recent of which was the SamTrans Mobility Management Plan Community Services Strategy Report published in 2015.

Prepared By: Daniel Shockley, Strategic Planning

650-508-6382

# Peninsula Shuttle Study

## STUDY OVERVIEW

SamTrans Board of Directors

Strategic Planning, Development, and Sustainability Committee, Item #4

September 2, 2020



# Program Overview

37 Commuter shuttle routes

8 Community shuttle routes

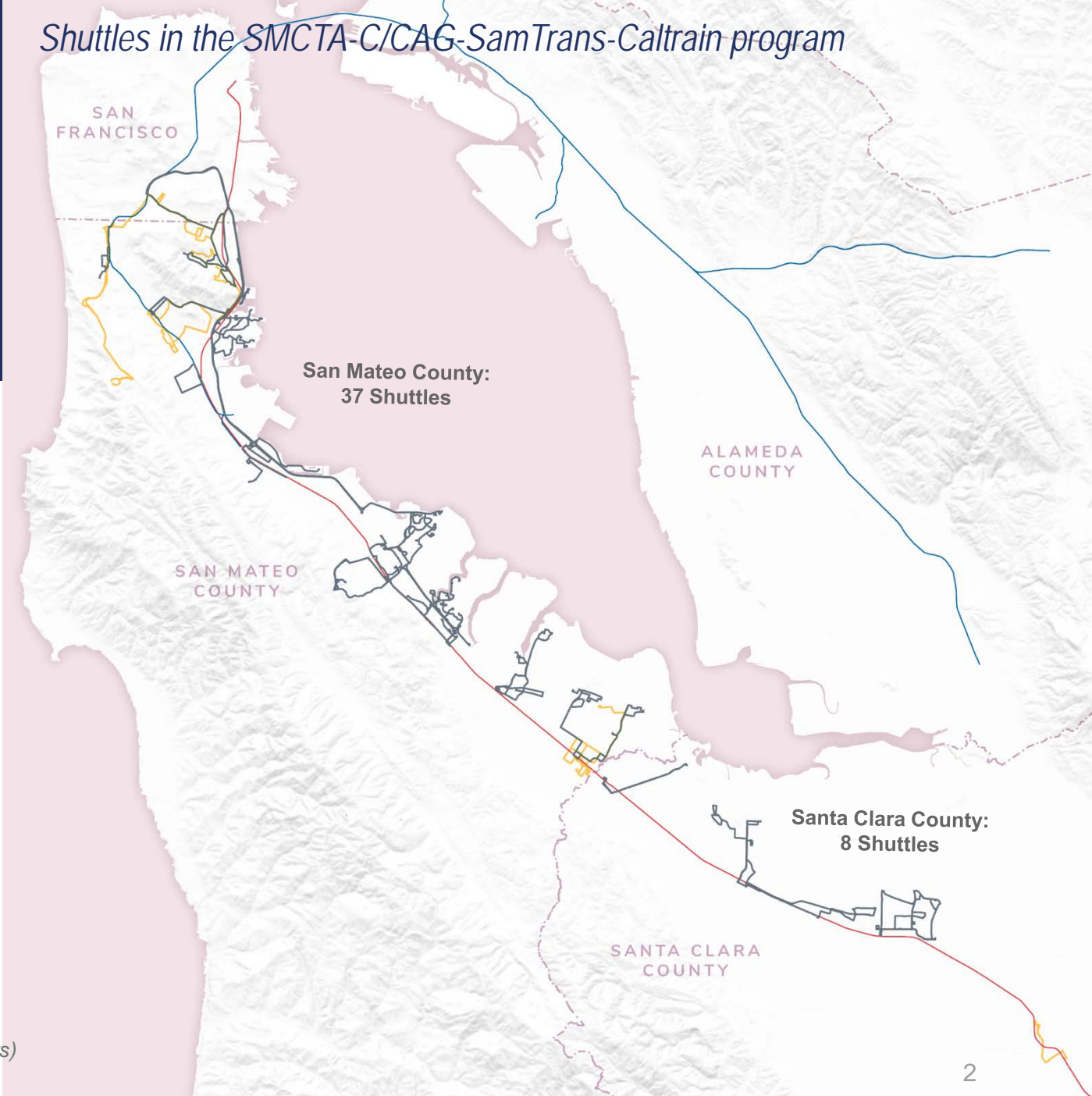
5,200 Daily Riders in 2019

34% Funding from private sector

14 Shuttle managers

*(Includes SamTrans/Caltrain, SMCTA, Commute.org, Cities, Employers)*

## Shuttles in the SMCTA-C/CAG-SamTrans-Caltrain program



# Shuttle Program Goals

## *What is a Shuttle?*

A shuttle is a short transit service oriented toward first/last mile or community needs.

### Shuttle Program Focus

Provide first/last mile connections with regional transit service

Measure A Expenditure Plan,  
C/CAG Transportation Plan,  
Commute.org Strategic Plan

Maximize ridership to help reduce corridor congestion

Measure A Expenditure Plan,  
SamTrans Business Plan,  
Commute.org Strategic Plan

