



BOARD OF DIRECTORS 2019

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS MEETING

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

WEDNESDAY, JULY 10, 2019 – 2:00 pm

- 1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PUBLIC HEARING FOR PROPOSED CODIFIED TARIFF CHANGES**
 - a. Open Public Hearing
 - b. Present Staff Report
 - c. Hear Public Comment
 - d. Close Public Hearing
 - e. Board Discussion
- 4. CONSENT CALENDAR**

MOTION

 - a. Approval of Minutes of the Board of Directors Meeting of June 5, 2019
 - b. Acceptance of Statement of Revenues and Expenses for May 2019
- 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**

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

9. RECESS TO COMMITTEE MEETINGS

A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE*
(R. Guilbault, Chair; R. Collins, M. Fraser)

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of June 5, 2019
3. Appointment of Scott Johnston, Representing Multimodal Riders, to the Citizens Advisory Committee

INFORMATIONAL

4. Accessibility Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Mobility Management Report: Bus Servicing and Maintenance
8. Multimodal Ridership Report – May 2019
9. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of June 5, 2019
3. Award of Contract for Battery-Electric Bus Power Infrastructure
4. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of June 5, 2019

INFORMATIONAL

3. Reimagine SamTrans Project Update
4. Caltrain Business Plan Update
5. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of June 5, 2019
3. State and Federal Legislative Update and Approval of Legislative Proposals
4. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Appointment of Scott Johnston, Representing Multimodal Riders, to the Citizens Advisory Committee

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Mobility Management Report: Bus Servicing and Maintenance
- f. Multimodal Ridership Report – May 2019

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Award of Contract for Battery-Electric Bus Power Infrastructure

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

SUBJECTS DISCUSSED

- a. Reimagine SamTrans Project Update
- b. Caltrain Business Plan Update

14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

MOTION

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

15. GENERAL COUNSEL REPORT

16. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

17. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, August 7, 2019
at 2:00 pm, San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor,
1250 San Carlos Avenue, San Carlos, CA

18. ADJOURN

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans Website at www.samtrans.com.

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398 ([view map](#)). Additional transit information can be obtained by calling 1-800-660-4287 or 511, or by visiting 511.org.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table. If you have anything that you wish to be distributed to the Board and included for the official record, please hand it to the District Secretary, who will distribute the information to the Board members and staff.

Accessibility for Individuals with Disabilities

Upon request, the Transit District 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 public meetings. Please send a written request, including your name, mailing address, phone number, a brief description of the requested materials, and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the District Secretary at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@samtrans.com; or made by phone at 650-508-6242 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
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **PUBLIC HEARING FOR PROPOSED CODIFIED TARIFF CHANGES**

ACTION

~~On May 1, 2019, the~~ The Board ~~approved~~ of Directors (Board) will hold a public hearing to ~~be held~~ receive input on ~~July 10, 2019 for public consideration of the~~ proposed changes to the SamTrans Codified Tariff.

SIGNIFICANCE

A public hearing provides a venue for SamTrans riders, community stakeholders, and the general public to provide comments on the proposed changes.

Since the May Board meeting, [San Mateo County Transit District \(District\)](#) staff have conducted several public outreach events to solicit input for the proposed changes. Community meetings were held ~~at SamTrans HQ (6/~~in [San Carlos \(June 29\)](#), South San Francisco (~~6/June 4~~), and [Half Moon Bay \(6/June 5\)](#). For stakeholder convenience and to expand the outreach audience, a "virtual" town hall was live-streamed on YouTube (~~6/June 18~~). An online survey to collect feedback was also posted to the [SamTrans](#) website.

The proposed fare changes and meeting dates were posted on the SamTrans website and advertised by various marketing collateral (brochures, ad cards, etc.) which were placed on SamTrans vehicles. Information was also declared in English and Spanish by the in-vehicle ~~vehicle announcement system~~ audio announcement system. Printed notifications advertising the date and time of the public hearing were published in the following newspapers on the listed dates:

- [Half Moon Bay Review - May 29 & June 19](#)
- [San Mateo Daily News - May 28 & June 25](#)
- [El Observador - May 24 & June 21](#)
- [Sing Tao - May 28 & June 25](#)

Staff will return to the Board ~~of Directors~~ with a final proposal, a summary of public comments received, and a Title VI equity analysis report at the August ~~7th~~7, 2019 [Board](#) meeting.

Below is a summarized list of the proposed codified tariff changes. ~~The proposal does not recommend any changes to paratransit fares.~~

1. Continue postponement of the planned increase to the adult Local fare, keeping the fare at \$2.25 instead of raising it to \$2.50.
2. Implement a free 120-minute transfer window for Local fares paid with Clipper® or the SamTrans Mobile app.
3. Adjust the cost of the Day Pass to equal two Local fares.
 - a. The cost of an adult ~~day pass~~ Day Pass will fall from \$5.50 to \$4.50.
 - b. Youth/Eligible Discount (ED ~~day passes)~~ Day Pass prices will fall from \$2.75 to \$2.20.
- ~~1.~~ Add Express Bus fares, including an adult Local Express Bus fare of \$4.50 cash or
4. \$4.00 on Clipper.
 - a. Note: See **Appendix A** for a detailed table of Express Bus fares.
5. Modify the "express service" definition to clarify which routes will be subject to Express Bus fares.
6. Remove the "Out of San Francisco" fare category.
7. Replace coin tokens with paper tickets.
8. Adjust the cost of the 10-token package to reflect the full Local fare.
 - a. The cost of the adult 10-token package will rise from \$18.00 to \$22.50.
 - b. The cost of the youth/ED 10-token package will rise from \$10.00 to \$11.00.
9. Cease issuing change cards for overpaid fares.
10. Discontinue sales of the 50-ride ticket book and discounted group tickets.
11. Add new service definitions for "Microtransit" and "Taxi-Voucher Pilot Program."
12. Make various administrative changes.

The proposal does not include any changes to paratransit fares.

BUDGET IMPACT

There is no impact to the budget for holding the public hearing.

BACKGROUND

In 2018, the SamTrans Fare Study surveyed current riders to gauge their perceptions of SamTrans fare products and prices. Based on measured price elasticity and qualitative feedback, staff developed the SamTrans Fare Policy, which was adopted by the Board in January 2019. Staff is now proposing modifications to the Codified Tariff as set forth above to better align the Codified Tariff with the SamTrans Fare Policy. The current proposal is unchanged from that presented to the Board during a workshop at its April 3 meeting.

The Board previously approved (in November 2015), but then indefinitely postponed (in December 2018), several fare changes that would ~~have~~ otherwise have been effective this year, including: increases to paratransit and Local fares, Day Passes, tokens, Monthly Passes, Way2Go Passes and Summer Youth Passes. The proposed fare changes would be implemented instead of the changes postponed in December, 2018.

On May 1, 2019, the Board approved a public hearing to be held on July 10, 2019 ~~for to~~ gather public input relevant to Board consideration of the proposed changes to the SamTrans Codified Tariff.

STRATEGIC INITIATIVE

- Priority 1: Enhance financial flexibility
- Goal 2: Complete a comprehensive fare study

Prepared By: Daniel Shockley
Project Manager: Daniel Shockley

650-508-6382
650-508-6382

Appendix A

<i>Express Fares (Clipper*)</i>	Base Fare	Local + Express Monthly Pass	<u>Upgrade Charge for Local Base Fare & Monthly Pass to include Express Upgrade Charge Fare</u>	<u>Transfer from Express Bus to Local Bus</u>	<u>Upgrade Charge to Transfer from Outside Agency to Express Bus**</u>
<i>Adult</i>	\$4.00	\$130.00	\$1.95	Free	\$1.95
<i>Youth</i>	\$2.00	n/a	\$1.00		\$1.00
<i>Eligible Discount</i>	\$2.00	n/a	\$1.00		\$1.00

~~* Language in the codified tariff requires a 10% discount on all fares paid with Clipper. Changing that language will require coordination with MTC.~~

~~** AC Transit & VTA month passes only~~

* Language in the codified tariff requires a 10% discount on all fares paid with Clipper. Changing that language will require coordination with MTC.

** AC Transit, Caltrain 2-zone & VTA monthly passes only

<i>Express Fares (Cash/Mobile)</i>	Base Fare	<u>Upgrade Charge for Local Day Pass to include Express Upgrade Charge Fare</u>
<i>Adult</i>	\$4.50	\$2.25
<i>Youth</i>	\$2.25	\$1.15
<i>Eligible Discount</i>	\$2.25	\$1.15

~~** AC Transit & VTA month passes only~~

2019 Proposed Fare Changes Public Hearing

SamTrans Board Meeting

July 10, 2019

Presentation Overview

- Background
- Proposed Fare Changes
- Approval Process and Timeline

Background

- SamTrans Fare Study completed in 2018
- Fare Policy adopted January 2019
- Proposed fare changes will:
 - Save Riders Money
 - Modernize the System
 - Enable Innovation

Proposed Fare Changes

Adult Base Fare

- Keep adult base fare at \$2.25
 - Most SamTrans riders make lower income compared to per capita median income in San Mateo County

Transfers

- Introduce free 2-hour transfers on SamTrans Mobile App and Clipper
 - 30% to 40% of passengers make at least one transfer per trip
- Reduce cost of day pass to twice the base fare – From \$5.50 to \$4.50
 - Currently, the day pass is 2.5x the fare
 - Option for cash paying customers; also available on Mobile App

Tokens

- Replace adult and youth coin tokens with paper tokens
- Remove bundle token discount.
 - Tokens are sold at an approximately 20% discount from the base fare in bundles of 10.

Change Cards

Eliminate change cards

- Although it is not advertised, passengers can receive a change card when they overpay their fare.
- Issuing change cards can create unreasonably long dwell time at stops and create distracting customer service situations for operators.

Out of San Francisco Fare

- Remove “Out-of-SF” Fare
 - Currently, trips going to San Mateo County from SF on route 292, 397, and 398 are \$4.
 - Out-of-SF fare category is confusing for passengers & complicates the fare structure/business rules.
 - Fare reduction for routes 292, 397, 398
 - Allows for implementation of express fares.

Express Bus Fares

- Base fare
 - Cash: \$4.50
 - Clipper: \$4.00
- Premium price point aligns with premium service level

Group Sales

- Remove 50-ticket ride book product
 - This change would eliminate the fifty-ticket ride book in favor of a simple bulk order of tokens.
- Remove group sales practice
 - A 20% discount on tickets is afforded to groups of 25+ that pre-order.
 - This change would eliminate the practice of group sales in favor of simply purchasing a bulk order of tokens.

Misc. Administrative Changes

- Add “Microtransit” service definition
- Pilot microtransit service launched in Pacifica.
- Add “On-Demand Taxi Voucher” service definition The on-demand taxi subsidy pilot program offers same-day, curb to curb taxi and accessible taxi service at a reduced rate in the program area. Available to older adults (age 65+) and people with disabilities.

Approval Process and Timeline

Previous Outreach

- May 29 | 4:30-5:30p
 - SamTrans HQ
- June 4 | 10:30-11:30a
 - South San Francisco
- June 5 | 5:00-6:00p
 - Half Moon Bay
- June 18 | 11:00a-12:00p
 - Virtual Meeting
- Public Hearing (today)
July 10 | 2:00p
SamTrans HQ

Approval and Implementation

- Public comments and the Title VI equity analysis will be presented to the Board at the August 7th, 2019 meeting.
 - SamTrans Board will then vote on proposed changes
 - If approved, staff will implement the majority of changes January 1, 2020

Thank you

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

**MINUTES OF BOARD OF DIRECTORS MEETING
JUNE 5, 2019**

MEMBERS PRESENT: R. Collins, M. Fraser, R. Guilbault, J. Powell, P. Ratto, C. Stone
(arrived at 2:40 pm), C. Groom (Chair)

MEMBERS ABSENT: K. Matsumoto (Vice Chair), D. Pine

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

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Carole Groom called the meeting to order at 2:04 pm and led the Pledge of Allegiance.

ROLL CALL

District Secretary Dora Seamans called the roll. A quorum was present.

CONSENT CALENDAR

- Approved Minutes of the Board of Directors Meeting of May 1, 2019
- Accepted Statement of Revenues and Expenses for April 2019
- Accepted Capital Projects Quarterly Status Report 3rd Quarter FY 2019
- Authorized Execution of Contracts for IT License Renewals, Maintenance Services, and Professional Services for FY 2020 – Approved by Resolution No. 2019-20
- Authorized Execution of Contracts for Technology-related Products and Services to Vendors Under Cooperative Purchasing Agreements for FY 2020– Approved by Resolution No. 2019-21
- Authorized Disposition of Three Surplus Non-Revenue Support Vehicles
- Awarded Contract to Home Depot Pro for Cleaning Products, Supplies and Related Items – Approved by Resolution No. 2019-22
- Approved FY 2020 Insurance Program – Approved by Resolution No. 2019-23
- Approved County Law Enforcement Second, One-Year Option Extension by Resolution No. 2019-24

Motion/Second: Ratto/Collins

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

Absent: Matsumoto, Pine, Stone

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CHAIR

Student “Art Takes a Bus Ride” Contest: The Power of SamTrans

Dan Lieberman, Public Affairs Specialist, announced the winners of the contest, which was co-coordinated by the San Mateo Office of Education (SMCOE). The students took photos with Board and family members.

The Board recessed at 2:11 pm to meet the contest winners and see the bus wrapped in their artwork, and reconvened at 2:22 pm.

Chair Groom announced the formation of two new ad hoc committees:

- Comprehensive Operations Assessment (COA) Committee consisting of Directors Ratto, Powell, and Matsumoto, which will meet periodically to receive status reports and provide feedback to staff
- District Headquarters Project Committee consisting of Directors Pine, Stone, and Guilbault, which will provide guidance to staff during the initial exploration of potential private/public partnerships to develop the District Headquarters property in San Carlos.

Chair Groom said she would participate as an ex officio member on both ad hoc committees.

REPORT OF THE GENERAL MANAGER/CEO

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

He noted the occurrence of a vegetation fire late Sunday, June 2, near the rail trestle of the Dumbarton rail bridge in the East Bay wetlands. He said that the Fremont Fire Department responded and the trestle had extensive damage. He added that Union Pacific responded to clean up the site and that they advised SamTrans, as the owner of the right of way and leaseholder of the trestle, to resume the clean-up process. Mr. Hartnett issued an emergency procurement for clean-up in the aftermath of the fire.

BOARD MEMBER REQUESTS/COMMENTS

None.

RECESS TO COMMITTEE MEETINGS

The Board meeting recessed at 2:28 pm.

RECONVENE BOARD OF DIRECTORS MEETING

Chair Groom reconvened the Board meeting at 3:49 pm.

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

Director Guilbault reported on the following items:

SUBJECTS DISCUSSED:

- Accessibility Update
- Paratransit Coordinating Council Update
- Citizens Advisory Committee Update
- Multimodal Ridership Report – April 2019
- Quarterly Dashboard Report – January-March 2019

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

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

RESOLUTIONS:

- Adoption of FY 2020 Operating and Capital Budgets – Approved by Resolution No. 2019-25

Motion/Second: Ratto/Stone

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

Absent: Matsumoto, Pine

- Award of Contract for a Business Intelligence Solution – Approved by Resolution No. 2019-26

Motion/Second: Ratto/Powell

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

Absent: Matsumoto, Pine

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

Director Stone reported on the following items:

RESOLUTION:

- Adoption of SamTrans Short Range Transit Plan for Fiscal Years 2019-2028 – Approved by Resolution No. 2019-27

Motion/Second: Stone/Ratto

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

Absent: Matsumoto, Pine

SUBJECT DISCUSSED:

- Introduction to the US-101 Mobility Action Plan

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

Director Powell reported on the following item:

SUBJECT DISCUSSED:

- State and Federal Legislative Update

GENERAL COUNSEL REPORT

Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Irmawati Jahja, et al. v. San Mateo County Transit District, et al., San Mateo County Superior Court 17-CIV-03670

The Board meeting recessed to closed session at 3:51 pm.

The Board meeting reconvened into open session at 4:08 pm.

Joan Cassman, Legal Counsel, said that the Board was issued a report and offered authorization, and that no final action was taken.

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

The correspondence was in the reading file.

DATE, TIME AND PLACE OF NEXT REGULAR MEETING

The time and location of the next meeting is Wednesday, July 10, 2019 at 2:00 pm, San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

ADJOURN

The meeting adjourned at 4:08 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
MAY 31, 2019**

ACTION

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

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through May 31, 2019. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances. In addition, the current forecast of Revenues and Expenses is compared to the Adopted Budget for Fiscal Year 2019.

SIGNIFICANCE

Annual Forecast: The annual forecast is updated based on revenue and expense trends through April 2019.

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 15) are forecast \$9.9 million higher than budget primarily due to higher District ½ Cent Sales Tax (page 1, line 10). The increase in sales tax is based current sales tax receipt trends. Sales tax revenue has been high in Fiscal Year 2019 due to a strong local economy. The increase in sales tax is partially offset by lower Passenger Fares (page 1, line 1) which is driven by lower ridership trends.

Forecast Expenses: Total Uses of Funds (page 1, line 33) are forecast \$5.2 million lower than budget. Motor Bus (page 1, line 19) expense is lower than budget due primarily to lower Professional Services (page 3, line 7), Technical Services (page 3, line 8), and Other Services (page 3, line 9). A.D.A. Programs (page 1, line 20) is lower than budget primarily due to lower ridership trends in paratransit.

Year to Date Revenues: As of May year-to-date actual, the Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 15) are \$15.7 million higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), and District ½ Cent Sales Tax (page 1, line 10).

Year to Date Expenses: As of May year-to-date actual, the Total Uses of Funds (page 1, line 33) are \$11.4 million higher than the prior year-to-date actual. This is primarily driven by the Motor Bus Expenses (page 1, line 19)

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By: Maria Pascual, Accountant
Jennifer Ye, Manager, General Ledger

650-508-6288
650-622-7890

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

% OF YEAR ELAPSED: **91.7%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	14,586,164	13,994,912	(591,252)	(4.1%)	16,457,750	15,200,000	(1,257,750)	(7.6%)
2 Local TDA and STA Funds	38,512,356	43,709,057	5,196,702	13.5%	47,485,688	47,485,688	-	0.0%
3 Pass through to Other Agencies	757,240	679,812	(77,428)	(10.2%)	743,268	743,268	-	0.0%
4 Operating Grants	3,689,353	1,708,909	(1,980,444)	(53.7%)	3,533,624	3,533,624	-	0.0%
5 SMCTA Measure A	8,834,806	10,164,484	1,329,678	15.1%	11,088,532	11,088,532	-	0.0%
6 SM County Measure A & Other	3,437,500	2,291,667	(1,145,833)	(33.3%)	2,500,000	2,500,000	-	0.0%
7 AB434 Funds, TA Funded Shuttle & Other	294,042	379,500	85,458	29.1%	414,000	414,000	-	0.0%
8 Subtotal - Operating Revenues	70,111,461	72,928,341	2,816,880	4.0%	82,222,862	80,965,112	(1,257,750)	(1.5%)
Other Revenue Sources								
10 District 1/2 Cent Sales Tax	79,078,558	90,078,932	11,000,374	13.9%	86,353,200	95,000,000	8,646,800	10.0%
11 Investment Interest	1,623,405	2,101,305	477,900	29.4%	2,030,312	3,300,000	1,269,688	62.5%
12 Other Interest, Rent & Other Income	7,275,481	8,725,194	1,449,713	19.9%	7,890,875	9,167,901	1,277,026	0.2
13 Subtotal - Other Revenues	87,977,444	100,905,431	12,927,986	14.7%	96,274,387	107,467,901	11,193,514	11.6%
14 Total Sources of Funds	158,088,904	173,833,772	15,744,867	10.0%	178,497,249	188,433,013	9,935,764	5.6%
USES OF FUNDS								
Operating Expenses								
19 Motor Bus	101,731,492	114,600,673	12,869,181	12.7%	132,714,449	129,095,907	(3,618,542)	(2.7%)
20 A. D. A. Programs	16,388,711	15,899,966	(488,745)	(3.0%)	18,997,060	17,493,002	(1,504,058)	(7.9%)
21 Caltrain	5,655,617	6,998,200	1,342,584	23.7%	7,634,404	7,634,404	-	0.0%
22 Other Multi-modal Programs	1,832,155	2,257,056	424,901	23.2%	2,329,406	2,290,000	(39,406)	(1.7%)
23 Pass through to Other Agencies	757,240	679,812	(77,428)	(10.2%)	734,268	734,268	-	0.0%
24 Land Transfer Interest Expense	-	-	-	0.0%	45,716	45,716	-	0.0%
25 Total Operating Expense	126,365,215	140,435,708	14,070,494	11.1%	162,455,303	157,293,297	(5,162,007)	(3.2%)
26 Total Operating Surplus / (Deficit)	31,723,690	33,398,064	1,674,374	5.3%	16,041,946	31,139,716	15,097,771	94.1%
27 Sales Tax Allocation - Capital Program	8,056,962	5,514,273	(2,542,690)	(31.6%)	6,015,570	6,015,570	-	0.0%
28 Total Debt Service	9,056,948	8,921,470	(135,478)	(1.5%)	21,612,357	21,612,357	-	0.0%
29 Total Uses of Funds	143,479,125	154,871,450	11,392,326	7.9%	190,083,230	184,921,224	(5,162,007)	(2.7%)
30 PROJECTED SURPLUS / (DEFICIT)	14,609,781	18,962,322	4,352,541	29.8%	(11,585,981)	3,511,789	15,097,771	(130.3%)

This report represents actuals and budgets on budgetary basis.

SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2019 MAY 2019									% OF YEAR ELAPSED:	91.7%
	YEAR-TO-DATE				ANNUAL					
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE		
OPERATING REVENUES - MOTOR BUS										
1 TOTAL MOTOR BUS FARES	13,770,672	13,167,387	(603,285)	(4.4%)	15,501,882	14,300,000	(1,201,882)	(7.8%)	1	
2 LOCAL (TDA) TRANSIT FUND:									2	
3 General Operating Assistance	33,404,021	36,415,199	3,011,179	9.0%	39,725,672	39,725,672	-	0.0%	3	
4 STATE TRANSIT ASSISTANCE:									4	
5 Local STA Operating Assistance	3,034,293	5,377,268	2,342,976	77.2%	5,669,191	5,669,191	-	0.0%	5	
6 OPERATING GRANTS									6	
7 TOTAL OPERATING GRANTS	919,138	1,174,960	255,822	27.8%	1,448,667	1,448,667	-	0.0%	7	
8									8	
9 DISTRICT 1/2 CENT SALES TAX:									9	
10 General Operating Assistance	43,693,340	49,662,556	5,969,216	13.7%	62,515,315	57,617,070	(4,898,245)	(7.8%)	10	
11 Accessibility Fixed Route	808,652	886,004	77,352	9.6%	1,220,047	1,000,000	(220,047)	(18.0%)	11	
12 Use of Reserves	-	-	-	0.0%	-	-	-	0.0%	12	
12 TOTAL 1/2 CENT SALES TAX	44,501,992	50,548,560	6,046,568	13.6%	63,735,362	58,617,070	(5,118,292)	(8.0%)	12	
13 INVESTMENT INTEREST INCOME:									13	
14 Investment Interest Income	1,320,750	1,802,899	482,150	36.5%	1,630,000	2,900,000	1,270,000	77.9%	14	
15									15	
16 OTHER REVENUE SOURCES:									16	
17 Rental Income	1,378,599	1,100,921	(277,678)	(20.1%)	1,600,000	1,230,000	(370,000)	(23.1%)	17	
18 Advertising Income	1,513,430	1,112,066	(401,364)	(26.5%)	1,205,307	1,205,307	-	0.0%	18	
19 Other Income	1,888,597	3,901,413	2,012,816	106.6%	2,198,368	4,000,000	1,801,632	82.0%	19	
20 TOTAL OTHER REVENUES	4,780,626	6,114,400	1,333,774	27.9%	5,003,675	6,435,307	1,431,632	0.3	20	
21									21	
22 TOTAL MOTOR BUS	101,731,492	114,600,674	12,869,182	12.7%	132,714,449	129,095,907	(3,618,543)	(2.7%)	22	
23									23	
24 AMERICAN DISABILITIES ACT:									24	
25 Passenger Fares Redi-Wheels	815,492	827,525	12,033	1.5%	955,868	900,000	(55,868)	(5.8%)	25	
26 Local TDA 4.5 Redi-Wheels	1,758,106	1,916,590	158,483	9.0%	2,090,825	2,090,825	-	0.0%	26	
27 Local STA - Paratransit	315,936	-	(315,936)	(100.0%)	-	-	-	0.0%	27	
28 Operating Grants	2,770,215	533,950	(2,236,265)	(80.7%)	2,084,957	2,084,957	-	0.0%	28	
29 Sales Tax - District ADA Programs	984,940	3,943,333	2,958,393	300.4%	4,280,682	2,832,492	(1,448,190)	(33.8%)	29	
30 Sales Tax - Paratransit Suppl. Coastside	1,585,148	1,676,442	91,294	5.8%	1,830,600	1,830,600	0	0.0%	30	
31 Interest Income - Paratransit Fund	302,655	298,405	(4,249)	(1.4%)	400,000	400,000	0	0.0%	31	
32 SMCTA Measure A Redi-Wheels	3,179,190	3,166,284	(12,906)	(0.4%)	3,454,128	3,454,128	0	0.0%	32	
33 SM County Measure A & Other	3,437,500	2,291,667	(1,145,833)	(33.3%)	2,500,000	2,500,000	0	0.0%	33	
34 Measure M Paratransit	1,239,530	1,245,771	6,241	0.5%	1,400,000	1,400,000	0	0.0%	34	
35 TOTAL ADA PROGRAMS	16,388,711	15,899,966	(488,744)	(3.0%)	18,997,060	17,493,002	(1,504,058)	(7.9%)	35	
36									36	
37 MULTI-MODAL TRANSIT PROGRAMS:									37	
38 Transfer from SMCTA for Caltrain	5,655,617	6,332,568	676,951	12.0%	6,908,256	6,908,256	-	0.0%	38	
39 Other Sources - Caltrain	-	665,632	665,632	0.0%	726,148	726,148	-	0.0%	39	
40 AB434 Funds, TA Funded Shuttle & Other	294,042	379,500	85,458	29.1%	414,000	414,000	-	0.0%	40	
41 Employer SamTrans Shuttle Funds	1,255,325	1,365,023	109,699	8.7%	1,487,200	1,332,594	(154,606)	(10.4%)	41	
42 Sales Tax - SamTrans Shuttle Program	127,839	263,459	135,620	106.1%	253,406	253,406	-	0.0%	42	
43 Sales Tax - Gen. Operating Asst.	154,950	249,074	94,124	60.7%	174,800	290,000	115,200	65.9%	43	
44									44	
45 TOTAL MULTIMODAL	7,487,772	9,255,256	1,767,484	23.6%	9,963,810	9,924,404	(39,406)	(0.4%)	45	
46									46	
47 TOTAL REVENUES	125,607,975	139,755,896	14,147,921	11.3%	161,675,319	156,513,313	(5,162,006)	(3.2%)	47	

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2019
MAY 2019**

% OF YEAR ELAPSED: **91.7%**

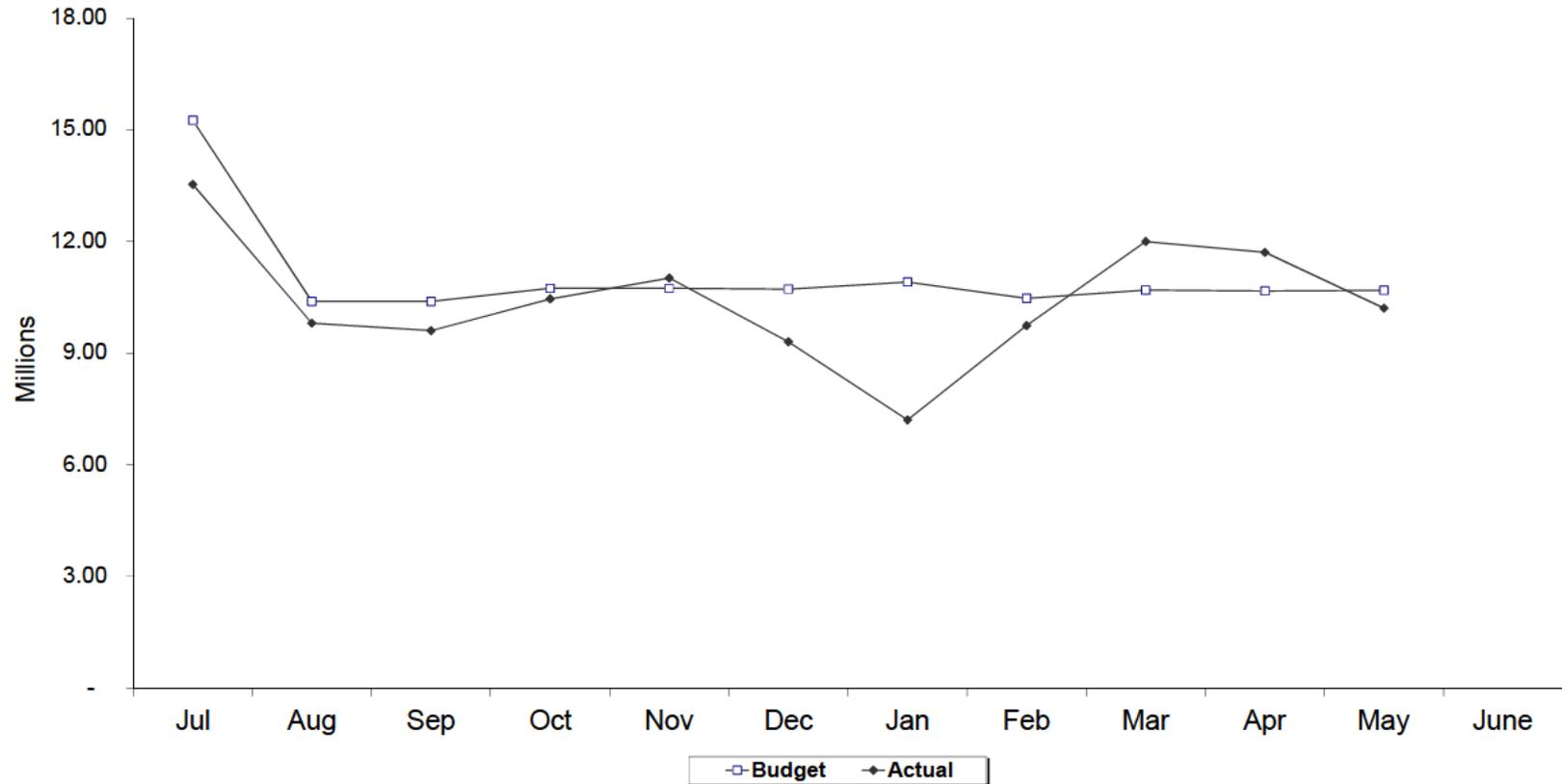
EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE
DISTRICT OPERATED BUSES								
1 Wages & Benefits	54,893,269	63,677,680	8,784,412	16.0%	68,006,146	68,531,191	525,045	0.8%
2								
3 Services:								
4 Board of Directors	53,116	42,435	(10,681)	(20.1%)	86,000	86,000	-	0.0%
5 Contracted Vehicle Maintenance	901,607	866,142	(35,465)	(3.9%)	1,302,319	1,302,319	-	0.0%
6 Property Maintenance	1,176,758	1,161,648	(15,110)	(1.3%)	1,589,000	1,589,000	-	0.0%
7 Professional Services	3,858,648	2,958,600	(900,048)	(23.3%)	4,736,020	4,290,020	(446,000)	(9.4%)
8 Technical Services	5,934,226	6,024,866	90,640	1.5%	9,103,911	8,000,000	(1,103,911)	(12.1%)
9 Other Services	2,479,819	2,446,538	(33,281)	(1.3%)	3,821,376	3,000,000	(821,376)	(21.5%)
10								
11 Materials & Supply:								
12 Fuel and Lubricants	2,857,805	2,962,814	105,009	3.7%	3,925,821	3,950,821	25,000	0.6%
13 Bus Parts and Materials	1,743,142	1,843,937	100,795	5.8%	2,061,780	2,036,780	(25,000)	(1.2%)
14 Uniforms and Driver Expense	302,632	338,949	36,317	12.0%	538,226	475,000	(63,226)	(11.7%)
15 Timetables and Tickets	93,640	70,700	(22,940)	(24.5%)	283,500	150,000	(133,500)	(47.1%)
16 Office Supplies / Printing	367,796	492,327	124,531	33.9%	467,534	454,234	(13,300)	(2.8%)
17 Other Materials and Supply	132,710	105,444	(27,266)	(20.5%)	150,300	150,300	-	0.0%
18								
19 Utilities:								
20 Telecommunications	506,903	424,228	(82,675)	(16.3%)	712,296	600,000	(112,296)	(15.8%)
21 Other Utilities	1,105,640	919,722	(185,918)	(16.8%)	1,058,000	1,058,000	-	0.0%
22 Insurance Costs	2,044,018	1,812,783	(231,235)	(11.3%)	3,057,336	3,057,336	-	0.0%
23 Workers' Compensation	3,008,906	2,896,992	(111,914)	(3.7%)	3,666,068	3,666,068	-	0.0%
24 Taxes and License Fees	612,478	666,325	53,847	8.8%	795,415	795,415	-	0.0%
25 Fixed Route Accessibility	808,652	886,004	77,352	9.6%	1,220,047	1,000,000	(220,047)	(18.0%)
26 Leases and Rentals	164,282	167,656	3,374	2.1%	185,292	185,292	-	0.0%
27 Promotional and Legal Advertising	229,996	596,730	366,734	159.5%	1,207,750	1,000,000	(207,750)	(17.2%)
28 Training and Business Travel	308,903	298,951	(9,952)	(3.2%)	741,695	400,000	(341,695)	(46.1%)
29 Dues and Membership	91,270	116,191	24,921	27.3%	150,483	150,483	-	0.0%
30 Postage and Other	28,861	34,833	5,972	20.7%	302,780	35,000	(267,780)	(88.4%)
31								
32 Total District Operated Buses	83,705,075	91,812,495	8,107,421	9.7%	109,169,095	105,963,259	(3,205,836)	(2.9%)
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	14,914,867	19,162,360	4,247,493	28.5%	19,951,838	19,951,838	-	0.0%
36 Other Related Costs	417,654	278,977	(138,677)	(33.2%)	464,647	302,233	(162,413)	(35.0%)
37 Insurance Costs	629,966	1,472,668	842,702	133.8%	785,990	785,990	-	0.0%
38 Coastside Services	1,586,947	1,488,439	(98,508)	(6.2%)	1,742,000	1,650,000	(92,000)	(5.3%)
39 Redi Coast Non-ADA	195,582	200,275	4,693	2.4%	266,200	225,000	(41,200)	(15.5%)
40 Other Related Costs	104,359	45,599	(58,760)	(56.3%)	131,293	55,000	(76,293)	(58.1%)
41 La Honda - Pescadero	50,925	43,313	(7,613)	(14.9%)	55,130	55,130	-	0.0%
42 SamCoast - Pescadero	118,673	88,533	(30,140)	(25.4%)	140,800	100,000	(40,800)	(29.0%)
43 Other Related Cost - SamCoast	7,445	8,015	570	7.7%	7,456	7,456	-	0.0%
44 Total Contracted Bus Service	18,026,417	22,788,178	4,761,761	26.4%	23,545,354	23,132,648	(412,706)	(1.8%)
45								
46 TOTAL MOTOR BUS	101,731,492	114,600,673	12,869,181	12.7%	132,714,449	129,095,907	(3,618,543)	(2.7%)

SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2019 MAY 2019										
% OF YEAR ELAPSED: 91.7%										
EXPENSES	YEAR-TO-DATE				ANNUAL					
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE		
47	AMERICAN DISABILITY ACT PROGRAMS									47
48										48
49	Elderly & Disabled/Redi-Wheels	4,945,415	4,690,004	(255,411)	(5.2%)	6,362,000	5,250,000	(1,112,000)	(17.5%)	49
50	Other Related Costs	2,574,466	2,664,923	90,457	3.5%	3,042,705	3,042,705	-	0.0%	50
51	ADA Sedans / Taxi Service	4,521,906	5,035,851	513,945	11.4%	5,498,426	5,400,000	(98,426)	(1.8%)	51
52	ADA Accessibility Support	1,270,014	1,214,635	(55,379)	(4.4%)	1,643,632	1,350,000	(293,632)	(17.9%)	52
53	Coastside ADA Support	1,585,148	1,676,442	91,294	5.8%	1,830,600	1,830,600	-	0.0%	53
54	Insurance Costs	1,491,762	618,111	(873,651)	(58.6%)	619,697	619,697	-	0.0%	54
55	TOTAL ADA PROGRAMS	16,388,711	15,899,966	(488,745)	(3.0%)	18,997,060	17,493,002	(1,504,058)	(7.9%)	55
56										56
57										57
58	MULTI-MODAL TRANSIT PROGRAMS									58
59										59
60	CALTRAIN SERVICE									60
61	Peninsula Rail Service	5,655,617	6,998,200	1,342,584	23.7%	7,634,404	7,634,404	-	0.0%	61
62	Total Caltrain Service	5,655,617	6,998,200	1,342,584	23.7%	7,634,404	7,634,404	-	0.0%	62
63										63
64	OTHER SUPPORT									64
65	SamTrans Shuttle Service	1,677,205	2,007,982	330,777	19.7%	2,154,606	2,000,000	(154,606)	(7.2%)	65
66	Maintenance Multimodal Facilities	154,950	249,074	94,124	60.7%	174,800	290,000	115,200	65.9%	66
67	Total Other Support	1,832,155	2,257,056	424,901	23.2%	2,329,406	2,290,000	(39,406)	(1.7%)	67
68										68
69	TOTAL MULTI-MODAL PROGR	7,487,772	9,255,256	1,767,484	23.6%	9,963,810	9,924,404	(39,406)	(0.4%)	69
70										70
71	TOTAL OPERATING EXPENSES	125,607,975	139,755,896	14,147,920	11.3%	161,675,319	156,513,313	(5,162,006)	(3.2%)	71