Sustain & enhance local mobility for transit reliant populations

Measure A Expenditure Plan,  
SamTrans Business Plan

### Bus Focus

# What Distinguishes the Shuttle Program?



Timed transfers with regional transit



Fill gaps in the transit network

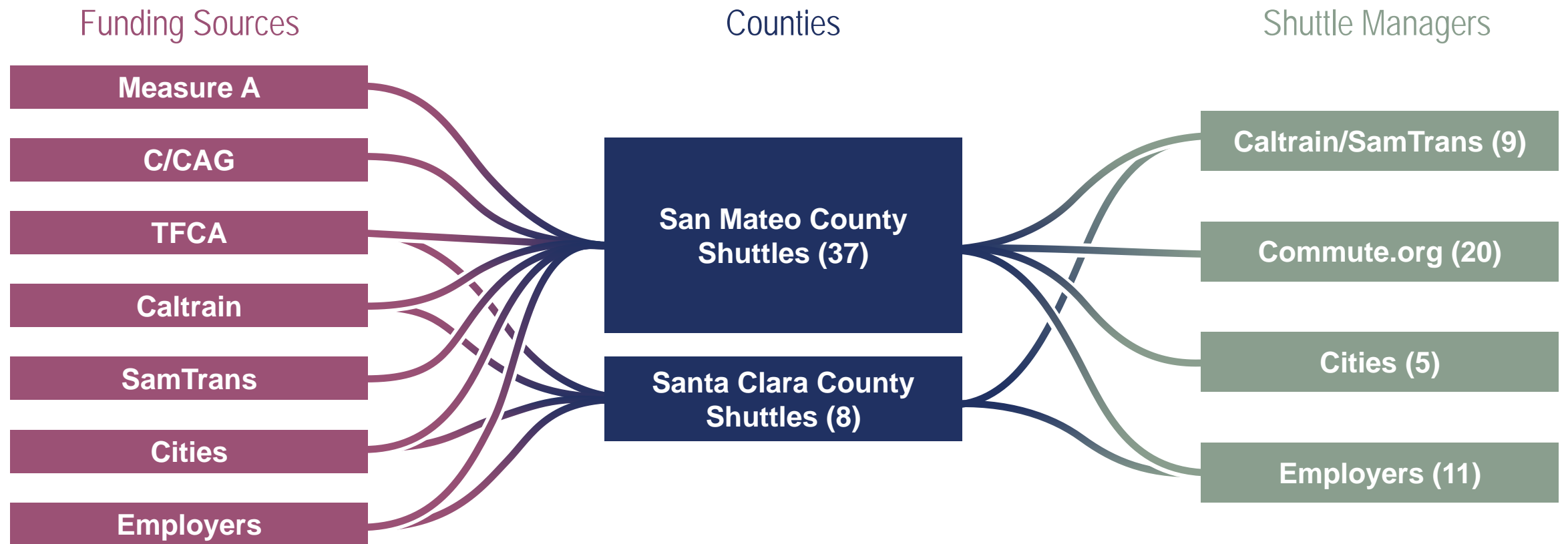


Partially funded by private sector or local jurisdictions



Fares are typically free