SAN MATEO COUNTY TRANSIT DISTRICT

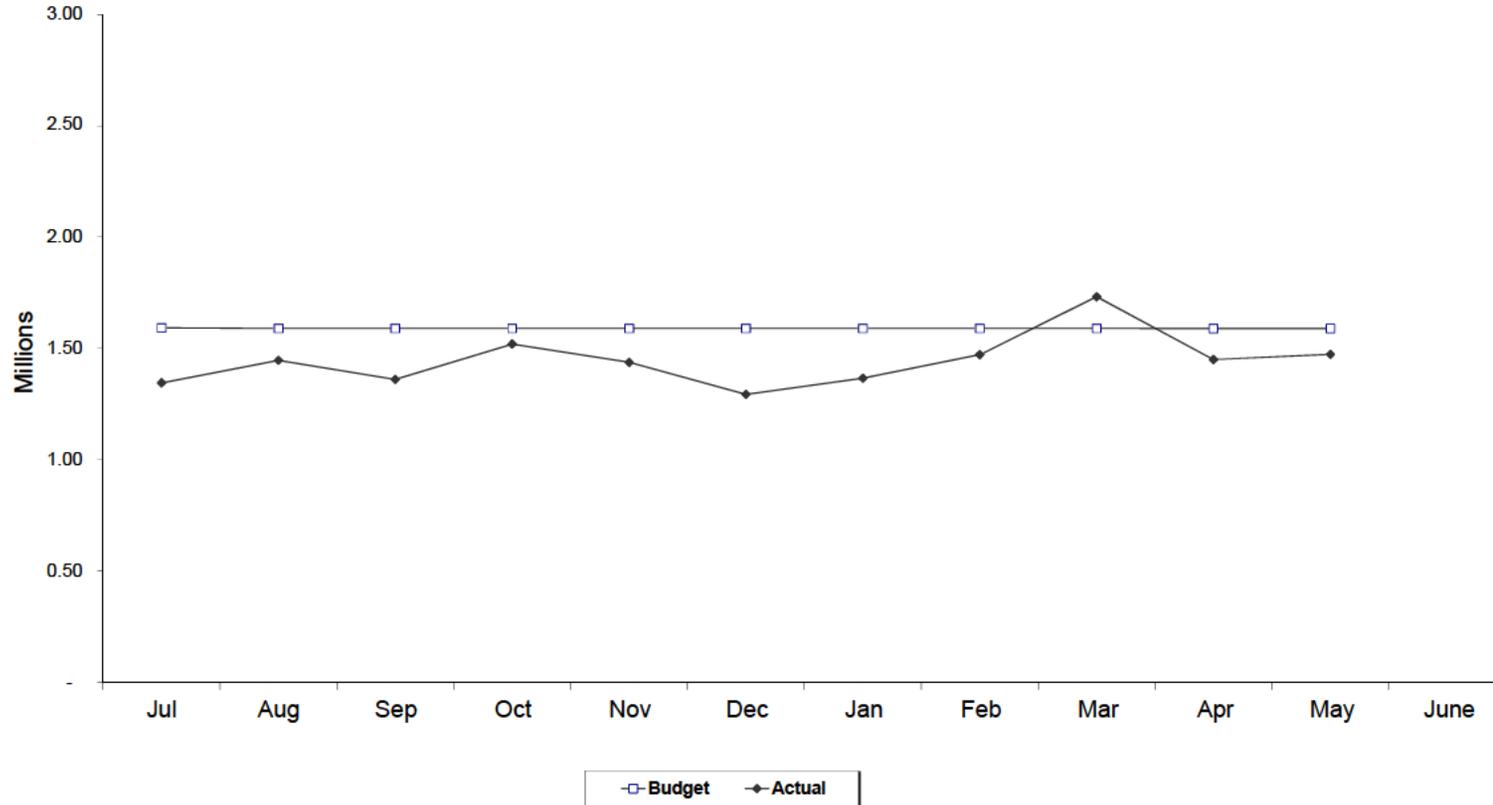
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	15,262,726	10,388,766	10,389,066	10,743,024	10,740,995	10,722,918	10,913,768	10,473,387	10,691,327	10,674,061	10,688,161		
Actual	13,537,081	9,807,233	9,605,414	10,459,602	11,018,609	9,309,391	7,203,509	9,742,350	12,001,773	11,708,738	10,206,974		
CUMULATIVE EXPENSES													
Budget	15,262,726	25,651,492	36,040,558	46,783,582	57,524,577	68,247,494	79,161,262	89,634,650	100,325,976	111,000,037	121,688,197		
Actual	13,537,081	23,344,314	32,949,728	43,409,330	54,427,939	63,737,330	70,940,839	80,683,189	92,684,961	104,393,699	114,600,673		
Variance - F(U)	1,725,645	2,307,178	3,090,830	3,374,252	3,096,638	4,510,165	8,220,424	8,951,461	7,641,015	6,606,338	7,087,524		
Variance %	11.31%	8.99%	8.58%	7.21%	5.38%	6.61%	10.38%	9.99%	7.62%	5.95%	5.82%		

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2019

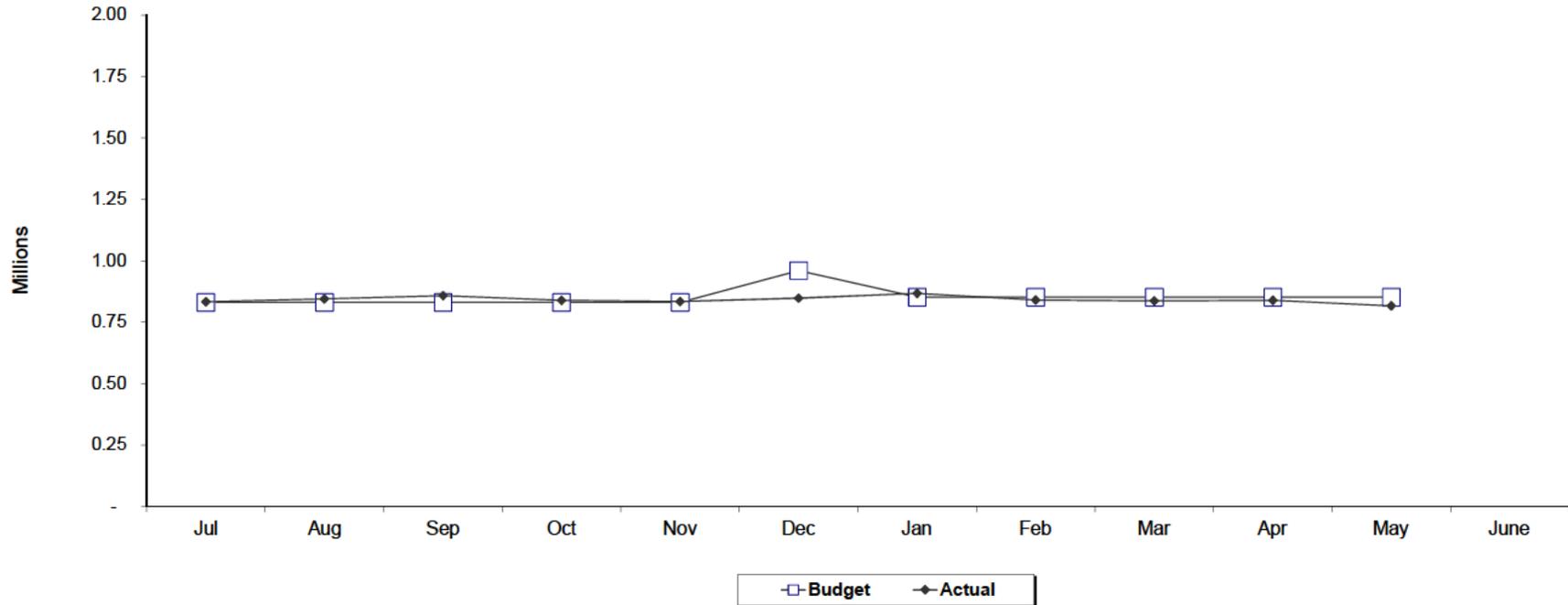


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,592,580	1,590,330	1,590,330	1,590,330	1,590,330	1,590,330	1,590,330	1,590,330	1,590,330	1,589,946	1,589,946	
Actual	1,345,590	1,447,129	1,360,741	1,519,804	1,437,744	1,293,371	1,366,824	1,472,033	1,732,691	1,450,420	1,473,618	
CUMULATIVE EXPENSES												
Budget	1,592,580	3,182,910	4,773,240	6,363,570	7,953,899	9,544,229	11,134,559	12,724,889	14,315,219	15,905,165	17,495,111	
Actual	1,345,590	2,792,719	4,153,460	5,673,264	7,111,008	8,404,379	9,771,203	11,243,236	12,975,928	14,426,348	15,899,966	
Variance - F(U)	246,990	390,191	619,780	690,306	842,891	1,139,850	1,363,356	1,481,653	1,339,291	1,478,817	1,595,145	
Variance %	15.51%	12.26%	12.98%	10.85%	10.60%	11.94%	12.24%	11.64%	9.36%	9.30%	9.12%	

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	830,318	830,318	830,318	830,318	830,318	960,318	851,984	851,984	851,984	851,984	851,984	
Actual	833,082	844,739	858,042	839,250	833,507	847,903	867,554	840,293	836,426	838,376	816,086	
CUMULATIVE EXPENSES												
Budget	830,318	1,660,635	2,490,953	3,321,270	4,151,588	5,111,905	5,963,889	6,815,873	7,667,858	8,519,842	9,371,826	
Actual	833,082	1,677,820	2,535,862	3,375,112	4,208,619	5,056,522	5,924,076	6,764,369	7,600,795	8,439,171	9,255,256	
Variance - F(U)	(2,764)	(17,185)	(44,910)	(53,842)	(57,031)	55,383	39,813	51,504	67,062	80,671	116,570	
Variance %	-0.33%	-1.03%	-1.80%	-1.62%	-1.37%	1.08%	0.67%	0.76%	0.87%	0.95%	1.24%	

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF MAY 31, 2019**

	5/31/2019
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America Checking	\$ 38,103,533.39
Wells Fargo	647.75
LAIF	64,896,285.42
 <u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+Accrued Interest)*	116,835,512.31
MMF - US Bank Custodian Account	11,698,582.49
 Debt Service Reserves Held By Trustee	 16,863,401.49
TOTAL	<u><u>\$ 248,397,962.85</u></u>

* Fund Managed by PFM Investment Advisor

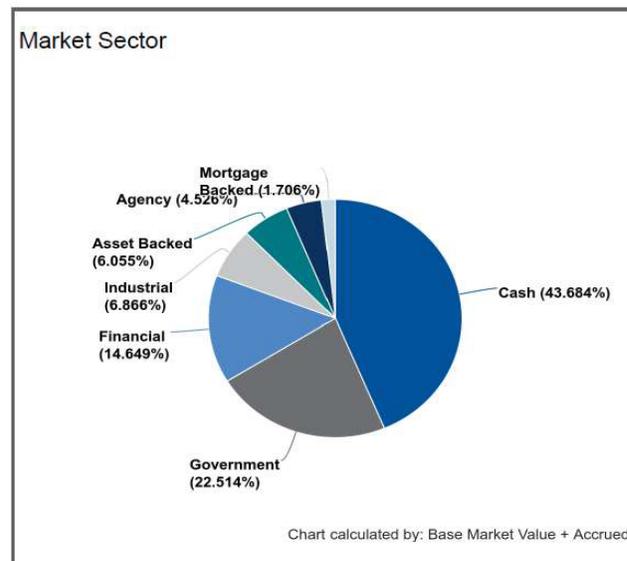
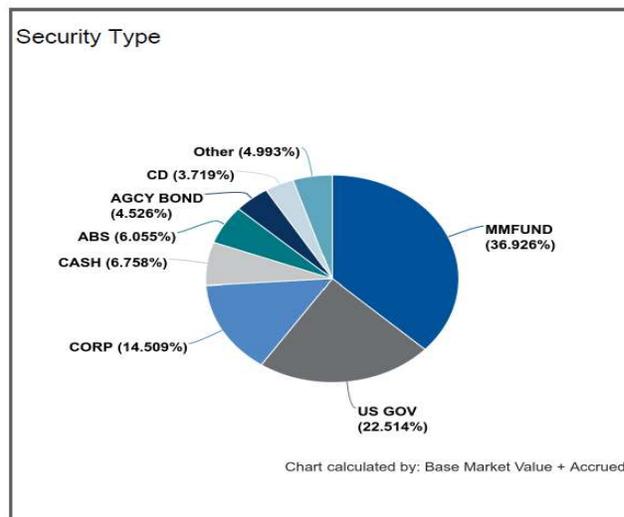
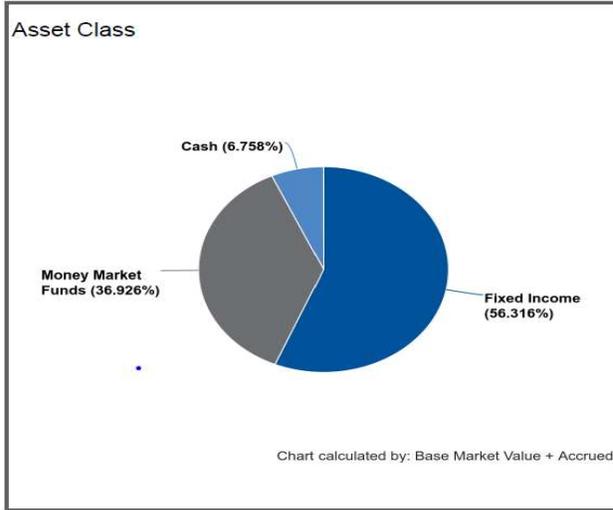


Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	18,446.46
MMFund (incl LAIF)	76,594,867.96
Fixed Income	116,817,065.80
Duration	1.718
Convexity	0.055
WAL	1.235
Years to Final Maturity	1.361
Years to Effective Maturity	1.234
Yield	2.014
Book Yield	1.398
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	31.286%
Other	26.980%
Government of the United States	22.514%
(CCYUSD) UNITED STATES OF AMERICA	6.758%
U.S. Bancorp	5.640%
Federal National Mortgage Association, Inc.	3.340%
Federal Home Loan Banks Office of Finance	1.783%
Credit Agricole SA	1.698%
—	100.000%

Footnotes: 1,2

Footnotes:



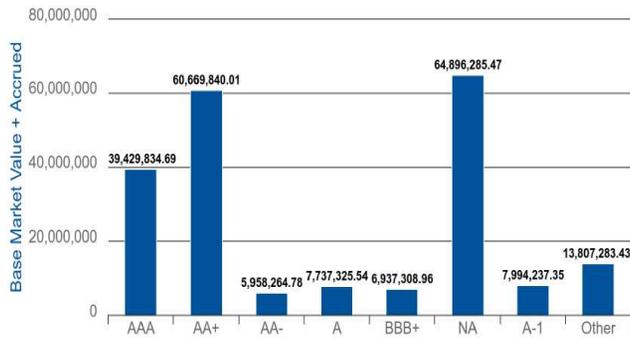
Risk Summary

05/01/2019 - 05/31/2019

SAM Transit District Agg (136232)

Dated: 06/10/2019

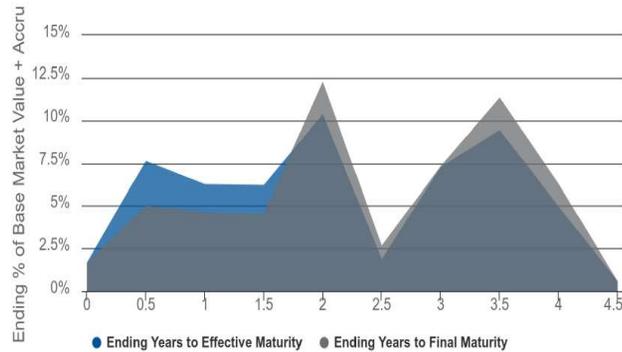
Credit Rating



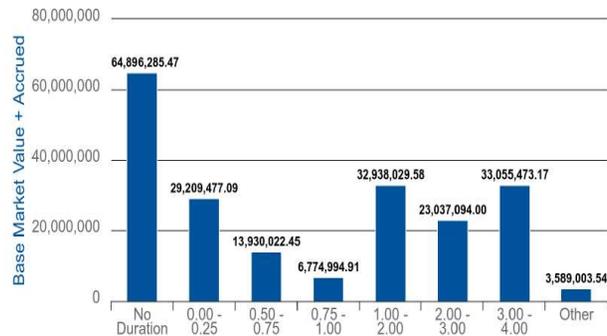
Credit Duration Heat Map

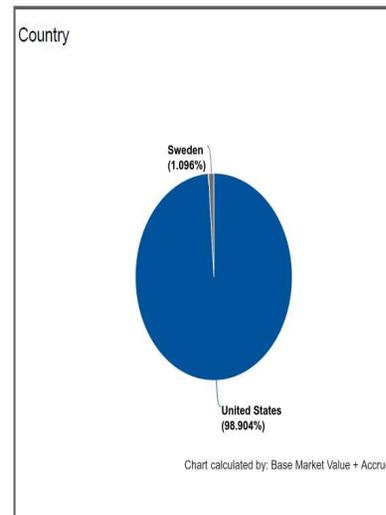
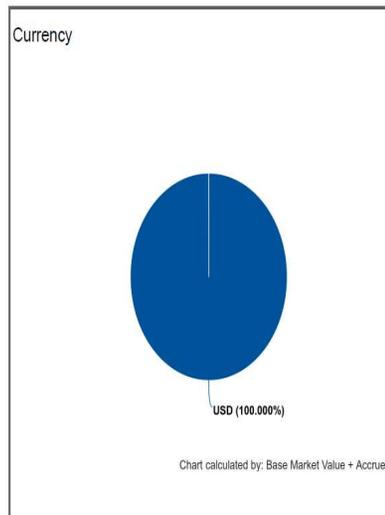
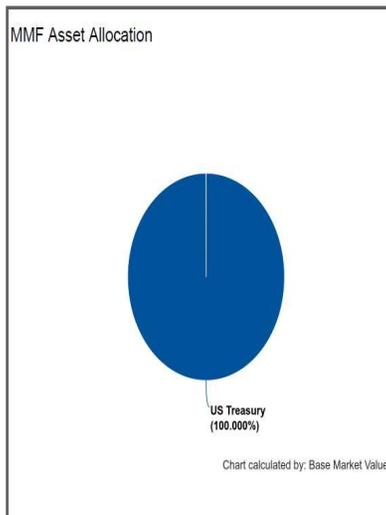
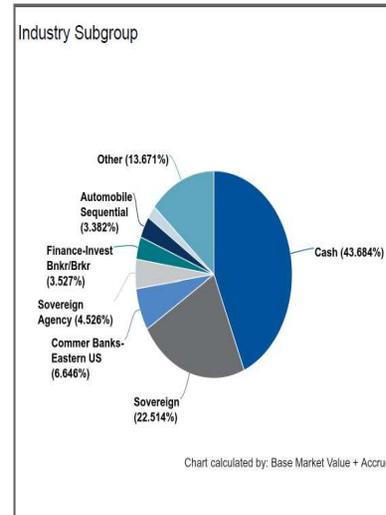
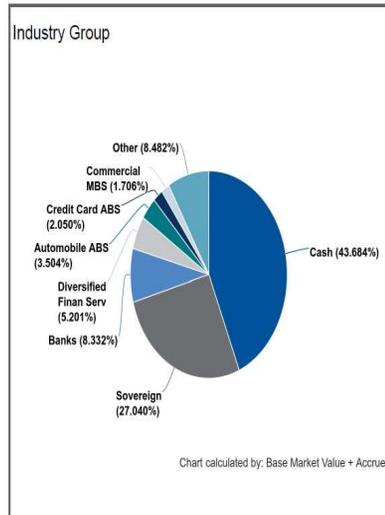
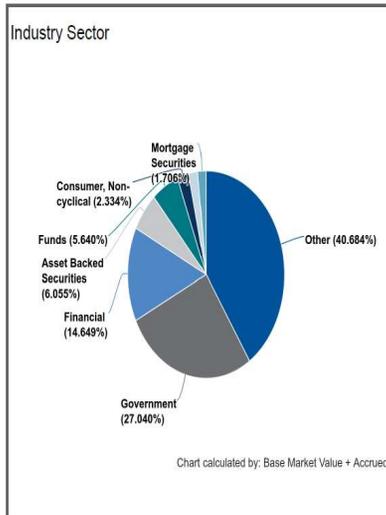
Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	17.628%	1.934%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	2.484%	7.900%	7.473%	15.936%	0.000%	0.000%	0.000%	0.000%	0.000%
A	4.541%	4.318%	2.575%	0.000%	0.581%	0.000%	0.000%	0.000%	0.000%
BBB	0.559%	1.728%	1.058%	0.000%	0.000%	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%

Time To Maturity



Duration







Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 05/31/2019
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	14,038.60	---	05/31/2019	14,038.60	0.00	14,038.60	14,038.60
CASH	CCYUSD	Receivable	14,038.60	---	05/31/2019	14,038.60	0.00	14,038.60	14,038.60

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	8,330,322.14	---	05/31/2019	8,330,322.14	0.00	8,330,322.14	8,330,322.14
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,330,322.14	---	05/31/2019	8,330,322.14	0.00	8,330,322.14	8,330,322.14

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,344,360.74	---	05/31/2019	8,344,360.74	0.00	8,344,360.74	8,344,360.74

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



Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 05/31/2019
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
ABS	02004VAC7	ALLYA 182 A3	650,000.00	04/30/2018	11/15/2022	649,881.96	843.56	653,998.03	654,841.58
ABS	02007HAC5	ALLYA 172 A3	828,463.93	03/29/2017	08/16/2021	828,366.26	655.41	825,488.17	826,143.57
ABS	02007PAC7	ALLYA 171 A3	197,320.07	01/31/2017	06/15/2021	197,302.82	149.09	196,596.20	196,745.29
ABS	02582HQ6	AMXCA 181 A	1,510,000.00	03/21/2018	10/17/2022	1,509,824.69	1,791.87	1,512,536.00	1,514,327.87
ABS	14313FAD1	CARMX 183 A3	420,000.00	07/25/2018	06/15/2023	419,942.75	584.27	426,277.69	426,861.96
ABS	17305GB5	CCGIT 17A3 A3	900,000.00	05/22/2017	04/07/2020	902,403.00	2,592.00	896,023.42	898,615.42
ABS	17305GB5	CCGIT 18A1 A1	900,000.00	01/31/2018	01/20/2023	899,875.44	8,154.75	902,566.29	910,721.04
ABS	34531EAD8	FORDO 17A A3	728,620.44	01/25/2017	06/15/2021	728,617.75	540.80	725,667.79	726,208.59
ABS	36255JAD6	GMCAR 183 A3	400,000.00	07/18/2018	05/16/2023	399,906.72	503.33	404,482.83	404,986.17
ABS	43814PAC4	HAROT 173 A3	309,658.77	09/29/2017	09/18/2021	309,625.24	200.16	308,202.15	308,402.31
ABS	47788AD6	JDOT 17B A3	525,961.07	07/18/2017	10/15/2021	525,922.57	425.44	523,648.78	524,074.23
ABS	47788AC6	JDOT 2018 A3	285,000.00	02/28/2018	04/18/2022	284,979.51	336.93	285,399.10	1,506,906.04
ABS	89190BAD0	TAOT 17B A3	1,426,322.36	05/17/2017	07/15/2021	1,426,212.96	1,135.70	1,420,527.51	1,421,643.21
ABS	89238BAD4	TAOT 18A A3	450,000.00	01/31/2018	05/16/2022	449,994.83	470.00	449,687.16	450,157.16
ABS	89238MAD0	TAOT 17A A3	253,748.44	03/15/2017	02/16/2021	253,718.57	195.10	252,906.76	253,101.87
---	---	---	9,785,095.08	---	---	9,786,575.07	18,558.41	9,784,207.20	9,802,765.61

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
AGCY BOND	3130A8Q55	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	11,559.38	2,652,966.00	2,664,525.38
AGCY BOND	3130AC2E6	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	1,058.75	436,091.92	437,150.67
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	5,506.94	1,501,399.10	1,506,906.04
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	1,715.28	467,648.90	469,364.18
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	600,000.00	08/01/2017	07/30/2020	598,182.00	3,025.00	595,215.60	598,240.60
AGCY BOND	3135G0I92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	9,187.50	915,237.90	924,425.40
AGCY BOND	3137EAEF2	FREDDIE MAC	300,000.00	04/20/2017	04/20/2020	298,974.00	469.79	297,488.40	297,958.19
AGCY BOND	3137EAEJ4	FREDDIE MAC	580,000.00	09/29/2017	09/29/2020	578,950.20	1,623.19	576,718.94	578,342.13
---	---	---	7,520,000.00	---	---	7,489,825.88	34,145.83	7,442,766.76	7,476,912.59

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
CASH	CCYUSD	Receivable	3,391.14	---	05/31/2019	3,391.14	0.00	3,391.14	3,391.14
---	---	---	3,391.14	---	---	3,391.14	0.00	3,391.14	3,391.14

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
CD	06417GU22	The Bank of Nova Scotia	900,000.00	06/07/2018	06/05/2020	899,658.00	13,552.00	902,621.49	916,173.49
CD	22535CDV0	Credit Agricole Corporate and Investment Bank	900,000.00	04/04/2019	04/01/2022	900,000.00	1,981.00	900,000.00	901,981.00
CD	78012UEE1	Royal Bank of Canada	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	23,490.00	1,507,260.00	1,530,750.00
CD	86565BPC9	Sumitomo Mitsui Banking Corporation	900,000.00	10/18/2018	10/16/2020	898,776.00	3,898.50	899,155.46	903,053.96
CD	87019UD66	Swedbank AB	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	1,816.00	1,776,904.65	1,778,720.65
---	---	---	6,000,000.00	---	---	5,998,434.00	44,737.50	5,985,941.60	6,030,679.10

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	1,181.25	912,633.30	913,814.55
CORP	02665WCP4	AMERICAN HONDA FINANCE CORP	900,000.00	10/10/2018	12/10/2021	899,568.00	14,428.13	919,189.80	933,617.93
CORP	037833CS7	APPLE INC	820,000.00	05/11/2017	05/11/2020	819,163.60	820.00	816,213.24	817,033.24
CORP	05531FAZ6	BB&T CORP	450,000.00	10/26/2017	02/01/2021	449,793.00	3,225.00	447,201.90	450,426.90
CORP	05531FBG7	BB&T CORP	450,000.00	03/18/2019	06/20/2022	449,896.50	2,783.13	457,279.65	460,062.78
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	306.25	100,264.00	100,570.25
CORP	06051IGG5	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	2,134.00	546,972.80	549,106.80
CORP	06051IGH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	340.18	253,140.50	253,480.68
CORP	084670BL1	BERKSHIRE HATHAWAY INC	1,800,000.00	12/23/2016	08/14/2019	1,810,188.00	11,235.00	1,799,776.80	1,811,011.80
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	650,000.00	09/07/2017	09/04/2020	649,454.00	2,906.04	646,724.00	649,630.04
CORP	172967LF6	CTIGROUP INC	900,000.00	01/10/2017	01/10/2020	899,640.00	8,636.25	898,902.90	907,539.15
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	4,803.13	451,855.80	456,658.93
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,193.33	178,104.33	180,297.66
CORP	25468PDP8	WALT DISNEY CO	380,000.00	03/06/2017	03/04/2020	379,901.20	1,790.75	378,383.10	380,173.85
CORP	38141GGQ1	GOLDMAN SACHS GROUP INC	1,600,000.00	11/28/2016	07/27/2021	1,765,872.00	28,933.33	1,683,547.20	1,712,480.53
CORP	427866BA5	HERSHEY CO	360,000.00	05/15/2018	05/15/2021	359,751.60	496.00	365,468.76	365,964.76
CORP	437076BQ4	HOME DEPOT INC	450,000.00	06/05/2017	06/05/2020	449,739.00	3,960.00	447,048.45	451,008.45
CORP	44932HAC8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	7,685.00	901,674.00	909,359.00
CORP	46647PBH1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	5,532.00	909,792.90	915,324.98
CORP	594918BV5	MICROSOFT CORP	900,000.00	02/06/2017	02/06/2020	899,397.00	5,318.75	896,821.20	902,139.95
CORP	6174467P8	MORGAN STANLEY	1,800,000.00	11/10/2016	07/24/2020	2,009,250.00	34,925.00	1,855,785.60	1,890,710.60
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINAN	375,000.00	02/26/2018	03/15/2021	374,583.75	2,295.83	378,348.75	380,644.58
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINAN	515,000.00	04/19/2018	03/15/2021	512,821.55	3,152.94	519,598.95	522,751.89
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	932,718.60	943,918.60
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	2,315.63	329,337.13	331,652.75
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	1,533.33	597,486.00	599,019.33
CORP	717081EB5	PFIZER INC	1,185,000.00	11/21/2016	12/15/2019	1,184,146.80	9,289.08	1,180,089.36	1,189,378.44
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	514.58	578,892.00	579,406.58
CORP	89236TDH5	TOYOTA MOTOR CREDIT CORP	670,000.00	10/18/2016	10/18/2019	669,665.00	1,240.43	667,871.41	669,111.84
CORP	89236TEU5	TOYOTA MOTOR CREDIT CORP	660,000.00	04/13/2018	02/05/2021	659,736.00	2,596.00	666,947.16	669,543.16
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	3,821.35	729,489.20	733,310.55
CORP	931142EA7	WAL-MART STORES INC	900,000.00	10/20/2017	12/15/2020	898,695.00	7,885.00	895,678.20	903,563.20
---	---	---	23,110,000.00	---	---	23,486,661.65	189,476.78	23,343,236.98	23,532,713.76

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
CP	22533UYR8	Credit Agricole Corporate and Investment Bank	1,900,000.00	03/29/2019	11/25/2019	1,868,201.39	0.00	1,876,645.83	1,876,645.83
CP	25214PM26	Dexia Credit Local (Inc.)	900,000.00	10/12/2018	07/02/2019	882,050.25	0.00	897,884.25	897,884.25
CP	62479LAD7	MUFG Bank, Ltd.	1,000,000.00	04/18/2019	01/13/2020	980,350.00	0.00	983,552.22	983,552.22
CP	62479MZ63	MUFG Bank, Ltd.	1,700,000.00	03/11/2019	12/06/2019	1,665,702.50	0.00	1,676,118.78	1,676,118.78
---	---	---	5,500,000.00	---	---	5,396,304.14	0.00	5,434,201.08	5,434,201.08

FHLMC (FEDERAL AGENCY COLLATERIALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
FHLMC	3137BM6P6	FHMS K721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	463,464.00	464,622.75
FHLMC	3137FKK39	FHMS KP05 A	391,610.39	12/17/2018	07/25/2023	391,609.21	1,045.27	397,327.90	398,373.17
---	---	---	841,610.39	---	---	845,441.24	2,204.02	860,791.90	862,995.92



Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 05/31/2019
 Base Currency: USD

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
FNMA	3136AJ7G5	FNA 14M06B A2	1,417,394.82	12/15/2016	05/25/2021	1,446,074.91	3,163.76	1,424,481.79	1,427,645.55
FNMA	3136AQDQ0	FNA 15M13A AQ2	24,187.44	10/30/2015	09/25/2019	24,429.65	33.18	24,107.38	24,140.56
FNMA	3136B1XP4	FNA 18M5 A2	445,223.77	04/30/2018	09/25/2021	454,079.72	1,320.83	451,928.84	453,249.67
			1,886,806.03			1,924,584.28	4,517.76	1,900,518.02	1,905,035.78

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
MMFUND	31846V534	FIRST AMER-US TRS MM Y	2,601,055.90	---	05/31/2019	2,601,055.90	0.00	2,601,055.90	2,601,055.90
			2,601,055.90	---	05/31/2019	2,601,055.90	0.00	2,601,055.90	2,601,055.90

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
US GOV	912828132	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	1,424.69	406,320.31	407,645.01
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	08/03/2018	12/31/2022	1,551,875.00	14,276.24	1,611,750.00	1,626,026.24
US GOV	912828N30	UNITED STATES TREASURY	1,575,000.00	11/06/2018	12/31/2022	1,521,290.04	14,053.18	1,586,566.41	1,600,619.58
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	12/13/2018	12/31/2022	2,925,703.13	26,767.96	3,022,031.25	3,048,799.21
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	52,643.65	5,943,328.13	5,995,971.77
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,767.96	3,022,031.25	3,048,799.21
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	1,960.87	1,621,806.25	1,623,767.12
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	239.75	5,337,562.50	5,337,802.25
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.18	939,015.63	939,057.80
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.48	1,680,343.75	1,680,419.23
US GOV	912828R77	UNITED STATES TREASURY	1,400,000.00	03/17/2017	05/31/2021	1,363,632.82	52.60	1,384,031.25	1,384,083.85
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	11,895.72	2,477,734.38	2,489,630.09
US GOV	912828VF4	UNITED STATES TREASURY	255,000.00	12/07/2015	05/31/2020	251,702.93	9.58	252,808.59	252,818.17
US GOV	912828VP2	UNITED STATES TREASURY	575,000.00	05/18/2016	07/31/2020	593,785.56	3,843.92	573,742.19	577,586.11
US GOV	912828X47	UNITED STATES TREASURY	3,850,000.00	05/07/2018	04/30/2022	3,726,980.47	6,277.17	3,845,789.06	3,852,066.24
US GOV	912828X47	UNITED STATES TREASURY	1,800,000.00	01/04/2018	04/30/2022	1,777,148.44	2,934.78	1,798,031.25	1,800,966.03
US GOV	912828X47	UNITED STATES TREASURY	370,000.00	12/06/2017	04/30/2022	366,155.47	603.26	369,595.31	370,198.57
			35,925,000.00			35,053,334.27	163,868.99	35,872,387.50	36,036,256.49

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
---	---	---	93,172,958.54			92,585,607.57	457,509.29	93,228,498.08	93,686,007.37

* 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: 05/31/2019
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
ABS	02004VAC7	ALLYA 182 A3	185,000.00	04/30/2018	11/15/2022	184,966.40	240.09	186,137.90
ABS	02007HAC5	ALLYA 172 A3	229,332.58	03/29/2017	08/16/2021	229,305.54	181.43	228,508.84
ABS	02007PAC7	ALLYA 171 A3	56,029.16	01/31/2017	06/15/2021	56,024.26	42.33	55,823.61
ABS	02582JHQ6	AMXCA 181 A	425,000.00	03/21/2018	10/17/2022	424,950.66	504.33	425,713.78
ABS	14313FAD1	CARMX 183 A3	110,000.00	07/25/2018	06/15/2023	109,985.01	153.02	111,644.16
ABS	17305EGB5	CCGIT 17A3 A3	250,000.00	05/22/2017	04/07/2020	250,667.50	720.00	248,895.40
ABS	17305EGK5	CCGIT 18A1 A1	250,000.00	01/31/2018	01/20/2023	249,965.40	2,265.21	250,712.86
ABS	34531EAD8	FORDO 17A A3	212,514.30	01/25/2017	06/15/2021	212,513.51	157.73	211,653.11
ABS	36255JAD6	GMCAR 183 A3	120,000.00	07/18/2018	05/16/2023	119,972.02	151.00	121,344.85
ABS	43814PAC4	HAROT 173 A3	93,835.99	09/29/2017	09/18/2021	93,825.83	60.65	93,394.59
ABS	47788BAD6	JDOT 17B A3	149,022.30	07/18/2017	10/15/2021	149,011.40	120.54	148,367.15
ABS	47788CAC6	JDOT 2018 A3	80,000.00	02/28/2018	04/18/2022	79,994.25	94.58	80,167.97
ABS	89190BAD0	TAOT 17B A3	396,200.65	05/17/2017	07/15/2021	396,170.27	309.92	394,590.97
ABS	89238BAD4	TAOT 18A A3	125,000.00	01/31/2018	05/16/2022	124,998.56	130.56	124,913.10
ABS	89238MAD0	TAOT 17A A3	70,485.68	03/15/2017	02/16/2021	70,477.38	54.20	70,251.88
			2,752,420.65			2,752,827.99	5,185.59	2,752,120.16

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
AGCY BOND	3130A8Q55	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	2,226.25	510,941.60
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	204.53	84,245.03
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	505.56	137,833.36
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,661.11	452,881.04
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	150,000.00	08/01/2017	07/30/2020	149,545.50	756.25	148,803.90
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,552.08	254,232.75
AGCY BOND	3137EAEF2	FREDDIE MAC	150,000.00	04/20/2017	04/20/2020	149,487.00	234.90	148,744.20
AGCY BOND	3137EAEJ4	FREDDIE MAC	165,000.00	09/29/2017	09/29/2020	164,701.35	461.77	164,066.60
			1,920,000.00			1,912,776.94	8,602.45	1,901,748.48

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
CASH	CCYUSD	Receivable	1,016.72	---	05/31/2019	1,016.72	0.00	1,016.72
			1,016.72		05/31/2019	1,016.72	0.00	1,016.72

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
CD	06417GU22	The Bank of Nova Scotia	250,000.00	06/07/2018	06/05/2020	249,905.00	3,764.44	250,728.19
CD	22535CDV0	Credit Agricole Corporate and Investment Bank	250,000.00	04/04/2019	04/01/2022	250,000.00	550.28	250,000.00
CD	78012UEE1	Royal Bank of Canada	425,000.00	06/08/2018	06/07/2021	425,000.00	6,655.50	427,057.00
CD	86565BPC9	Sumitomo Mitsui Banking Corporation	250,000.00	10/18/2018	10/16/2020	249,660.00	1,082.92	249,765.40
CD	87019U6D6	Swedbank AB	500,000.00	11/17/2017	11/16/2020	500,000.00	504.44	493,584.63
			1,675,000.00			1,674,565.00	12,557.58	1,671,135.22

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	328.13	253,509.25
CORP	02665WCP4	AMERICAN HONDA FINANCE CORP	250,000.00	10/10/2018	12/10/2021	249,880.00	4,007.81	255,330.50
CORP	037833CS7	APPLE INC	225,000.00	05/11/2017	05/11/2020	224,770.50	225.00	223,960.95
CORP	05531FAZ6	BB&T CORP	125,000.00	10/26/2017	02/01/2021	124,942.50	895.83	124,222.75
CORP	05531FBG7	BB&T CORP	125,000.00	03/18/2019	06/20/2022	124,996.25	773.09	127,022.13
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	76.56	25,066.00
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	620.80	159,119.36
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	102.05	75,942.15
CORP	084670BL1	BERKSHIRE HATHAWAY INC	500,000.00	12/23/2016	08/14/2019	502,830.00	3,120.83	499,938.00
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/07/2017	09/04/2020	184,844.60	827.10	184,067.60
CORP	172967LF6	CITIGROUP INC	250,000.00	01/10/2017	01/10/2020	249,900.00	2,398.96	249,695.25
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,227.47	115,474.26
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	626.67	50,886.95
CORP	25468PDP8	WALT DISNEY CO	100,000.00	03/06/2017	03/04/2020	99,974.00	471.25	99,574.50
CORP	38141GGQ1	GOLDMAN SACHS GROUP INC	450,000.00	11/28/2016	07/27/2021	496,651.50	8,137.50	473,497.65
CORP	42786GBA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	137.78	101,519.10
CORP	437076BQ4	HOME DEPOT INC	125,000.00	06/05/2017	06/05/2020	124,927.50	1,100.00	124,180.13
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	2,134.72	250,465.00
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	1,536.69	252,720.25
CORP	594918BV5	MICROSOFT CORP	250,000.00	02/06/2017	02/06/2020	249,832.50	1,477.43	249,117.00
CORP	6174467P8	MORGAN STANLEY	500,000.00	11/10/2016	07/24/2020	558,125.00	9,701.39	515,496.00
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE	150,000.00	04/19/2018	03/15/2021	149,365.50	918.33	151,339.50
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE	100,000.00	02/26/2018	03/15/2021	99,889.00	612.22	100,893.00
CORP	69347SAV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	259,088.50
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	712.50	101,334.50
CORP	71344DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	421.67	164,308.65
CORP	71708IEB5	PFIZER INC	330,000.00	11/21/2016	12/15/2019	329,762.40	2,586.83	328,632.48
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	144.44	162,496.00
CORP	89236TDH5	TOYOTA MOTOR CREDIT CORP	200,000.00	10/18/2016	10/18/2019	199,900.00	370.28	199,364.60
CORP	89236TEU5	TOYOTA MOTOR CREDIT CORP	180,000.00	04/13/2018	04/13/2021	179,928.00	708.00	181,894.68
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,054.17	201,238.40
CORP	931142EA7	WAL-MART STORES INC	250,000.00	10/20/2017	12/15/2020	249,637.50	2,190.28	248,799.50
			6,445,000.00			6,550,193.80	52,756.90	6,510,194.58



Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 05/31/2019
 Base Currency: USD

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
CP	22533UYR8	Credit Agricole Corporate and Investment Bank	500,000.00	03/29/2019	11/25/2019	491,631.94	0.00	493,854.16
CP	25214PM26	Dexia Credit Local (Inc.)	250,000.00	10/12/2018	07/02/2019	245,013.96	0.00	249,412.29
CP	62479MZ63	MUFG Bank, Ltd.	650,000.00	03/11/2019	12/06/2019	636,886.25	0.00	640,868.94
			1,400,000.00			1,373,532.15	0.00	1,384,135.40

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
FHLMC	3137BM6P6	FHMS K721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	133,889.60
FHLMC	3137FKK39	FHMS KP05 A	111,252.95	12/17/2018	07/25/2023	111,252.62	296.95	112,877.24
			241,252.95		01/25/2023	242,359.65	631.70	246,766.84

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
FNMA	3136AJ7G5	FNA 14M06B A2	389,783.58	12/15/2016	05/25/2021	397,670.60	870.03	391,732.49
FNMA	3136AQDQ0	FNA 15M13A AQ2	6,953.89	10/30/2015	09/25/2019	7,023.53	9.54	6,930.87
FNMA	3136B1XP4	FNA 18M5 A2	122,436.54	04/30/2018	09/25/2021	124,871.93	363.23	124,280.43
			519,174.00			529,566.05	1,242.80	522,943.80