# Complicated Funding Structure

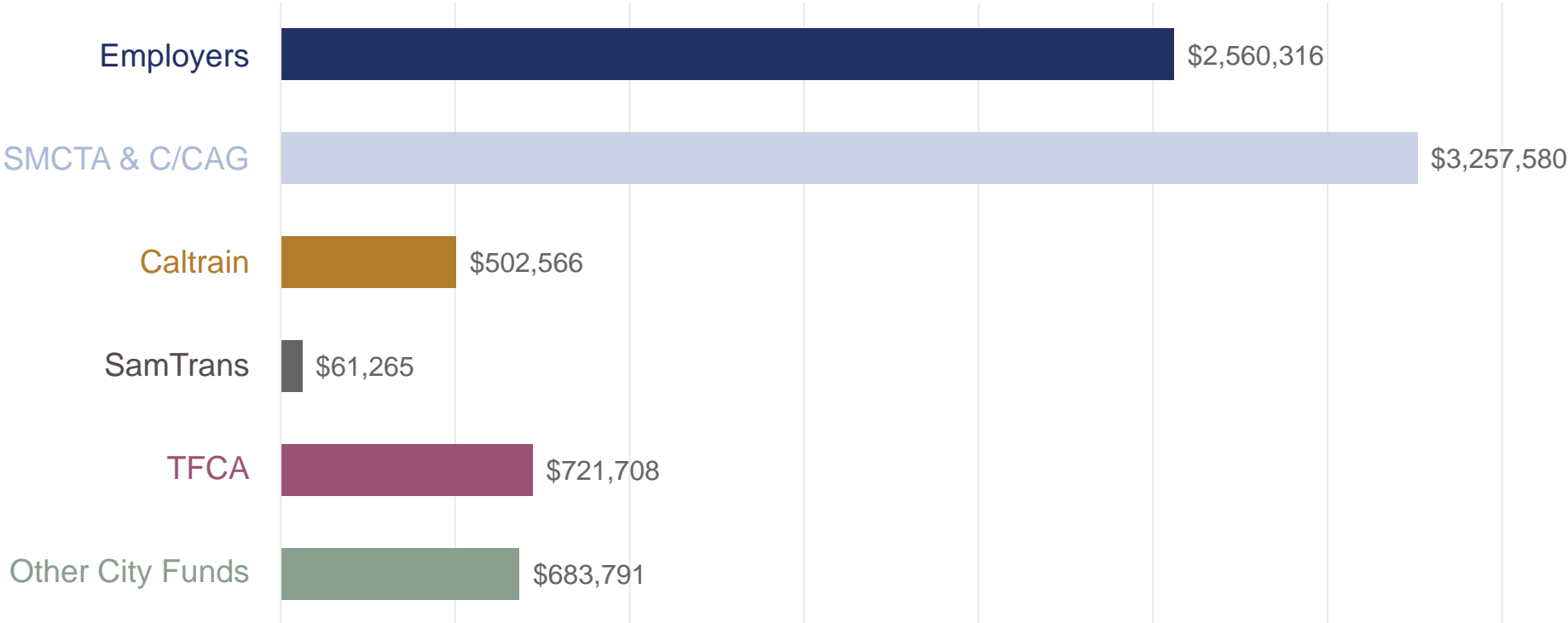


\* Five San Mateo County routes also serve stations in San Francisco



# Program Funding Sources

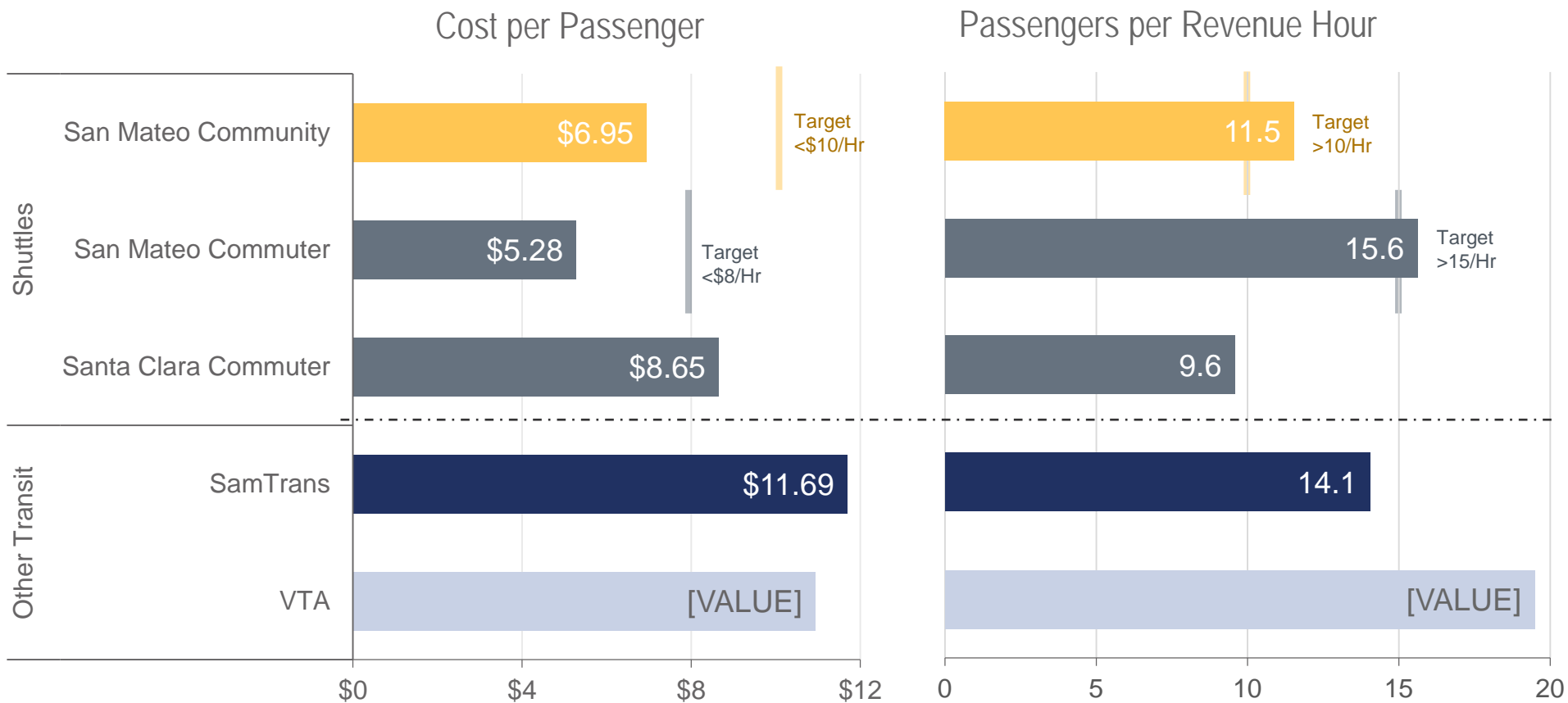
Shuttle Program Funding Sources, FY 2019



About **34%** of program funding comes from employers.

The remainder is public funding from Measure A, Measure W, TFCA, Caltrain, SamTrans, and cities.