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
MMFUND	31846V534	FIRST AMER:US TRS MM Y	767,204.45	---	05/31/2019	767,204.45	0.00	767,204.45
			767,204.45		05/31/2019	767,204.45	0.00	767,204.45

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value
US GOV	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	884.51	174,972.66
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	277.99	79,262.50
US GOV	912828N30	UNITED STATES TREASURY	450,000.00	08/03/2018	12/31/2022	436,464.84	4,015.19	453,304.69
US GOV	912828N30	UNITED STATES TREASURY	550,000.00	11/06/2018	12/31/2022	531,244.14	4,907.46	554,039.06
US GOV	912828N30	UNITED STATES TREASURY	750,000.00	12/13/2018	12/31/2022	731,425.78	6,691.99	755,507.81
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	14,276.24	1,611,750.00
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,584.25	856,242.19
US GOV	912828Q78	UNITED STATES TREASURY	485,000.00	01/05/2017	04/30/2021	475,375.78	579.89	479,619.53
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	71.04	1,581,500.00
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.88	197,687.50
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.42	543,640.63
US GOV	912828T19	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	3,330.80	693,765.63
US GOV	912828VF4	UNITED STATES TREASURY	200,000.00	12/07/2015	05/31/2020	197,414.06	7.51	198,281.25
US GOV	912828VP2	UNITED STATES TREASURY	490,000.00	05/18/2016	07/31/2020	505,996.90	3,275.69	488,928.13
US GOV	912828X47	UNITED STATES TREASURY	1,350,000.00	05/07/2018	04/30/2022	1,306,863.28	2,201.09	1,348,523.44
US GOV	912828X47	UNITED STATES TREASURY	550,000.00	01/04/2018	04/30/2022	543,017.58	896.74	549,398.44
US GOV	912828X47	UNITED STATES TREASURY	50,000.00	12/06/2017	04/30/2022	49,480.47	81.52	49,945.31
			10,630,000.00			10,397,485.86	49,115.22	10,616,368.75



Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 05/01/2019 - 05/31/2019
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Unit	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Inter	Base Amount
912828R69	UNITED STATES TREASURY	1,700,000.00	1.625	Buy	05/01/2019	05/03/2019	05/31/2023	1,659,093.75	11,687.50	(1,670,781.25)
912828R69	UNITED STATES TREASURY	550,000.00	1.625	Buy	05/01/2019	05/03/2019	05/31/2023	536,765.62	3,781.25	(540,546.87)
02582JHG8	AMXCA 174 A	0.00	1.640	Maturity	05/15/2019	05/15/2019	05/15/2019	0.00	0.00	0.00
02582JHG8	AMXCA 174 A	(680,000.00)	1.640	Principal Paydown	05/15/2019	05/15/2019	05/15/2019	(680,000.00)	0.00	680,000.00
02582JHG8	AMXCA 174 A	0.00	1.640	Maturity	05/15/2019	05/15/2019	05/15/2019	0.00	0.00	0.00
02582JHG8	AMXCA 174 A	(200,000.00)	1.640	Principal Paydown	05/15/2019	05/15/2019	05/15/2019	(200,000.00)	0.00	200,000.00
3136AQDQ0	FNA 15M13A AQ2	(2,136.70)	1.646	Principal Paydown	05/01/2019	05/01/2019	09/25/2019	(2,136.70)	0.00	2,136.70
3136AQDQ0	FNA 15M13A AQ2	(614.30)	1.646	Principal Paydown	05/01/2019	05/01/2019	09/25/2019	(614.30)	0.00	614.30
34531EAD8	FORDO 17A A3	(73,890.25)	1.670	Principal Paydown	05/15/2019	05/15/2019	06/15/2021	(73,890.25)	0.00	73,890.25
34531EAD8	FORDO 17A A3	(21,551.32)	1.670	Principal Paydown	05/15/2019	05/15/2019	06/15/2021	(21,551.32)	0.00	21,551.32
02007PAC7	ALLYA 171 A3	(22,504.34)	1.700	Principal Paydown	05/15/2019	05/15/2019	06/15/2021	(22,504.34)	0.00	22,504.34
02007PAC7	ALLYA 171 A3	(6,390.12)	1.700	Principal Paydown	05/15/2019	05/15/2019	06/15/2021	(6,390.12)	0.00	6,390.12
89238MAD0	TAOT 17A A3	(29,010.19)	1.730	Principal Paydown	05/15/2019	05/15/2019	02/16/2021	(29,010.20)	0.00	29,010.20
89238MAD0	TAOT 17A A3	(8,058.39)	1.730	Principal Paydown	05/15/2019	05/15/2019	02/16/2021	(8,058.39)	0.00	8,058.39
89190BAD0	TAOT 17B A3	(119,757.50)	1.760	Principal Paydown	05/15/2019	05/15/2019	07/15/2021	(119,757.49)	0.00	119,757.49
89190BAD0	TAOT 17B A3	(33,265.97)	1.760	Principal Paydown	05/15/2019	05/15/2019	07/15/2021	(33,265.97)	0.00	33,265.97
02007HAC5	ALLYA 172 A3	(83,734.52)	1.780	Principal Paydown	05/15/2019	05/15/2019	08/16/2021	(83,734.51)	0.00	83,734.51
02007HAC5	ALLYA 172 A3	(23,179.11)	1.780	Principal Paydown	05/15/2019	05/15/2019	08/16/2021	(23,179.10)	0.00	23,179.10
43814PAC4	HAROT 173 A3	(20,341.23)	1.790	Principal Paydown	05/18/2019	05/18/2019	09/18/2021	(20,341.23)	0.00	20,341.23
43814PAC4	HAROT 173 A3	(6,164.01)	1.790	Principal Paydown	05/18/2019	05/18/2019	09/18/2021	(6,164.01)	0.00	6,164.01
47788BAD6	JDOT 17B A3	(58,904.13)	1.820	Principal Paydown	05/15/2019	05/15/2019	10/15/2021	(58,904.14)	0.00	58,904.14
47788BAD6	JDOT 17B A3	(16,689.50)	1.820	Principal Paydown	05/15/2019	05/15/2019	10/15/2021	(16,689.51)	0.00	16,689.51
31846V534	FIRST AMER:US TRS MM Y	13,644.56	1.950	Buy	05/02/2019	05/02/2019	05/31/2019	13,644.56	0.00	(13,644.56)
31846V534	FIRST AMER:US TRS MM Y	1,343,709.12	1.950	Buy	---	---	05/31/2019	1,343,709.12	0.00	(1,343,709.12)
31846V534	FIRST AMER:US TRS MM Y	(1,670,781.25)	1.950	Sell	05/03/2019	05/03/2019	05/31/2019	(1,670,781.25)	0.00	1,670,781.25
31846V534	FIRST AMER:US TRS MM Y	385,777.15	1.950	Buy	---	---	05/31/2019	385,777.15	0.00	(385,777.15)
31846V534	FIRST AMER:US TRS MM Y	(540,546.87)	1.950	Sell	05/03/2019	05/03/2019	05/31/2019	(540,546.87)	0.00	540,546.87
3136AJ7G5	FNA 14M06B A2	(81,357.42)	2.679	Principal Paydown	05/01/2019	05/01/2019	05/25/2021	(81,357.42)	0.00	81,357.42
3136AJ7G5	FNA 14M06B A2	(22,373.29)	2.679	Principal Paydown	05/01/2019	05/01/2019	05/25/2021	(22,373.29)	0.00	22,373.29
3137FKK39	FHMS KP05 A	(662.64)	3.203	Principal Paydown	05/01/2019	05/01/2019	07/25/2023	(662.64)	0.00	662.64
3137FKK39	FHMS KP05 A	(188.25)	3.203	Principal Paydown	05/01/2019	05/01/2019	07/25/2023	(188.25)	0.00	188.25
3136B1XP4	FNA 18M5 A2	(6,326.55)	3.560	Principal Paydown	05/01/2019	05/01/2019	09/25/2021	(6,326.55)	0.00	6,326.55
3136B1XP4	FNA 18M5 A2	(1,739.80)	3.560	Principal Paydown	05/01/2019	05/01/2019	09/25/2021	(1,739.80)	0.00	1,739.80
---	---	262,963.18	1.819	---	---	---	---	208,822.55	15,468.75	(224,291.30)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

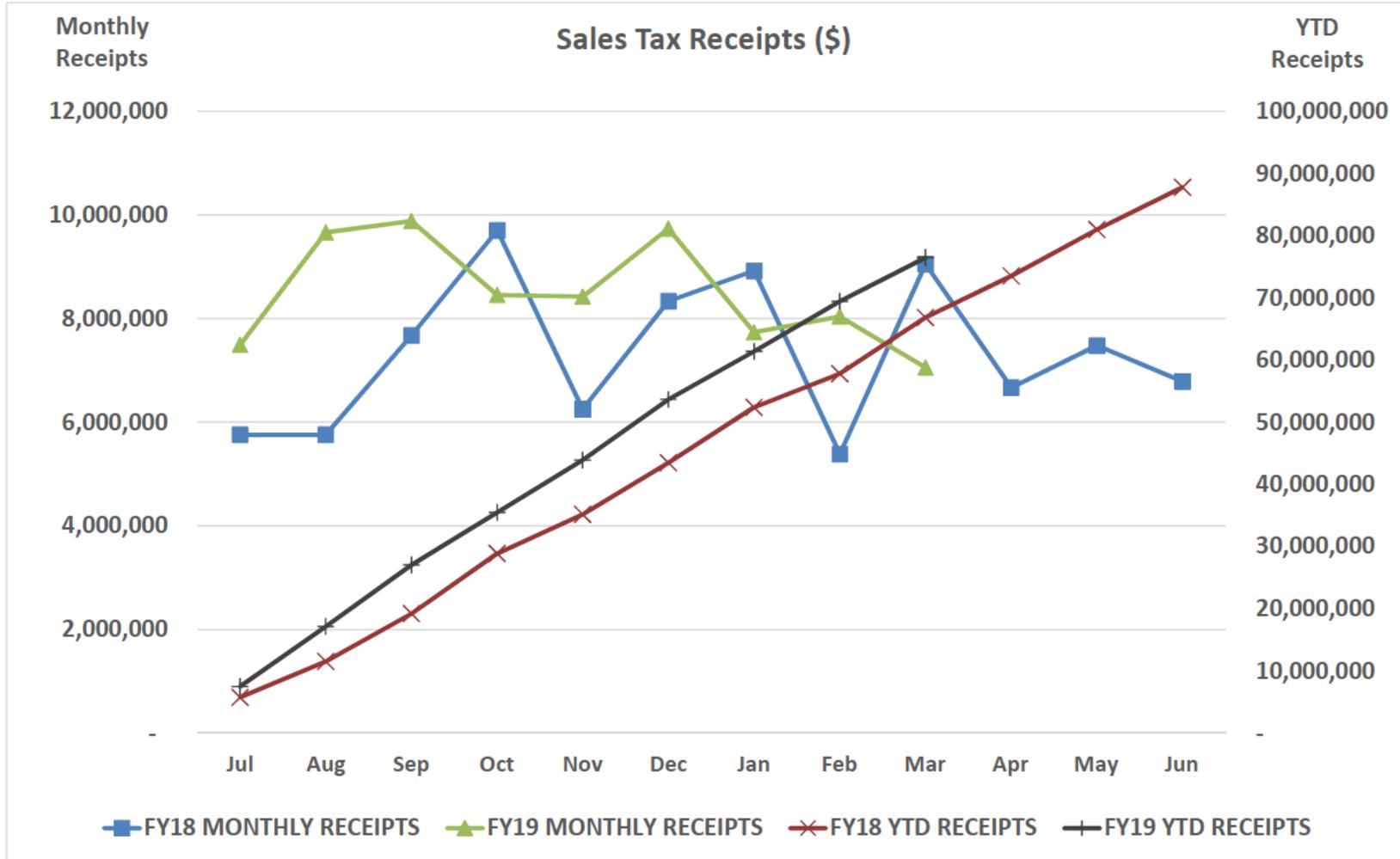
BUDGET AMENDMENTS

	Amount	Line Item		Description
May-19				No Budget Amendments for May 2019
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2019
MAY 2019**



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

	FY18	FY19		FY18	FY19	
	MONTHLY	MONTHLY	Monthly	YTD	YTD	YTD
	RECEIPTS	RECEIPTS	% Change	RECEIPTS	RECEIPTS	% Change
July	\$5,760,900	\$7,491,211	30%	\$5,760,900	\$7,491,211	30%
August	5,760,900	9,665,751	68%	11,521,800	17,156,962	49%
September	7,681,200	9,885,148	29%	19,203,000	27,042,110	41%
October	9,703,262	8,456,110	-13%	28,906,262	35,498,220	23%
November	6,251,900	8,425,556	35%	35,158,162	43,923,776	25%
December	8,335,800	9,739,351	17%	43,493,962	53,663,127	23%
January	8,923,166	7,734,915	-13%	52,417,128	61,398,042	17%
February	5,386,100	8,037,354	49%	57,803,228	69,435,396	17%
March	9,054,287	7,057,158	-22%	66,857,515	76,492,553	17%
April	6,671,548			73,529,063		
May	7,480,942			81,010,005		
June	6,786,910			87,796,915		
Totals	<u>\$87,796,915</u>	<u>\$76,492,553</u>				



MEMORANDUM

BOARD OF DIRECTORS 2019

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

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #7
JULY 10, 2019

Date: July 10, 2019
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

11-Month Summary Ending May 31, 2019

Paratransit Service/Ridership

For the eleven months ending May 31, Paratransit services provided a total of 311,850 trips in FY 2019, which is a decrease of 13,500 trips or 4.1 percent YTD. There have been 448,037 free Paratransit trips on fixed-route buses in FY 2019, a decrease of 21,307 trips or 4.5 percent YTD. Complaints on Paratransit services remain low, especially for RediCoast, which averaged one complaint for every 2,381 trips.

Table with 3 columns: Metric, YTD FY 2018, YTD FY 2019. Rows include On-time Performance goal (90.0%), Redi-Wheels (90.2% vs 90.9%), RediCoast (97.2% vs 97.1%), Complaints per 1,000 trips (Redi-Wheels: 0.71 vs 0.66, RediCoast: 0.62 vs 0.42), Ridership (Paratransit AWR: 1,210 vs 1,160; Total Trips: 325,350 vs 311,850; Free Paratransit trips: 469,344 vs 448,037; Registrants: 8,370 vs 8,080).

SamTrans Paratransit Fleet

Paratransit services are managed and delivered through contracted services with First Transit which provides and maintains a sub-fleet of 13 sedans. SamTrans owns, maintains, and provides 70 Paratransit vehicles for First Transit. Supplementing those vehicles, First Transit subcontracts with a local Taxi provider who uses up to 52 vehicles during peak service. RediCoast services are provided through a separate contract with MV Transportation which owns, maintains and operates 11 Paratransit vehicles along the coast and across the hills to the bayside. The 11 vehicles serving the coastal area are also utilized to provide on-demand non-Paratransit rural service.

Fixed-route Bus Service/Ridership

For the eleven months ending May 31, the fixed-route bus service provided a total of 9,850,020 trips, which is a decrease of 435,530, or 4.2 percent in FY 2019 for the same time period compared to FY 18. Year to date, there have been 629 schedules that did not operate (DNO), which is a 4.1 percent improvement from FY 2018. The fixed route bus service OTP is 79.0 percent, despite a 0.3 percent improvement in District operated services the overall system on-time performance remains below the goal of 85.0 percent.

Ridership	<u>YTD FY 2018</u>	<u>YTD FY 2019</u>
• AWR	36,890	35,360
• Total Trips	10,285,550	9,850,020

On-time Performance goal is 85%:

• Directly operated service	81.3%	81.6%
• Contracted bus service	75.2%	71.3%
• Coastside service	79.1%	75.8%
• Combined service	79.8%	79.0%

Trips that Did Not Operate (DNO)	655	629
Complaints per million trips	172	182

Maintenance Department

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

	<u>YTD FY 2018</u>			<u>YTD FY 2019</u>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	5,391,759	208	25,922	5,699,767	202	28,217
Paratransit	1,471,915	33	44,603	1,323,547	29	45,640

Bus Transportation Services

June 12, 2019: 60-foot New Flyer displayed at Central Headquarters for the Town Hall meeting.

July 10, 2019: 60-foot New Flyer on display at Central Headquarters for the SamTrans Board of Directors meeting.



Human Capital Investment

	<u>YTD FY 2018</u>		<u>YTD FY 2019</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	9,950	1,244	21,960	2,745
Part to Full-time Bus Operator	1,832	229	372	47
Proterra training	0	0	242	30
DMV mandated training	1,624	203	2,316	289
Bus Operator retraining	973	122	1,426	178
Maintenance training	6,825	853	6,616	827
First Aid, CPR/AED, other	0	0	240	30
Professional Development	<u>688</u>	<u>86</u>	<u>412</u>	<u>52</u>
Total Hours	21,892	2,737	33,584	4,198

Transit Operations Training hosted a National Transit Institute Assault Awareness and Prevention for Transit Operators “Train the Trainer”. Attendees included Monterey Salinas Transit District (MSTD), Central Contra Costa Transit Agency (CCCTA), District Transit Police, and SamTrans Safety Team.

Transit Operations Training and Safety & Risk Management hosted a 5-day national Transportation Safety Institute Rail Accident Investigation Class attended by participants throughout the United States and South Korea.

SamTrans Fixed-route Bus Fleet

SamTrans owns a fleet of 312 fixed route buses, of which 223 buses are maintained and directly operated, 79 buses are maintained and operated by the District’s contractor, MV Transportation. SamTrans holds 10 buses in contingency which will be replaced with battery electric buses (early 2020) to test, evaluate, and launch SamTrans fleet conversion to zero emission buses. The oldest sub-fleet in SamTrans fleet are the (55) 2001 NABI 60-foot articulated bus. These articulated buses are currently being replaced with New Flyer’s clean diesel low-floor articulated buses; it is expected that these will be the last clean diesel buses purchased by SamTrans.

Dumbarton Express

Six partner agencies support the Dumbarton Express: AC Transit (the managing agency), BART, Caltrain, SamTrans, Union City Transit, and VTA. Dumbarton Express local fares and passes were adjusted commencing on Monday, July 1st. The Transbay fares and the Clipper discounted fare remained unchanged; however, the Adult Cash Fare increased from \$2.35 to \$2.50. The Youth 31-Day Pass fare increased from \$30 to \$34, while the Adult 31-Day Pass fare remained unchanged.

Miles App Rewards Program Pilot

SamTrans and Caltrain have partnered with Miles to offer riders unique rewards for riding SamTrans or Caltrain. Miles is a rewards platform and mobile application that was soft-launched in July 2018. Available on iOS and Android, Miles allows anyone with a smartphone to earn miles as they travel. To date, Miles users have traveled more than 375 million miles, redeeming over 55,000 rewards, with an average value of \$20 per reward. More than 125 brands offer exclusive rewards through the platform such as Amazon and Starbucks. Other rewards include tickets to local events and special offers from local retailers and merchants.

SamTrans Digital Communications (Social & Web)

	<u>YTD FY 2018</u>	<u>YTD FY 2019</u>
Impressions	4,830,997	6,587,109 (Facebook, Twitter, Instagram, LinkedIn, etc.)
Interactions	71,487	111,505
New Followers	1,140	1,348
Website Sessions	1,610,895	1,629,798



AGENDA

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

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

WEDNESDAY, JULY 10, 2019 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of June 5, 2019
3. Appointment of Scott Johnston, Representing Multimodal Riders, to the Citizens Advisory Committee

INFORMATIONAL

4. Accessibility Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Mobility Management Report: Bus Servicing and Maintenance
8. Multimodal Ridership Report – May 2019
9. Adjourn

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
JUNE 5, 2019**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Powell, P. Ratto, C. Stone (arrived at 2:40 pm), C. Groom

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

CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 2:28 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 1, 2019

Motion/Second: Fraser/Powell

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

Absent: Matsumoto, Pine, Stone

ACCESSIBILITY UPDATE

Tina Dubost, Manager, Accessible Transit Services, announced that her team was attending the San Mateo County Fair on Senior Day to promote their services to seniors, veterans, and people with disabilities.