# Varying Productivity & Financial Effectiveness



**16 of 37 shuttles met performance targets** in San Mateo County for the SMCTA-C/CAG program in 2019.

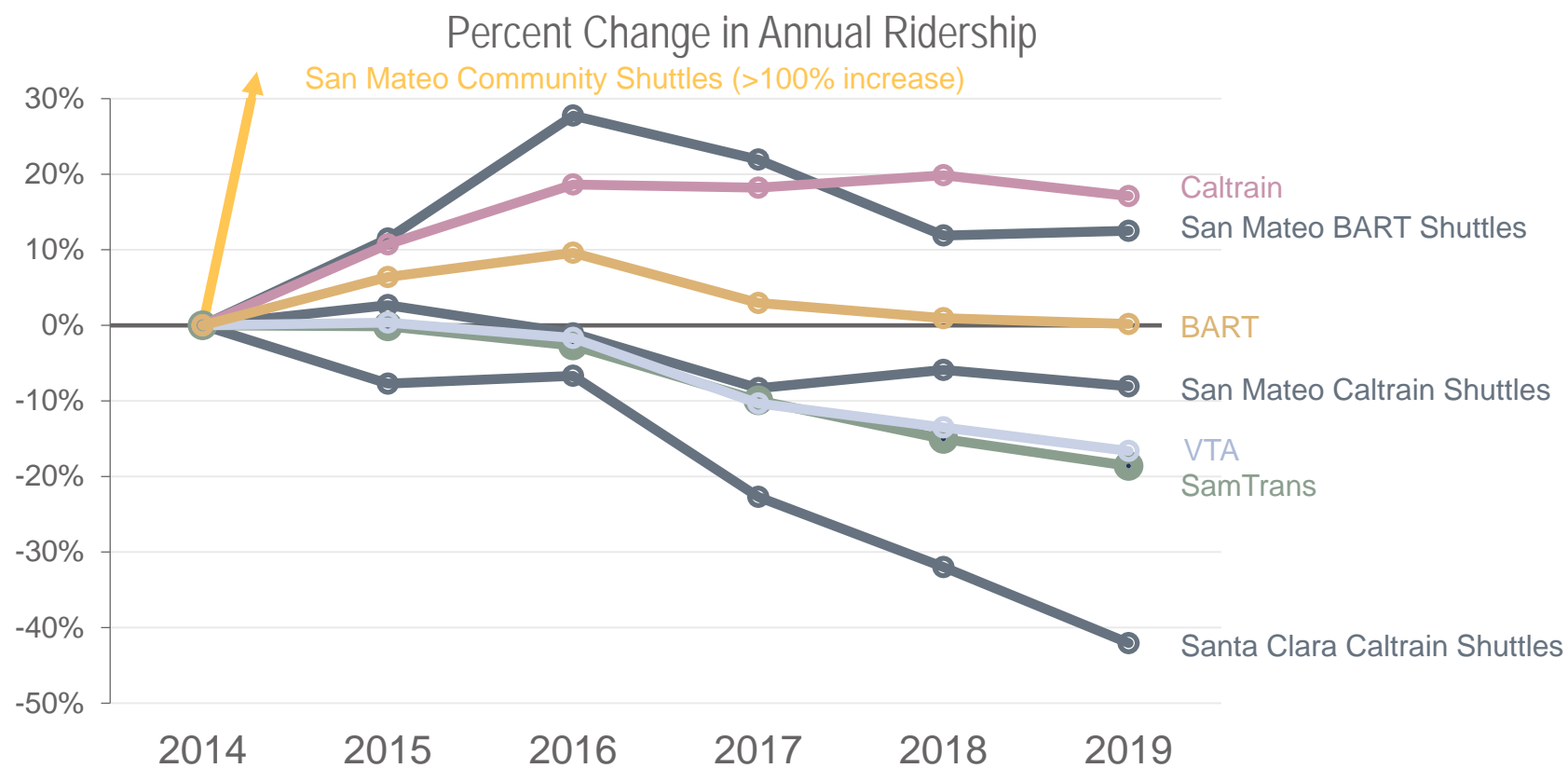
## SMCTA-C/CAG Performance Targets

Cost per Passenger:  
\$8 (Commuter); \$10 (Community)

Passengers per Revenue Hour:  
15 (Commuter); 10 (Community)

*Santa Clara County shuttles do not have any performance targets. SamTrans and VTA also have a target of 15 passengers per revenue hour.*

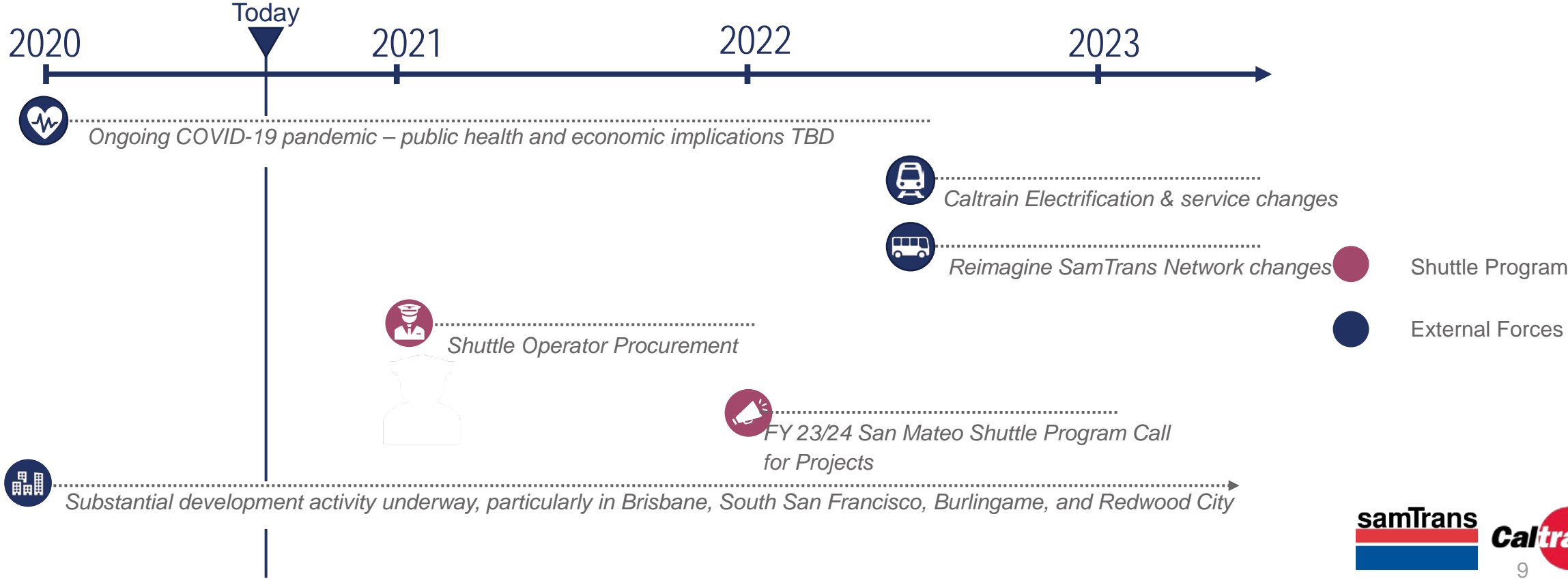
# Shuttle Ridership is Declining Overall



## Change in Ridership by Route



# Context: 2020-2023



# Near-Term Program Challenges



Operating Costs Expected to Increase Significantly in FY23



Fixed Funding Levels may not be Sufficient to Sustain Program



Development Pipeline & Electrification Fueling Demand



COVID-19 & Economic Uncertainty

# Study Scope

This study will focus on how the shuttle program could emerge from COVID-19 and adapt to Caltrain Electrification, Reimagine SamTrans, and long-term corridor changes.