PARATRANSIT COORDINATING COUNCIL UPDATE

Mike Levinson from PCC noted various events, including an East Palo Alto tabling event on emergency preparedness. He said they had their biannual retreat on May 14.

CITIZENS ADVISORY COMMITTEE UPDATE

Committee Chair Guilbault introduced CAC member John Baker, who provided highlights of the May 29 SamTrans CAC meeting.

MULTIMODAL RIDERSHIP REPORT – APRIL 2019

David Olmeda, Chief Operating Officer/ Bus, reported on the monthly statistics. He said they would restore the 15-minute headway in June.

Director Josh Powell asked if further improvement of the headway was possible. Mr. Olmeda said they wanted to avoid bunching of buses and that they were looking for the best area to increase frequency.

Director Peter Ratto said he has been seeing more riders on the ECR Rapid, while the regular ECR buses seem crowded. Mr. Olmeda said the ECR route is robust.

Director Charles Stone arrived at 2:40 pm

Committee Member Ron Collins asked about the social media rating; Mr. Olmeda said he would get back to him.

Director Charles Stone asked if the 81 percent of April ridership losses could be attributed to start-up of the express bus service. Mr. Olmeda listed the ridership losses for various routes. Director Stone asked why the District is losing ridership on what should be the most robust routes. Mr. Olmeda said that the headway was going to 15 minutes.

Director Josh Powell asked how SamTrans mobile digital metrics were reported for April. Seamus Murphy, Chief Communications Officer, said he would get back to him before the end of the meeting.

QUARTERLY DASHBOARD REPORT – JANUARY-MARCH 2019

Mr. Olmeda gave highlights from the Dashboard.

Director Powell asked operating costs in relation to ridership. He asked if there were other things that could be done in conjunction with C/CAG and the cities on El Camino Real to speed bus traffic.

ADJOURN

The meeting adjourned at 2:52 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

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

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

In May, the PCC held a biennial retreat. Minutes from the retreat are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

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

Minutes of April 9, 2019 Meeting

ATTENDANCE: Members: Susan Capeloto, Dept. of Rehabilitation; Monica Colondres, Community Advocate; Dinae Cruise, Vice Chair; Tina Dubost, SamTrans; Judy Garcia, Consumer; Barbara Kalt, Rosener House; Nancy Keegan, Sutter Health/Senior Focus; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Alex Madrid, CID/Education Chair; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer; Carmen Santoni, Catholic Charities; Marie Violet, Dignity Health; (Member attendance = 13/16, Quorum = Yes)

Guests: Kathi Minden, Rosener House; David Scarbor, SamTrans; Henry Silvas, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Patty Talbott, First Transit/Redi-Wheels; Larissa Vasserman, Consumer; Richard Weiner, Nelson\Nygaard
Absentees: Valerie Campos, Vista Center for the Blind and Visually Impaired

WELCOME/INTRODUCTIONS:

Ben McMullan called the meeting to order at 1:35pm. The meeting started with each attendee introducing themselves.

APPROVAL OF MARCH MINUTES:

A motion to approve the March minutes was made by Mike Levinson and seconded by Sandra Lang. The minutes were approved.

Chair Ben McMullin acknowledged the contributions of Barbara Kalt who is leaving the PCC after 26 years. He thanked her for her strong advocacy and support over the years and her guiding influence on the council. Everyone agreed that she will be much missed and wished her well in the future.

COMMITTEE REPORTS:

A. POLICY ADVOCACY & LEGISLATIVE COMMITTEE (PAL)

Mike reported that there was a meeting on April 9th at 11:30am. The discussions included:

- An update by Jessica Epstein and Ryan McCauley on various pieces of legislation.
- Upcoming proposed fare changes

B. GRANT/BUDGET REVIEW

Barbara Kalt advised there were no updates. Nancy Keegan will take over chairing this committee.

C. EDUCATION COMMITTEE

Alex distributed a list of outreach events and asked PCC members to sign up if they were able to assist. The next meeting is on May 3rd.

D. EXECUTIVE COMMITTEE

Ben reported that at the April 2nd meeting they discussed the retreat and creating an outline of the agenda. He is arranging an ERC meeting with Tina.

PRESENTATION: SamTrans' New Mobility Resource Center

Ronny Kraft spoke to the group about the Center's website (<http://www.peninsularides.com>) and call-in assistance. The Resource Center provides information about transportation options on mobility for older adults and people with disabilities and includes information on public and private services in the county. It provides both information and assistance. The person you speak to can help find the best options and they can forward you directly to a service. They are measuring the site usage on Google analytics and monitoring the number of calls received. Plus, users are asked to take a brief survey after each call.

The hours are 7am – 7pm, Monday to Friday; 8am -5pm, Saturday and Sunday.

Ronny agreed to come back at a future meeting to share updates.

OPERATIONAL REPORTS

Tina reported that SamTrans is proposing fare changes but that these will not affect paratransit fares. There will be meetings in May and June with a public hearing at the July SamTrans Board meeting. Scott McMullin asked if there was a low income fare; there is not but the fare is low at \$2.25 and riders can get monthly passes or a day pass that reduces the fare. Alex mentioned that there is an RTC card that gives people with disabilities the ability to ride for half fare.

PERFORMANCE SUMMARY

Ridership is down from 24,444 in February 2018 to 23,029 in February 2019. Average weekday ridership is also down 4.9%, from 1,052 to 951. There was a decrease in demand trips but an increase in agency and subscription trips. Taxi usage was 36.9% of total trips. On time performance was 92%. Productivity is high at 1.83 passengers per hour. Average telephone time for reservations was 1.37 minutes.

COMMENT STATISTICS REPORT

There were 25 compliments; 9 policy and 23 service-related complaints. The response time was good at 3.2 days.

SAFETY REPORT

Patty reported that there were 11 incidents in March; five were preventable and all were minor.

LIAISON REPORTS

A. Coastside Transportation Committee

Tina reported that there was a meeting on March 14th. Marina Fraser is the new SamTrans Board Member representing Coastside and the new executive director is Sandra Winter.

B. Agency

Barbara Kalt said that nothing had been scheduled. Nancy Keegan agreed to chair the committee following Barbara's departure.

C. ERC

Mike reported that an ERC meeting is being arranged with Tina.

D. Commission on Disability

Ben reported CoD has a date for the focus group for IHSS recipients for April 30th, 1-3pm, in South San Francisco, City Council Chambers. There will be IHSS workers there although only consumers are in the discussion.

E. Center for Independence of Individuals with Disabilities (CID)

Alex reported that they had a chamber mixer. They are doing a survey of available housing. The Peninsula Health Care District has a Board meeting scheduled on April 25th in the Burlingame City Hall-Chambers; Town Hall meetings are scheduled for June 24, September 23, and December 3 in the Burlingame Library.

F. Commission on Aging

Scott reported that the CoA general meeting was April 8th and the topic was "Seniors in Poverty." Justice in Aging reports that 10% of seniors live below the federal poverty level and almost 50% are "economically vulnerable" – just one event from being homeless. California is worse than nationwide statistics. On May 12th, there will be a "Commission on Aging" report. The next transportation committee meeting is on second Thursday of the month, at 3pm, at the County Health Building in Redwood City.

Other Business

There will be a New Beginnings Coalition meeting on April 16th, from 9-11am, in Belmont. At the last meeting, there was a talk about the 2020 census.

Dinae reported that Mike Levinson received a service award from the NAACP.

Nancy Keegan thanked Talib and Serra Cab for their help in organizing rides for the Senior Focus Foster Grandparent Program, National Service Criminal History Check compliance – transportation to/from fingerprinting appointments. It was much appreciated by everyone.

The meeting was adjourned at 2:55pm.

Next meeting will be a retreat on Tuesday, May 14th, 2019 at the Millbrae Library from 10am-2:30pm.

SamTrans Citizens Advisory Committee Update
May 29, 2019 Meeting

Jessica Epstein, Government and Community Affairs Officer, gave a presentation on the TA Strategic Plan 2020-2024 outlining the core principles plus outreach strategies.

Margo Ross, Director of Bus Transportation, updated the members on previous requests and provided service performance highlights.

During the CAC member comments/requests session, various members provided valuable input and comments and had questions and concerns regarding: more bus shelters needed in East Palo Alto, buses on certain routes departing earlier than scheduled, new bus bench requests, and commendations for bus operators.

**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: BUS SERVICING AND MAINTENANCE**

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 on the servicing and maintenance of the SamTrans bus fleet.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on Fixed-route ridership and performance.

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: Bus Acceptance

Community Relations Committee

July 10, 2019

Item #7

Bus Maintenance

- Staffing
- Fleet Inventory
- Preventive Maintenance Program
- Preventive Maintenance KPI's
- Bus Acceptance Program

Staffing

	<u>Fixed Route</u>	<u>Paratransit</u>	<u>TVMs</u>
	FTEs	FTEs	FTEs
Mechanic A	33	2	1
Mechanic B	13	3	5
Mechanic C	6	2	
Utility Worker	23	6	
Storeskeeper	7		
			Total 101*

* Bus Maintenance Represented Employees Only. Excludes management and all other support staff from other internal departments

Fleet Inventory (Fixed Route)

Quantity	Year	Make	Length (ft.)	Avg. Miles (LTD)
55*	2002	NABI	60	404,000
91	2009	Gillig LF	40	261,000
40	2009	Gillig LF	35	245,000
4	2009	Gillig	29	308,000
25	2013	Gillig Hyb	40	164,000
4	2013	Gillig	29	195,000
21	2014	Gillig LF	40	145,000
12	2014	Gillig LF	29	78,000
50	2017	Gillig LF	40	50,000
2	2019	Proterra	40	
*Pending				
55	2019	New Flyer	60	
8	2020	Proterra	40	

Preventive Maintenance Program

- SamTrans' Preventive Maintenance Program is outlined through Standard Operating Procedures (SOP):
 - M-17 Preventive Maintenance (per subfleet)
 - M-12 Minor "A" Inspection (safety and environmental)
 - M-10 Maintenance Calibration Procedures (tooling)
- On-time PMI completion
 - FTA's state of good repair on-time compliance requires 80% of scheduled PMIs

Bus Maintenance KPI's

- PMI's – 95% On-time, Criteria +/- 500 miles of PMI interval (YTD 100%)
- Buses Out of Service Awaiting Parts – less than 2% of the fleet (YTD 0.92%)
- Inventory Variance – less than 2% (YTD 0.04% or \$634 on \$1.5M inventory)
- Average Miles Between Service Calls (MBSC) – 25,000 miles/month (YTD 28,217 miles)

Bus Maintenance KPI's

- Miles Between Service Calls

<u>Fiscal Year</u>	<u>Miles</u>	<u>Service Calls</u>	<u>Average Miles Between Calls</u>
2015	5,637,449	223	25,280
2016	5,993,556	217	27,620
2017	5,961,779	204	29,224
2018	5,875,691	227	25,844
2019	5,699,767	202	28,217

* District serviced vehicles only. FY 2019 YTD as of May 31, 2019

Bus Maintenance KPI's

- Safety – hours worked without industrial injury, i.e. NB 40,000 hrs/yr, SB 35,000 hrs/yr (NB 2 injuries, SB 0 injuries)
- Preventable Accidents (YTD 0 preventable accidents)
- CHP Terminal Inspection – maintain Terminal Inspection Certification through compliance of California's Code of Regulations (CCR, Title 13)

Bus Acceptance Program

- **Bus Post Delivery Inspection (PDI):**
 - Inspections and operational checks on the bus structure, systems, and sub-systems
 - Software and firmware (engines, transmission, HVAC, etc.)
 - Discrepancies are documented and repaired prior to acceptance.
 - Road tests and fluid changes (as required)
 - PDI's are performed by Bus Manufacturer Field Service Technicians (FSTs), System Vendors (i.e. Thermo King, Voith, Cummins, Apollo), and SamTrans' acceptance team

Bus Acceptance Program

- Electronic Component Installation, Configuration, and Validation:
 - Remove existing electronic equipment such as radios, fareboxes, and Clipper; transfer to new bus
 - Other Intelligent Transportation System (ITS) that require configuration, activation, and operational checks – OrbStar, GPS, CAD/AVL, On board Cameras, Destination Signs, Wi-Fi, Doors, etc.
 - Determine placement of equipment to optimize passenger and operator ergonomics

Bus Acceptance Program

- Integration Into District's Asset Management Systems:
 - Creation of a bus procurement folder for each bus
 - Acceptance Documentation (First article inspection, certificate of origin, resident inspector sign-off report, Buy America Certification, serialized component list)
 - Tariff Weight Slip
 - Title and Registration
 - Obtain DMV registration
 - Inclusion into asset inventory (Finance) and vehicle insurance (Risk Management)

Bus Acceptance Program

- Integration Into District's Asset Management Systems (continued):
 - Vehicle profile entered into SPEAR system
 - Vehicle and system's warranty tracking (SPEAR and PeopleSoft)
- Review the service check list for sign-off, acceptance, and payment

Bus Acceptance Program

- Prior to Revenue Service
 - Complete equipment familiarization for maintenance and transportation
 - Training provided by bus manufacturer, and sub-system OEMs
 - Finalize Preventive Maintenance Inspection (PMIs) schedules and documents
 - Vehicle serviced, detailed, and made ready for revenue service
 - Add cards, placards, and route schedules
 - Release 5-10 buses into revenue service

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – MAY 2019**

ACTION

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

SIGNIFICANCE

The average weekday ridership across all modes decreased by 2.6 percent in the month of May 2019 compared to May 2018. The performance of the specific modes is as follows: average weekday ridership for Bus (-2.8%), Paratransit (-4.2%), Shuttles (-6.0%), Caltrain (-2.0%), and BART (-2.5%).

The month of May 2019 had 22 weekdays, similar to May 2018. Total ridership across all modes for the month of May declined 3.0 percent. The performance of the specific modes is as follows: monthly ridership for Bus (-2.9%), Paratransit (-4.2%), Shuttles (-6.0%), Caltrain (-2.0%), and BART (-3.8%).

On May 6, SamTrans launched the SamTrans OnDemand service to replace the FLEX service in Pacifica's Linda Mar neighborhood. OnDemand service provides greater flexibility through technology for the riding public to schedule their rides. The door-to-door service, in its initial launch, has received a positive reception from students and seniors.

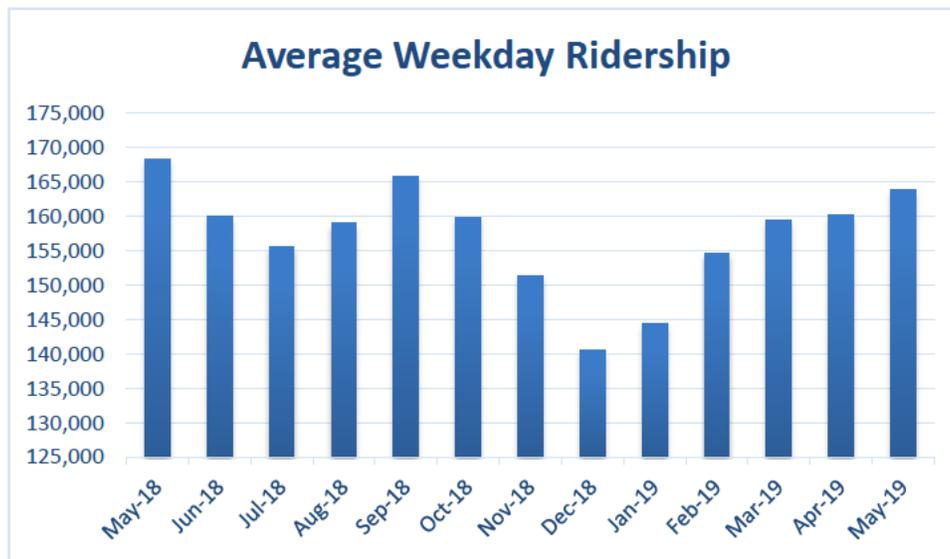
AVERAGE WEEKDAY RIDERSHIP (AWR): May 2019 compared to May 2018

**Table A
Average Weekday Ridership**

May 2019 Average Weekday Ridership				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	40,590	37,980	36,920	-2.8%
Paratransit	1,270	1,200	1,150	-4.2%
Shuttles	11,920	12,070	11,350	-6.0%
Caltrain	61,140	69,760	68,330	-2.0%
Total	114,920	121,000	117,750	-2.7%
BART Extension (No Daly City)	48,170	47,360	46,190	-2.5%
Grand Total	163,090	168,360	163,940	-2.6%
Weekdays	22	22	22	

May 2019 Year-to-date				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	39,150	36,890	35,360	-4.1%
Paratransit	1,230	1,210	1,160	-4.1%
Shuttles	12,220	11,770	11,370	-3.4%
Caltrain	59,280	63,080	62,200	-1.4%
Total	111,880	112,950	110,080	-2.5%
BART Extension (No Daly City)	48,560	47,070	45,830	-2.6%
Grand Total	160,440	160,020	155,910	-2.6%

**Chart A
Grand Total Average Weekday Ridership (for the last 12 months)**



MONTHLY TOTAL RIDERSHIP: May 2019 compared to May 2018

**Table B
Total Monthly Ridership**

May 2019 Total Monthly Ridership				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	1,052,730	985,490	956,490	-2.9%
Paratransit	31,720	30,360	29,090	-4.2%
Shuttles	269,230	271,770	255,440	-6.0%
Caltrain	1,654,730	1,652,050	1,618,830	-2.0%
Total	3,008,400	2,939,680	2,859,840	-2.7%
BART Extension (No Daly City)	1,244,020	1,220,510	1,174,150	-3.8%
Grand Total	4,252,420	4,160,190	4,033,990	-3.0%
Weekdays	22	22	22	

May 2019 Year-to-date				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	10,918,940	10,285,550	9,850,020	-4.2%
Paratransit	330,370	325,350	311,850	-4.1%
Shuttles	2,855,950	2,760,310	2,680,260	-2.9%
Caltrain	16,994,530	17,160,980	16,895,820	-1.5%
Total	31,099,800	30,532,180	29,737,950	-2.6%
BART Extension (No Daly City)	13,244,030	12,848,170	12,417,500	-3.4%
Grand Total	44,343,830	43,380,350	42,155,450	-2.8%

**Chart B
Grand Total Ridership (for the last 12 months)**



ADDITIONAL BUS RIDERSHIP INFORMATION: May 2019

Table C illustrates the number of riders by fare category for May 2019, 2018 and 2017. The last column represents the motor bus total ridership for the 2019 calendar year (YTD). Ridership numbers do not include Dumbarton Express ridership and the rural demand-response service.

**Table C
Bus Riders by Fare Category**

Fare Category	May 2017	May 2018	May 2019	2019 Calendar Year-to-Date
Adult	528,629	481,944	474,203	2,203,822
Youth	263,739	251,335	233,327	1,024,387
Eligible Discount	256,868	248,893	245,656	1,147,659
Total	528,629	481,944	953,186	4,375,868

**Table D
SamTrans Bus Ridership Summary**

By day type:	Total Riders	Average Daily Riders
Weekdays	808,973	36,772
Saturdays	72,030	18,007
Sundays	56,747	14,187
Holiday(s)	15,436	15,436
Total	953,186	30,748

AWR and OTP STATISTICS: May 2019

Table E statistics does not include Dumbarton Express.

Average Weekday Ridership (**AWR**) – is calculated by taking the total number of daily riders (Monday through Friday) and dividing by the number of weekdays in that month.

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 5.00 minutes. A route is considered early if it departs 30 seconds ahead of schedule.