## Outreach

- Staff working group
- Executive steering committee
- Contacted 45 agencies/entities
- 20+ meetings to date

## Existing/Future Conditions

- Shuttle performance and efficiency evaluation
- Identify future operating and funding context








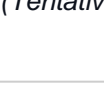
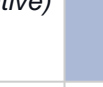



## Develop new Shuttle Service Vision

- Clarify Shuttle Program goals
- Examine if shuttle and bus service should be integrated with Reimagine SamTrans
- Prepare the shuttle program for increased demand associated with Caltrain electrification and new development
- Provide better guidance for the San Mateo County Shuttle Program Call for Projects

## Develop new Shuttle Management Vision

- Address shuttle organization, management, and administrative needs
- Consider a long-term funding strategy

# Study Schedule

	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	December 20	January-21	February 21	March-21
Existing & Future Conditions Analysis					 									
Shuttle Service Scenarios														
Shuttle Management Scenarios									 					
Final Report										<i>(Tentative)</i>  	 			
Implementation												<i>(Tentative)</i>		<i>(Onward after approval)</i>



Staff Working Group Meeting



Board of Directors Meetings



Executive Steering Committee Meeting

# What We've Learned So Far

1. **The shuttle program is not well equipped to meet growing demand.** While COVID-19 presents significant uncertainties, the program is not well positioned to grow service to support development activity and Caltrain Electrification.
2. **The program is complicated,** both for transit users and from an organizational perspective.
3. **Changes are coming... but what kind?** Operating costs are expected to rise while funding remains flat. Rerun SamTrans presents opportunities to assess the roles of shuttles and buses and consider various options to adapt.



# Next Steps

- **Summer 2020:** Refinement of Shuttle Service scenario alternatives.
  - Currently under internal review
- **Fall 2020:** Present study update to relevant Boards
- **Winter 2020:** Development of Shuttle Management scenario alternatives.
- **Spring 2021:** Seek Board approval of service and management scenario alternatives.

**FOR MORE INFORMATION**

DANIEL SHOCKLEY, SENIOR PLANNER

SHOCKLEYD@SAMTRANS.COM

650.508.6382





## AGENDA

### LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

**WEDNESDAY, SEPTEMBER 2, 2020 – 3:15 pm**

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

1. Call to Order

#### **MOTION**

2. Approval of Minutes of Legislative Committee Meeting of August 5, 2020

#### **INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

#### BOARD OF DIRECTORS 2020

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

JIM HARTNETT  
GENERAL MANAGER/CEO

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

#### NOTE:

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

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

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

Other Board Members Absent: None

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

### **1. CALL TO ORDER**

Committee Chair Ron Collins called the meeting to order at 4:54 pm.

### **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 8, 2020**

Motion/Second: Ratto/Powell

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

Noes: None

Absent: None

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

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation.

She provided information on the latest CARES (Coronavirus Aid, Relief, and Economic Security) Act allocations to the District. She noted that there is currently no forthcoming funding from the passage of the HEROES (Health and Economic Recovery Omnibus Emergency Solutions) Act but the District is continuing to monitor the situation.

Ms. Fromson said the Board's support was being sought for California Senate Bill 288 (SB 288)(Wiener), which calls for further exemptions from lead agencies on projects to complete an Environmental Impact Report under CEQA (California Environmental Quality Act). The bill would further exempt a few types of projects, including new rapid transit bus or light rail services.

She said they would have to monitor the state legislation in the coming weeks to check for available transportation funding.

Public Comment:

- Adina Levin, Seamless Bay Area, said they working with other partners to have a town hall regarding federal support of public transportation.

The Committee made a motion to approve support of SB 288:

Motion/Second: Stone/Ratto

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

Noes: None

Absent: None

**4. ADJOURN**

The meeting adjourned at 5:04 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

## SamTrans As of August 18, 2020 Transportation Report

### Status of COVID-19 Relief Package

Democrats and Republicans have yet to come to agreement on the next coronavirus relief bill. Both sides have blamed the other for the breakdown in talks and there does not appear to be a clear path forward at this time.

While small concessions had been made by both sides, the major hurdle remains the overall size of the legislative package. House Democrats are pushing for a funding level near the \$3.5 trillion dollar HEROES Act that passed the chamber in May, while Senate Republicans and the White House are favoring \$1 trillion. Direct state/local assistance and extended pandemic unemployment insurance continue to be two of the most contentious items along with the overall price tag for the deal. It is now unclear when negotiations will resume. The House is in recess through September 8, and votes are not scheduled until September 14th. The Senate technically remains in session, but most members have returned home.

Following the negotiations breakdown, President Trump signed four executive orders (EO). The executive orders are expected to face court challenges as to their constitutionality.

1. [Memorandum on Authorizing the Other Needs Assistance Program for Major Disaster Declarations Related to Coronavirus Disease 2019:](#) Extends enhanced unemployment benefits that expired at the end of July by opening up the FEMA Public Assistance funding to states. The benefits will be lowered from \$600 to \$400 per week, with states required to cover 25 percent of the cost. States could choose to use their CARES Coronavirus Relief Funds (CRF) to provide match.
  - The Senate HEALS Act extended FPUC at \$200 per week – states would be required to switch to wage replacement or apply for waiver to keep doing FPUC at \$200 per week for an additional two months.
  - The House passed HEROES Act maintained \$600 per week through January 2021.
  - When asked by reporters why the enhanced unemployment benefits would not be kept at the \$600 level, as Democrats had pushed for, President Trump said the new rate gives Americans "a great incentive to go back to work."
2. [Memorandum on Deferring Payroll Tax Obligations in Light of the Ongoing COVID-19 Disaster:](#) Directs the Treasury Department to allow employers to defer payment of employee-side payroll taxes through the end of 2020 for Americans earning less than \$100,000 annually. The holiday is expected to be retroactive to Aug. 1, President Trump said, adding that he hoped to forgive the deferred payroll taxes and make permanent payroll tax cuts if he is reelected in November.

- This was President Trump’s priority item for inclusion in the HEALS Act, but Senate Republicans did not include the tax cut in the HEALS Act package.

3. [Memorandum on Continued Student Loan Payment Relief During the COVID-19 Pandemic](#) – Directs the Education Department to pause student loan payments through December 31.

- Payment pause was included in the CARES Act through September 30, 2021.
- HEROES Act extends the payment pause.
- HEALS Act does not extend the payment pause.

4. [Executive Order on Fighting the Spread of COVID-19 by Providing Assistance to Renters and Homeowners](#): Directs the Department of Housing and Urban Development (HUD) to extend moratorium on evictions

- HEALS Act does not extend moratorium on evictions and mortgage foreclosures.
- HEROES Act extends and expands eviction and foreclosure moratorium.

## Appropriations Update

On July 31, the House passed its second FY 2021 minibuss, a \$1.3 trillion appropriations bill ([H.R. 7617](#)), boosting budgets at the Pentagon and the Departments of Labor, Health and Human Services (HHS), Education, Homeland Security, Justice, Transportation, Energy and more. The six-bill package, which passed the lower chamber in a 217-197 vote, included more than 300 amendments.

The package includes \$210 billion in emergency money to help federal agencies combat the coronavirus pandemic, in addition to funding for state and local public health departments, public health prevention efforts, medical research, infrastructure, public housing and more. The legislation represents an opening offer from House Democrats in negotiations to pad federal agency coffers in fiscal 2021 and avoid a government shutdown at the end of this fiscal year, which is on September 30.

Earlier in the month, the House approved a four-bill, \$259.5 billion bundle ([H.R. 7608](#)) that would fund the Departments of State, Interior, Agriculture, Veterans Affairs and other agencies with billions of additional dollars. The House has now passed 10 out of 12 spending bills on the floor. The House decided not to consider the Department of Homeland Security (DHS) spending measure as the progressive members opposed it. House leaders have no plans to consider the bill that funds parts of the legislative branch because it does not include a cost-of-living adjustment for members of Congress — a priority for Majority Leader Steny Hoyer (D-MD) and other lawmakers who have experienced nearly a decade of pay-freezes.

The Senate has not released any of its 12 spending bills. Amid negotiations between Republicans and Democrats on the next coronavirus relief package, the two caucuses are also negotiating whether to include emergency coronavirus cash in their annual spending bills. Republicans have



criticized House Democrats for padding appropriations bills with billions of additional money for emergency spending, arguing that the extra funding contradicts a two-year budget deal struck last summer. The Bipartisan Budget Act of 2019 ([Public Law 116-37](#)) boosted spending and allotted a total of \$740.5 billion in defense funding and \$634.5 billion in nondefense funding for fiscal 2021.

Below are the transportation provisions in the FY 2021 Transportation/HUD Appropriations bill:

- \$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

### **Highway Trust Fund Is Recovering**

On August 6, the Treasury Department published its monthly report of the Highway Trust Fund (HTF) tax receipts for July 2020 that shows federal gas taxes are now slightly above last year’s levels. July 2020 HTF tax receipts totaled \$3.84 billion, which is \$201 million above the July 2019 level.

## FTA Announces Bus & Bus Facilities Grants

- On August, the FTA announced \$464 million in bus and bus facilities grants to 96 projects in 49 states and territories. The following awards were made in California:
  - ✓ \$1,767,769 for the Butte County Association of Governments to purchase electric buses and related charging equipment and infrastructure for B-Line (Butte Regional Transit) for residents in Chico, Oroville, Paradise, and communities throughout Butte County.
  - ✓ \$1,400,000 for the California Department of Transportation on behalf of Kern Regional Transit to construct a bus maintenance facility in Kern County.
  - ✓ \$3,760,000 for the City of Davis to purchase new battery-electric buses to replace aging buses that have exceeded their useful life. This project will improve the safety and reliability of Unitrans public transit, which serves residents of the City of Davis, including students and employees of the University of California-Davis.
  - ✓ \$2,521,984 for Monterey-Salinas Transit to purchase new buses to replace aging vehicles that have exceeded their useful life in the greater Monterey and Salinas areas and communities throughout Monterey County.
  - ✓ \$1,850,000 for Solano County Transit (SolTrans) to plan, construct, and install electrical charging infrastructure, including on route charging at transit centers, for a future all-electric bus fleet for residents of the cities of Vallejo and Benicia and communities throughout southern Solano County.
- The Grants for Buses and Bus Facilities Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

## Grant Opportunities

- [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.
- [Expedited Project Delivery Pilot Program](#): \$225 million available in Fiscal Year (FY) 2020, FY 2019, FY 2017 and FY 2016 funds, of which \$100 million is currently available. Applications will be accepted on a rolling basis until up to eight grants are awarded, subject to funding availability.



August 17, 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 – September 2020**

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### **General Update**

The Legislature is in the final two weeks of the 2019-20 Legislative Session and is scheduled to adjourn on August 31. The Governor has until September 30 to act on legislation sent to his desk in the final two weeks of the session. While the Legislature has significantly reduced the number of bills moving through the process, we still expect several hundred bills to reach the Governor. In the final weeks of the session, we do expect there will be additional budget action and transit agencies continue to pursue additional items for inclusion, including funding flexibility within existing programs (such as in the SB 1 State of Good Repair and LCTOP programs) and state investment in transit as part of COVID-19 recovery efforts and/or economic stimulus proposals.