Table E
Bus AWR and OTP Statistics

		AWR	OTP
May	2018	37,829	78.47%
June	2018	33,156	78.58%
July	2018	30,493	80.80%
August	2018	35,620	78.94%
September	2018	40,348	77.76%
October	2018	38,960	76.97%
November	2018	34,043	78.93%
December	2018	33,596	77.31%
January	2019	33,782	80.28%
February	2019	32,987	78.89%
March	2019	35,789	78.49%
April	2019	33,928	80.29%
May	2019	36,772	79.97%

SAMTRANS PROMOTIONS: May 2019

Summer Youth Pass – The SamTrans Summer Youth Pass (SYP) went on sale May 21. The \$40 pass is a great value for youth (18 and younger) looking to travel on any SamTrans route from June until the end of August. The SYP can be purchased online, by mail, and at the Central Ticket Office. This year, it is also available on our new SamTrans Mobile App. The communication plan included a news release, organic social media posts cross all channels, a video starring SamTrans Youth Mobility Ambassadors, an e-blast (email), printed take-ones placed onboard buses and distributed to community centers, and vinyl banners at the Central Ticket Office, Carlmont High School and Tierra Linda Middle School. In addition, three 30-second commercials aired on Comcast Spotlight linear and digital networks (TV) targeting San Mateo County and San Francisco County parents and youth. Also included in the advertising campaign were door entrance/escalator wraps/display ads at the Shops at Tanforan, a printed ad in the Half Moon Bay Special Review, geo-targeted ads on Facebook and Snapchat, Google “key word” Search Engine Marketing (SEM) and a Google App Campaign. The Summer Youth Pass will continue to be on sale through July 15.

Partnerships – Marketing staff works with event organizers to collaborate and co-promote bus ridership and also provide added value for current SamTrans customers. These in-kind trade promotions include logos on collateral material, event website and social media. SamTrans partnered with Maker Faire held at the San Mateo Event Center from May 17-19. Communications to promote the event included partner list on the go.samtrans website, news release/blog, “Getting to the Thing” vlog, organic social media posts and interior ad cards. District staff also hosted a table at the event to promote SamTrans service and showcase the new SamTrans Battery Electric Bus.

Youth Marketing Outreach Highlights

Coastside Community Preparedness Day - (May 4) SamTrans tabled at this community event to provide information about our fare and services, Clipper card and SamTrans Mobile App. Attendees were able to trip plan, engage with employees and received information about upcoming fare changes. There were 400 attendees, and 96 interactions at our table.

SamTrans On Demand Outreach to Terra Nova High School Students - (May 6 - 8) With the launch of SamTrans On Demand, outreach staff assisted students with downloading the app and booking rides. There were 250 attendees, and 126 interactions at our table.

SamTrans Youth Ambassador Last Meeting - (May 8) The Youth Ambassadors met one last time to reflect-on the projects and assigned tasks over the last year.

5-17-19 Maker Faire – SamTrans is an annual sponsor at Maker Faire. This year, SamTrans tabled the event and displayed the new Battery Electric Bus. Attendees were invited on the bus, where special features were pointed out, including USB charging and Wi-Fi. There were 4,000 attendees, and 245 interactions at our table.

Coastside Youth Summit - (May 31) SamTrans attended the event held at Cunha Middle School in Half Moon Bay. Eighth graders were given information about routes 17 and 18, Clipper cards, and the SamTrans Mobile App. There were 350 attendees, and 148 interactions at our table.

SamTrans Digital Metrics - MAY 2019



New Followers

+106

May 19 - 10,798

Apr 19 - 10,692

May 18 - 8,886

Top Tagged Issues

1. OnDemand (21)

2. Electric Bus (4)

3. Complaint (4)

SamTrans.com Sessions

May 19 - 129,194

Apr 19 - 125,991

May 18 - 146,572

Social Engagement

Video Views

17,450 (Apr - 4,234)

Content Impressions

578,476 (Apr - 730,286)

Interactions

15,053 (Apr - 17,415)

SamTrans Mobile - May

Downloads - 1,263 (Apr: 964)

Accounts - 1,162 (Apr: 889)

Orders - 6122 (Apr: 5,803)

Sales - \$17,298 (Apr: \$13,568.00)

Apple Rting - 3.0 - 12 reviews (1 new)

Yelp & FB Rating

2.74 Overall (of 5 stars)

(No May reviews)



@SamTrans



@gosamtrans



@samtrans

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

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



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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

FINANCE COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, JULY 10, 2019 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of June 5, 2019
3. Award of Contract for Battery-Electric Bus Power Infrastructure
4. Adjourn

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

NOTE:

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

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

MINUTES OF FINANCE COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
JUNE 5, 2019

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: R. Collins, R. Guilbault, C. Stone, C. Groom

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

CALL TO ORDER

Committee Chair Peter Ratto called the meeting to order at 2:52 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 1, 2019

Motion/Second: Guilbault/Stone

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

Absent: Matsumoto, Pine

ADOPTION OF FY 2020 OPERATING AND CAPITAL BUDGETS

Derek Hansel, Chief Financial Officer, gave a presentation on changes to the budget since the May Board meeting. He noted that there was more sales tax revenue than anticipated.

Director Ron Collins asked about the source of the sales tax. Mr. Hansel said it is from the one half cent sales tax passed in 1981 plus Measure W funds. Director Collins asked about CalPERS (California Public Employees Retirement System) liability. Mr. Hansel said that the pension liability was \$66 million. Jim Hartnett, General Manager/CEO, said he would get back to him about OPEB (Other Post Employment Benefits).

Director Collins asked about additional paydowns. Mr. Hansel said they look at different strategies. He clarified that Measure W is effective July 1, with funds becoming available later in the summer/early fall timeframe.

Committee Member Josh Powell asked if sales tax funding was volatile, which Mr. Hansel confirmed. Committee Member Powell asked about diversifying income. Mr. Hansel said it was important to set aside reserves proactively.

Director Rose Guilbault asked about the drop in rental income. Mr. Hansel said it was based on the way the District is allocating costs.

Director Charles Stone commented on funding for paratransit activities.

Motion/Second: Stone/Fraser

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

Absent: Matsumoto, Pine

AUTHORIZE AWARD OF CONTRACT FOR A BUSINESS INTELLIGENCE SOLUTION

Julie Taylor, Director of Contracts and Procurement, talked about the contract terms.

Ryan Hinchman, Manager, Financial Planning/Analysis, gave a presentation that provided a basic explanation of business intelligence (BI).

Director Collins said that he recently became aware of business intelligence and asked how its success would be measured. Olmeda said that they have been working on it for a few years. Mr. Hansel said that it works if it is used to make a decision.

Committee Member Powell said the software would make it easier to compare data from different platforms.

Director Stone thanked Director Powell for his additional explanations of how business intelligence works.

Committee Chair Peter Ratto said it sounded like the District would be able to make headway with different systems being able to talk to one another.

Motion/Second: Stone/Powell

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

Absent: Matsumoto, Pine

ADJOURN

The meeting adjourned at 3:22 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR BATTERY-ELECTRIC BUS POWER INFRASTRUCTURE**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Alex Kushner General, Inc. of San Francisco, California (AKGI), for the total amount of \$650,342 for the battery-electric bus power infrastructure project (Project).
2. Authorize the General Manager/CEO, or his designee, to execute a contract with AKGI in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

SIGNIFICANCE

In 2017, the California Air Resources Board set a state-wide goal of transforming all transit fleets to zero-emissions technology by 2040. The Board-adopted Fiscal Year 2017 (FY2017) Capital Budget included funds for investment in a pilot program to procure, operate, and maintain the San Mateo County Transit District's (District) first set of battery-electric buses (BEBs). In October 2018, the District received two BEBs at the District's North Base facility for initial staff training and service delivery. Power to charge the BEBs is provided by portable generators. This Project will install permanent power and distribution infrastructure to fully support the BEB pilot program, which will expand when eight additional BEBs arrive in early 2020.

BUDGET IMPACT

Funding for this contract, approved in the FY2017 Capital Budget, came from Proposition 1B and the Public Transportation Modernization, Improvement, and Service Enhancement Account Program.

BACKGROUND

An Invitation for Bids (IFB) was advertised in a newspaper of general circulation and on the District's procurement website. A 26 percent small business enterprise (SBE) goal was assigned to the solicitation. Prior to releasing the IFB, extensive outreach for SBEs was conducted using the State of California's Disadvantaged Business Enterprise database. Eleven potential bidders attended the pre-bid meeting and site walk and

four bids were received as follows:

Company	Bid Amount	5% SBE Preference Eligibility	Bid Amount with 5% SBE Preference applied
Independent Cost Estimate	\$936,560.00	Not Applicable	Not Applicable
1. AKGI, San Francisco	\$650,342.00	\$32,517.10	\$617,824.90
2. CIC, Mountain View	\$844,540.00	\$32,517.10	\$812,022.90
3. Becker Electric, Inc., San Francisco	\$1,303,420.00	\$32,517.10	\$1,270,902.90
4. Energy Conservation Options, San Leandro (Found to be non-responsive)	\$766,428.12	\$32,517.10	\$733,911.02

AKGI submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by AKGI is responsive. The bid from AKGI was approximately 30 percent lower than the independent cost estimate. Staff believes the pricing difference is attributable to a competitive market for this type of work. Prior to issuance of this IFB, San Francisco International Airport issued a similar solicitation and the bid amounts were also much lower than the independent cost estimate.

All bidders were given a 5 percent SBE preference based on the lowest bid amount. The ranking of the lowest bidder before and after the SBE preference was awarded remains the same. The bid from Energy Conservation Options was found to be non-responsive as its subcontractors were not registered with the Department of Industrial Relations prior to bid opening.

Staff contacted AKGI's references and confirmed its experience and competency. AKGI has successfully completed projects for the City of Concord, Marin Municipal Water District, and California State University, East Bay. Based upon these findings, staff concludes that AKGI is appropriately qualified and capable of meeting the requirements of the contract and is, therefore, the lowest, responsive and responsible bidder.

Award of this contract will provide the District with a qualified contractor to install the power infrastructure required to operate battery-electric buses. The Project is anticipated to reach substantial completion in October and final acceptance in November 2019.

STRATEGIC INITIATIVE:

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

Procurement Administrator III: Quoc Truong
 Project Manager: Jeff Thomas, Maintenance Contract Administrator

650-508-7732
 650-508-6309

RESOLUTION NO. 2019 -

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

* * *

AWARDING A CONTRACT TO ALEX KUSHNER GENERAL, INC.
FOR BATTERY-ELECTRIC BUS POWER INFRASTRUCTURE
FOR A TOTAL AMOUNT OF \$650,342

WHEREAS, the San Mateo County Transit District (District) issued an Invitation For Bids (IFB) for the installation of battery-electric bus power infrastructure located at the District's North Base facility; and

WHEREAS, in response to the IFB, the District received four bids; and

WHEREAS, staff and Legal Counsel have reviewed the bids and determined that Alex Kushner General, Inc. of San Francisco, California (AKGI) submitted the lowest responsive and responsible bid; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract for the total amount of \$650,342 to AKGI.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District (Board) awards a contract to Alex Kushner General, Inc. of San Francisco, California for the installation of battery-electric bus power infrastructure for a total amount of \$650,342; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with AKGI in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 10th day of July, 2019, by the following

vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2019

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

San Mateo County Transit District Administrative Building
Bacciocco Auditorium – 2nd Floor
1250 San Carlos Avenue, San Carlos, CA

WEDNESDAY, JULY 10, 2019 – 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 June 5, 2019

INFORMATIONAL

3. Reimagine SamTrans Project Update
4. Caltrain Business Plan Update
5. Adjourn

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

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE /
COMMITTEE OF THE WHOLE
JUNE 5, 2019**

Committee Members Present: C. Stone (Committee Chair)

Committee Members Absent: K. Matsumoto, D. Pine

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

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

CALL TO ORDER

Committee Chair Charles Stone called the meeting to order at 3:23 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 1, 2019

Motion/Second: Guilbault/Powell

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

Absent: Matsumoto, Pine

ADOPTION OF SAMTRANS SHORT RANGE TRANSIT PLAN FOR FISCAL YEARS 2019-2028

Daniel Shockley, Senior Planner, gave a presentation on the SamTrans Short Range Transit Plan (SRTP).

Director Josh Powell noted that the stated goal of "Increase fixed-route farebox revenue by 20 percent" was not in previous staff reports, which Mr. Shockley acknowledged.

Motion/Second: Guilbault/Fraser

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

Absent: Matsumoto, Pine

INTRODUCTION TO THE US-101 MOBILITY ACTION PLAN

Millie Tolleson, Principal Planner, gave a presentation on the new US-101 Mobility Action Plan.

Director Ron Collins asked about SamTrans' connection to carpools. Ms. Tolleson said one of the goals was how can SamTrans partner with the whole County and be more accommodating to all potential riders and commuters, e.g., parents dropping their children at school on the way to work.

April Chan, Chief Officer, Planning, Grants/Transportation Authority, responded to a question about the minimum carpool of three persons per vehicle in the express lanes. She said that if

the minimum started at two persons, the carpool lanes would fill up quickly and would not be able to meet the guaranteed 45 mph minimum speed.

ADJOURN

The meeting adjourned at 3:42 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **REIMAGINE SAMTRANS PROJECT UPDATE**

ACTION

No action is required; this is an informational update.

SIGNIFICANCE

At the March 19, 2019 Board retreat, staff outlined the vision and timeline for the upcoming Comprehensive Operational Analysis (COA) known as *Reimagine SamTrans*. Staff has since finalized the scope of work and secured consultant services for technical assistance and project coordination.

Reimagine SamTrans will incorporate a series of tasks that are projected to span the course of eighteen months from study launch until adoption of recommendations; implementation activities are expected to take another six months after recommendations are approved. The study's recommendations will take the form of a *Preferred Alternative*. The *Preferred Alternative* will be framed by service policy guidance set by the Board and ultimately developed after an analysis of existing conditions, rider and non-rider input, market research, operator feedback, public outreach and stakeholder guidance. Implementation of the *Preferred Alternative* is expected to take place by August 2021; however, depending on the results of the study, implementation of the recommendations may be phased in over time.

Staff will provide information via a PowerPoint regarding project inputs, study process, timeline, and project organizational management structure at the July 2019 Board meeting.

BUDGET IMPACT

There is no budget impact associated with this update.

BACKGROUND

A full COA is typically conducted by a transit agency every 5 -10 years. The last COA conducted by SamTrans was completed in 2013 with the SamTrans Service Plan (SSP) effort. Since those recommendations were implemented, ridership trends and market

conditions have dramatically shifted. *Reimagine SamTrans* will take a deep dive into the 2019/20 transit rider market to fully understand where SamTrans fixed route resources need to be placed to maximize ridership and address mobility goals. The study will also identify non-rider markets and recommend new and innovative mobility services.

STRATEGIC INITIATIVE

Overall, *Reimagine SamTrans* is aligned with the vision and goals set forth in the District's Strategic Plan.

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

- **Priority 2:** Strengthen Fiscal Health
 - Goal 1:** Increase fixed-route farebox revenue by 20 percent
 - Goal 2:** Reduce debt service by \$1.5 million annually
 - Goal 3:** Implement existing and new best practices

- **Priority 3:** Become a More Effective Organization
 - Goal 1:** Improve organizational performance
 - Goal 2:** Manage workforce change

Prepared by: Christy Wegener, Director, Planning

650-508-6278

Update on *Reimagine SamTrans*

SamTrans Board of Directors

July 10, 2019

What is a COA?

A COA is an in-depth study of a transit system that is undertaken every 5-10 years.

Reimagine SamTrans is the name of the SamTrans Comprehensive Operational Analysis (COA).

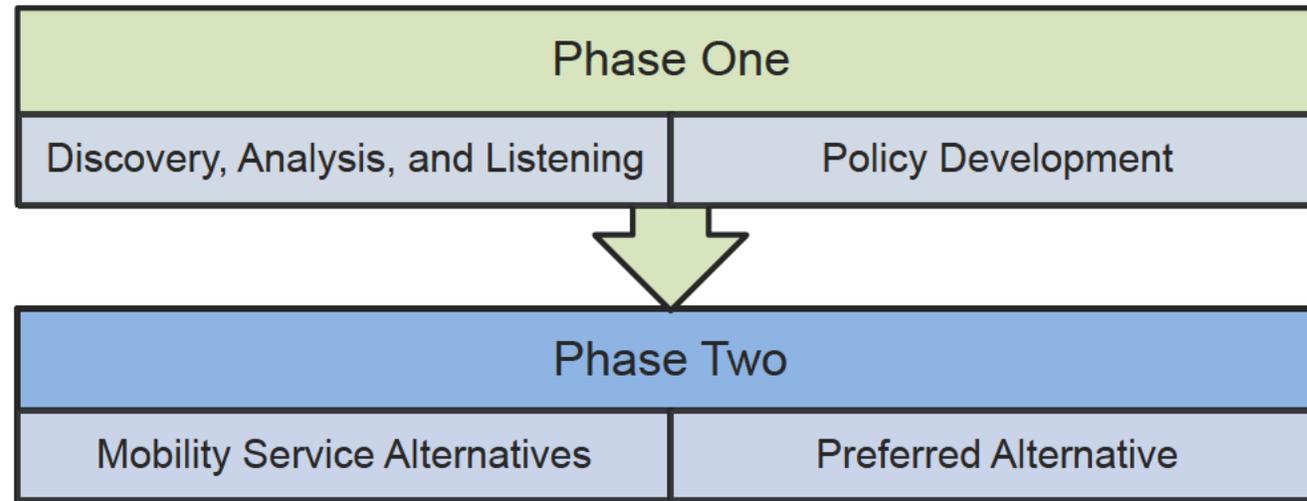
Reimagine SamTrans will...

- Give the District an **updated picture** of the existing operational and ridership conditions for **each route and system-wide**
- Help us **understand the market of traditional bus riders** in San Mateo County, including where they live and work, in order to guide the allocation of fixed-route bus resources
- Help us **understand the market of non-traditional bus riders** in San Mateo County and identify other mobility services that interest them; provide a platform to analyze and **recommend new service models and mobility pilots**
- Recommend **route, network or vehicle size changes** to improve ridership and efficiency
- Require **feedback** from **leadership** and the **community**, as well as **patience, thoughtfulness, and open-mindedness** from all participants.

What does a COA produce?

The final product of a COA is a new SamTrans system – called the *Preferred Alternative*.

A COA has two phases:



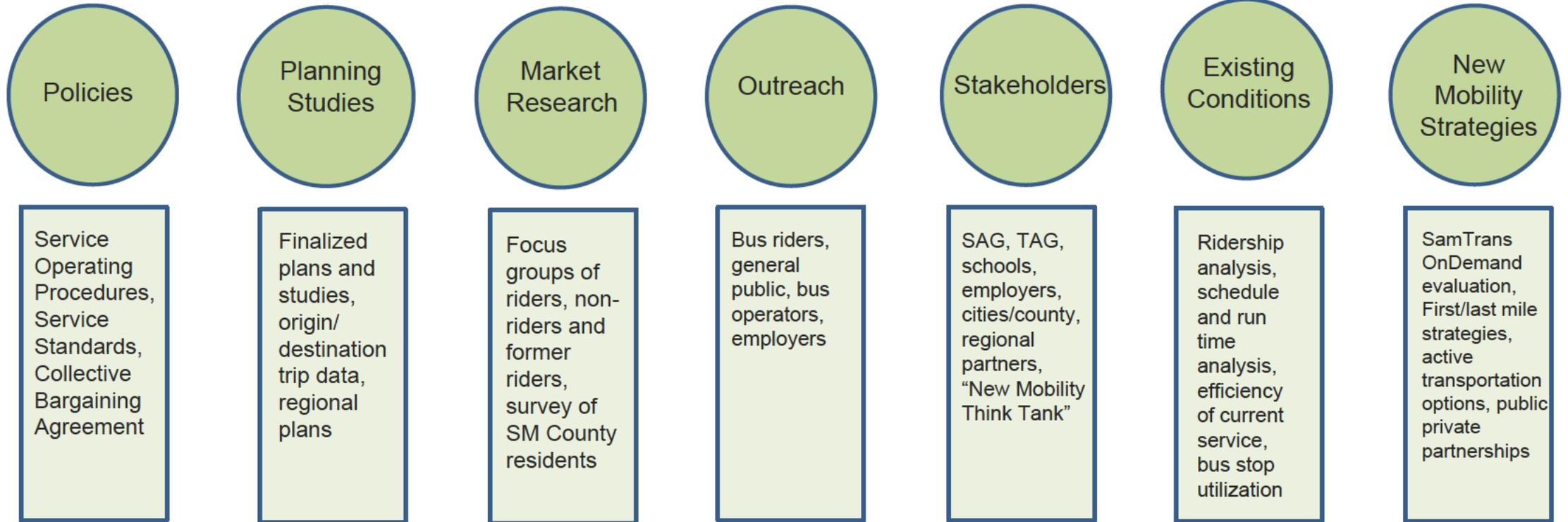
Phase One: Discovery, Learning and Analysis

Phase One will develop an understanding of...