### **Bills of Interest:**

#### **SB 757 (Allen) Expedited CEQA Judicial Review**

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. This bill would additionally include projects to construct an exclusive public mass transit guideway and related fixed facilities meeting certain conditions as projects that are eligible for certification by the Governor under the leadership act. The bill would provide that the certification by the Governor expires if the lead agency fails to approve the project by January 1, 2024. **We recommend the SamTrans Board WATCH this bill.**

#### **SB 1351 (Beall) Revenue Bond Financing for Highway Maintenance Projects**

This bill would establish the Transportation Improvement Fee Finance Committee, made up of the State Treasurer, the State Controller, and the Director of Finance, to authorize revenue bonds to be issued to Caltrans to expedite transportation maintenance projects on the state's highway system. The revenue bonds would be backed by a portion of revenues from the Transportation Improvement Fee (TIF), which was created by SB 1. Certain off-the-top program allocations would be made first (TIRCP, SB 1 State of Good Repair, Solutions for Congested Corridors) and the remainder of the funds would be directed to a newly created subaccount – the Transportation Improvement Fee Subaccount – where it would be divided evenly between the state and local agencies. The state's share would then be deposited into another account – State Highway and SHOPP TIF Account – where it could then be used for bonding. For transit systems with local sales taxes, like SamTrans, this could reduce flexibility within SB 1's Local Partnership Program. Currently, the LPP program is funded with some TIF revenue and as such, the flexibility exists for transit agencies to purchase rolling stock (something that is precluded under the

California Constitution when using gas tax dollars). By bypassing the LPP and directing all remaining TIF moneys to the TIF Subaccount, this bill would limit the expenditure of LPP funds by transit systems. SamTrans lobbyists are working with the Author on resolving the above concerns.

**We recommend the SamTrans Board WATCH 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 8/17/20

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

**San Mateo County Transit District  
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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>

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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 Appropriations 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 8/17/20

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 8/17/20

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 8/17/20**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 851</a> <a href="#">Cooper D</a>  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

**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 992</a> <a href="#">Mullin D</a></p> <p>Open meetings: local agencies: social media.</p>	<p>On the Senate Floor.</p>	<p>The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that, until January 1, 2026, the prohibition described above does not prevent a member from engaging in separate conversations or communications outside of a meeting authorized by this act with any other person using an internet-based social media platform, as defined, to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body, provided that a majority of the members do not use the internet-based social media platform to discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body, and that a member shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 8/17/20

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  
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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 8/17/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1486</a> <a href="#">Ting D</a>  Surplus land.	Signed by Governor Newsom.	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. Existing law defines “exempt surplus land” to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term “district” includes all districts within the state, and that this change is declaratory of existing law. The bill would revise the definition of “surplus land” to mean land owned in fee simple by any local agency, for which the local agency’s governing body takes formal action, in a regular public meeting, declaring, supported by written findings, that the land is surplus and is not necessary for the agency’s use, as defined. The bill would provide that “surplus land” for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for future development, as specified. The bill would also broaden the definition of “exempt surplus land” to include specified types of lands. This bill contains other related provisions and other existing laws.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 8/17/20

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 Appropriations 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 additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt. The bill would additionally require the project site to have been previously developed or to be a vacant site meeting certain requirements. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 8/17/20

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

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Bill ID/Topic	Location	Summary	Position
<p><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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 128</a> <a href="#">Beall D</a></p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program.</p>	<p>Supported May 2019</p>

**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 146</a> <a href="#">Beall D</a></p> <p>Regional transportation plans: sustainable communities strategies: procedural requirements.</p>	<p>On the Assembly Floor.</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. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, existing law requires a metropolitan planning organization to adopt 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 communities strategy or an alternative planning strategy, existing law requires a metropolitan planning organization to complete certain procedural requirements, including a requirement to conduct informational meetings, as specified, and a requirement to adopt a public participation plan that includes, among other things, workshops throughout the region and public hearings on the draft sustainable communities strategy or alternative planning strategy, as specified. This bill, until January 1, 2023, would recharacterize the workshops as public engagement gatherings and would authorize these informational meetings, public engagement gatherings, and public hearings to be conducted by electronic means if a call-in telephonic option is also provided and the meeting is not required to be conducted pursuant to the Ralph M. Brown Act. The bill, until January 1, 2023, would make other related changes. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 8/17/20

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 288</a> <a href="#">Wiener</a> D  California Environmental Quality Act: exemptions.	In the Assembly Appropriations Committee.	This bill would further exempt from the requirements of CEQA certain projects, including projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, as specified, whether or not the right-of-way is in use for public mass transit. The bill would additionally exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, projects carried out by a city or county to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities.	Supported August 2020
<a href="#">SB 397</a> <a href="#">Glazer</a> D  Public transit operators: passenger with pets: evacuation orders.	Signed by Governor Newsom.	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.	Watch



**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 757</a> <a href="#">Allen (D)</a></p> <p>California Environmental Quality Act: environmental leadership projects: exclusive public mass transit guideway.</p>	<p>In the Assembly Appropriations 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. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 8/17/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 795</a> <a href="#">Beall D</a></p> <p>Economic development: housing: workforce development: climate change infrastructure.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes various housing programs administered by the Department of Housing and Community Development, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified types of housing projects. Existing law also establishes the Homeless Housing, Assistance, and Prevention program, administered by the Business, Consumer Services, and Housing Agency, for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as provided. This bill, 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 pre-apprenticeship training programs established as described above. The bill would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to that program under the bill. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2020</p>

## San Mateo County Transit District State Legislative Matrix 8/17/20

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>In the Assembly Appropriations Committee.</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.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

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 Appropriations Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, 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. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. This bill would define "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2024, for employees generally, and until July 1, 2024, for certain peace officers, firefighters, and health care workers, among others. The bill would create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. The bill would limit the applicability of the presumption under certain circumstances. 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 employees, a leave of absence. The bill would also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days rather than 90 days. The bill would state the intent of the Legislature to create a disputable presumption for employees diagnosed with COVID-19 as part of an outbreak at a specific place of employment.</p>	<p>Watch</p>
<p><a href="#">SB 1215</a> <a href="#">Stern D</a></p> <p>Electricity: microgrids:</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</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

Bill ID/Topic	Location	Summary	Position
grant program.		<p>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. This 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 low-income households or low-income communities, as defined. The bill would require an electrical corporation, upon request, to collaborate with local governments or community choice aggregators 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. The bill would require electrical corporations to provide local governments, tribal governments, and community choice aggregators with electrical distribution equipment data, transmission and distribution circuit data, grid hardening plans, and other information requested by those entities to ensure that they are able to plan and develop microgrid projects collaboratively with the electrical corporations. The bill would authorize the electrical corporations to require the use of a commission-approved nondisclosure agreement before providing the requested information. This bill contains other related provisions.</p>	

**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

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 Appropriations 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  
State Legislative Matrix 8/17/20**

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 Appropriations 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 be used first to satisfy the 50% allocation to the Department of Transportation and would require those revenues to be deposited in the State Highway and SHOPP TIF Account, which the bill would create in the State Transportation Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 8/17/20**

<b>Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#">AB 314</a> <a href="#">Bonta</a> D  Public employment: labor relations: release time.	Vetoed by Governor Newsom.	Current law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those activities. This bill contains other related provisions and other existing laws.	Watch



## San Mateo County Transit District State Legislative Matrix 8/17/20

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 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1142</a> <a href="#">Friedman</a> D</p> <p>Regional transportation plans: transportation network companies.</p>	<p>Failed passage in the Senate Appropriations Committee.*</p>	<p>Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D</p> <p>Shared mobility devices: agreements.</p>	<p>Failed passage in the Senate Judiciary Committee.*</p>	<p>Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1350</a> <a href="#">Gonzalez</a> D  Free youth transit passes: eligibility for state funding.	Failed passage in Senate Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.	Watch
<a href="#">AB 1991</a> <a href="#">Friedman</a> D  Transit and Intercity Rail Capital Program: passenger tramways.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	Watch

## San Mateo County Transit District State Legislative Matrix 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1992</a> <a href="#">Friedman D</a>  Transportation: transportation infrastructure: climate change.	Failed passage in the Assembly Transportation Committee.*	Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state's limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council's report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission's revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 8/17/20

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 8/17/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
		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.	
<a href="#">AB 2121</a> <a href="#">Friedman D</a>  Traffic safety.	Failed passage in the Assembly Transportation Committee.*	Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.	Supported April 2020

## San Mateo County Transit District State Legislative Matrix 8/17/20

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

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2237</a> <a href="#">Berman</a> D  Bay area county transportation authorities: contracting.	Failed passage in the Assembly Transportation Committee.*	The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.	Supported March 2020



## San Mateo County Transit District State Legislative Matrix 8/17/20

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.*	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes. The bill would require the authority to submit to the committee on a monthly basis certain information relating to the authority's ongoing operations in the development and implementation of intercity high-speed train service, as provided. This bill contains other related provisions and other existing laws.	Watch

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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>

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2307</a> <a href="#">Bonta D</a> 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 8/17/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2433</a> <a href="#">Cooper</a> D  Local public employee organizations.	Failed passage in the Assembly Appropriations Committee.*	The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.	Watch

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<b>Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#"><u>AB 2772</u></a> <a href="#"><u>Reyes</u></a> D  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 8/17/20

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 8/17/20**

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

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State Legislative Matrix 8/17/20**

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 8/17/20

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 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3128</a> <a href="#">Burke D</a>  Electricity: deenergization events: fuel cells.	Failed passage in the Assembly Natural Resources Committee.*	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.	Watch
<a href="#">AB 3213</a> <a href="#">Rivas, Luz D</a>  High-Speed Rail Authority: high-speed rail service: priorities.	Failed passage in the Assembly Appropriations Committee.	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.	Watch

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<b>Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#"><u>AB 3278</u></a> <a href="#"><u>Patterson</u></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  
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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 8/17/20**

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 8/17/20**

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

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State Legislative Matrix 8/17/20**

<b>Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<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 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 127</a> <a href="#">Wiener</a> D  Transportation funding: active transportation: complete streets.	Vetoed by Governor Newsom.	Existing law provides that the Department of Transportation has full possession and control over the highways of the state and is responsible for preparing the State Highway Operation and Protection Program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Existing law also creates the California Transportation Commission, with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of state transportation funds for state transportation improvement projects. Existing law requires the department, in consultation with the commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Existing law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. The bill would require the department to include complete streets elements in the asset management plan, as specified.	Watch
<a href="#">SB 147</a> <a href="#">Beall</a> D  High-Speed Rail Authority.	Failed passage in the Assembly Transportation Committee.*	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.	Watch



## San Mateo County Transit District State Legislative Matrix 8/17/20

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 8/17/20**

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 8/17/20

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

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 931</a> <a href="#">Wieckowski</a> D  Local government meetings: agenda and documents.	Failed passage in the Senate Governance and Finance Committee.*	Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require, if the local agency has an internet website, a legislative body or its designee to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. The bill would require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by electronic mail or by other electronic means, the legislative body or its designee to send by electronic mail a copy of the agenda or a website link to the agenda and mail a copy of all other documents constituting the agenda packet in accordance with the mailing requirements. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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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 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1258</a> <a href="#">Stern D</a>  California Climate Technology and Infrastructure Financing Act.	Failed passage in 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 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1283</a> <a href="#">Beall</a> D  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 8/17/20

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



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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 8/17/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1363</a> <a href="#">Allen D</a> Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.	Failed passage in the Senate Environmental Quality Committee.*	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.	Watch
<a href="#">SCA 1</a> <a href="#">Allen D</a> Public housing projects.	Failed passage in the Assembly Housing and Community Development Committee.*	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.	Watch

\*This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.