- how the SamTrans system operates today
- the transportation, housing and land use policy and planning context over the next five years
- the mobility options SamTrans riders and non-riders desire



Key Inputs in Phase One



Phase One: Policy Development

Service Policy Framework

How should SamTrans allocate fixed-route bus resources (i.e., coverage vs. productive routes) among route types?



Service Design Guidelines

During and after the COA, how should SamTrans design routes and services in the spirit of the service policy framework?

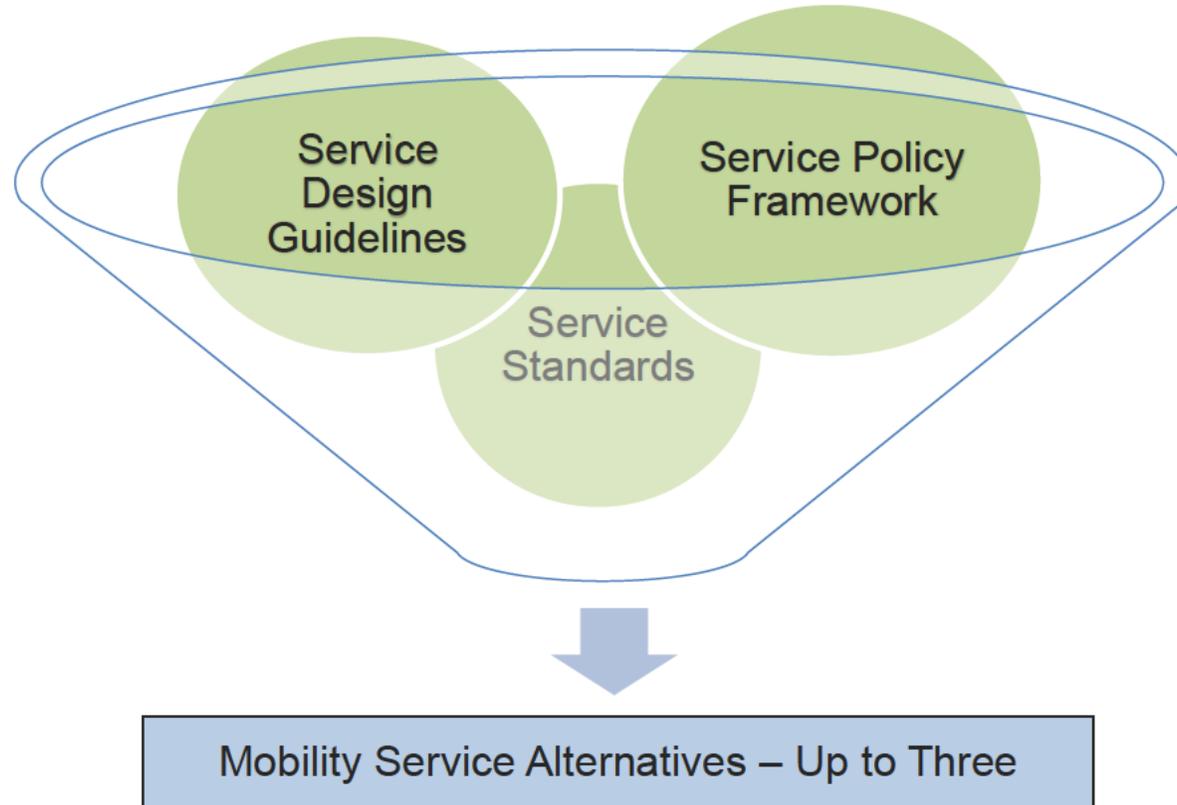


Service Standards

What performance should we expect from our services and how should we measure success?

Phase Two: Mobility Service Alternatives

Phase Two includes the development of up to three mobility service alternatives (i.e., SamTrans systems) by applying the policies developed in Phase One.



Phase Two: Preferred Alternative

Mobility Alternative One



Mobility Alternative Two



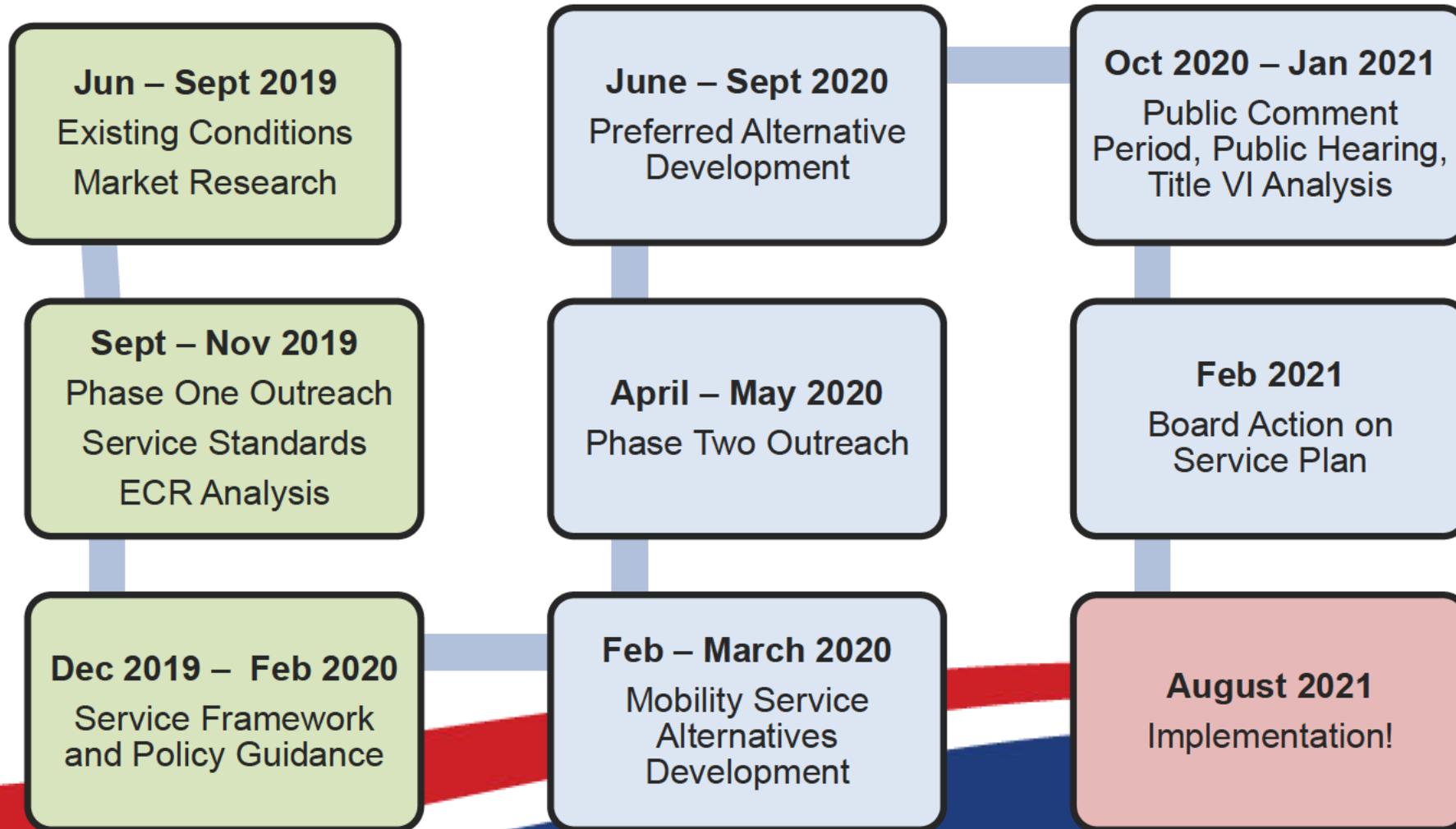
Mobility Alternative Three



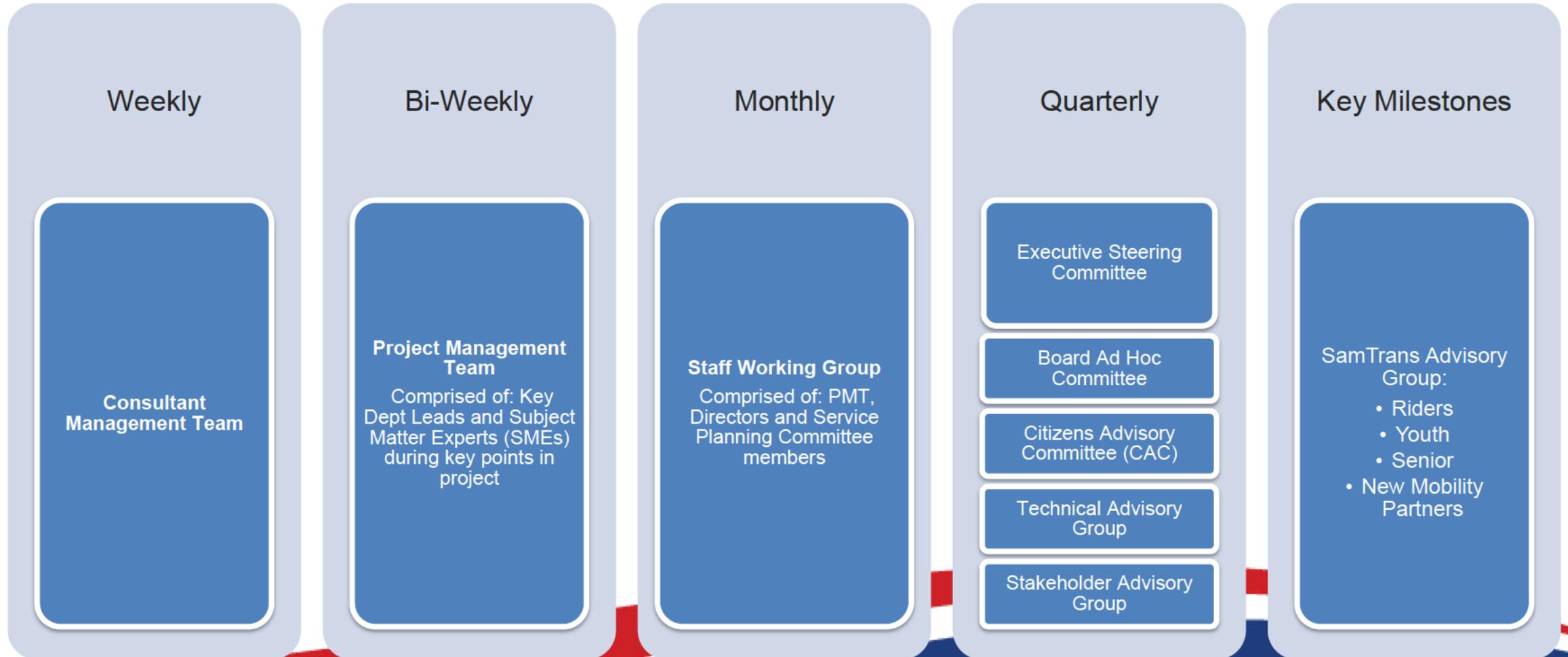
Preferred Alternative

(i.e., new SamTrans Network)

COA Project Flow



Project Management Structure and Meeting Frequency



While *Reimagine SamTrans* is underway...

- Monitor and evaluate SamTrans OnDemand
 - Launched May 2019; evaluation by end of 2019
 - Look for areas where expansion is suitable
- ECR/ECR Rapid service analysis
- Launch Phase I express bus service
 - FCX (Foster City – SF) in August 2019, Palo Alto-Western SF in ~~Spring/Summer~~ January 2020
- Regular and/or ongoing adjustments to schedules to improve OTP
 - School-related adjustments
- Electrification of Fleet
- Implement Transit Signal Priority on El Camino Real
 - Study pinchpoints and opportunity for additional transit priority improvements
- Continue to implement recommendations from Youth Mobility Plan and Plan for Older Adults and People with Disabilities
 - Try Transit to San Mateo Community Colleges
 - Taxi voucher program

Where we need you!

- Your input on Service Policy Framework will help guide the direction of *Reimagine SamTrans*
 - 2020 Board Retreat Focus
- Your promotion and participation in our outreach to listen from current and potential customers
 - First round to be held in September/October

Next Steps

- Kickoff meeting with consultant team
 - June 2019
- Existing conditions and market research
 - Underway
- Quarterly meetings with Board Ad Hoc, Stakeholder and Technical Advisory Groups starting August or September 2019

Questions?

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: San Mateo County Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Michelle Bouchard
Chief Rail Officer

SUBJECT: **CALTRAIN BUSINESS PLAN**

ACTION

Staff recommends the Board receive a PowerPoint presentation providing a quarterly update on Caltrain Business Plan activities and progress.

SIGNIFICANCE

Caltrain staff has prepared a Caltrain Business Plan update describing project activities and progress from July 2018 – June 2019. This update on the Business Plan is an opportunity for interested stakeholders to ask questions about project activities and to provide feedback on the Business Plan.

BACKGROUND

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of new high-performance electric trains. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system.

The initial concept for a Caltrain “Business Plan” was brought to the Caltrain Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain’s interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The final plan is expected to be adopted in Winter 2019-2020.

There is a dedicated project with additional information: www.caltrain2040.org

Prepared By:
Sebastian Petty, Senior Policy Advisor

650.622.7831

Caltrain Business Plan

PROJECT UPDATE – SPRING 2019



What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

Where Are We in the Process?



Electrification is the Foundation for Growth with Plans for More

Website: www.calmod.org



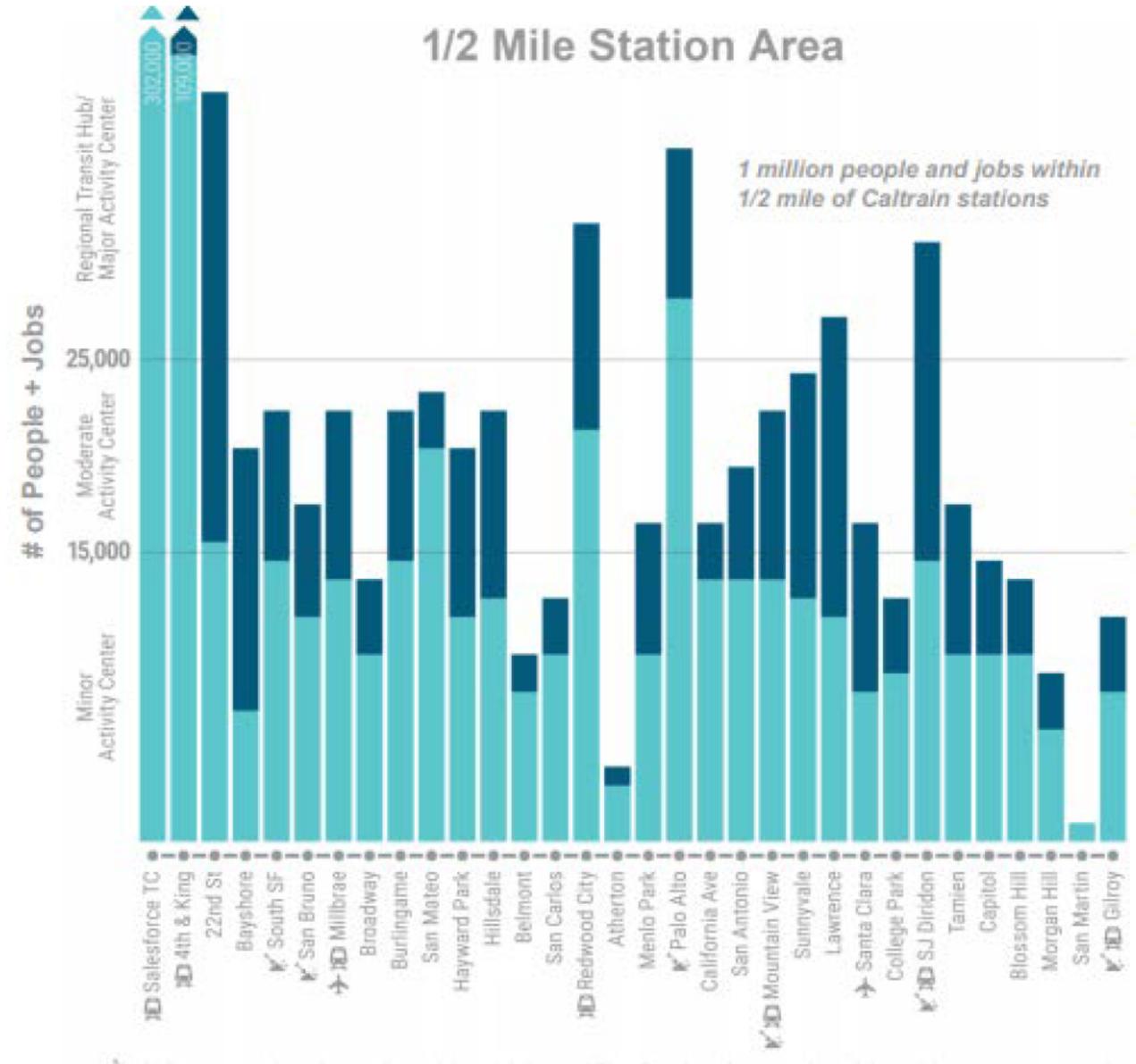
2040 Demand

The Caltrain corridor is growing

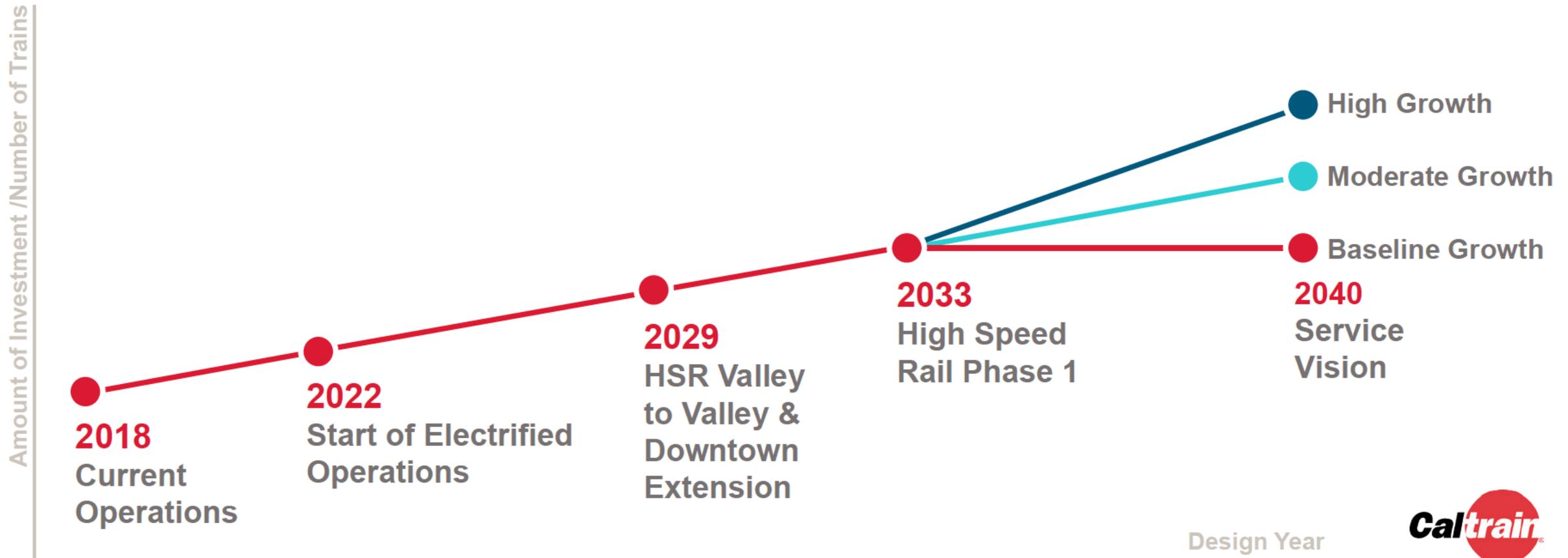
- By 2040 the corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)¹
- 80% growth expected in San Francisco and Santa Clara Counties

Major transit investments are opening new travel markets to Caltrain

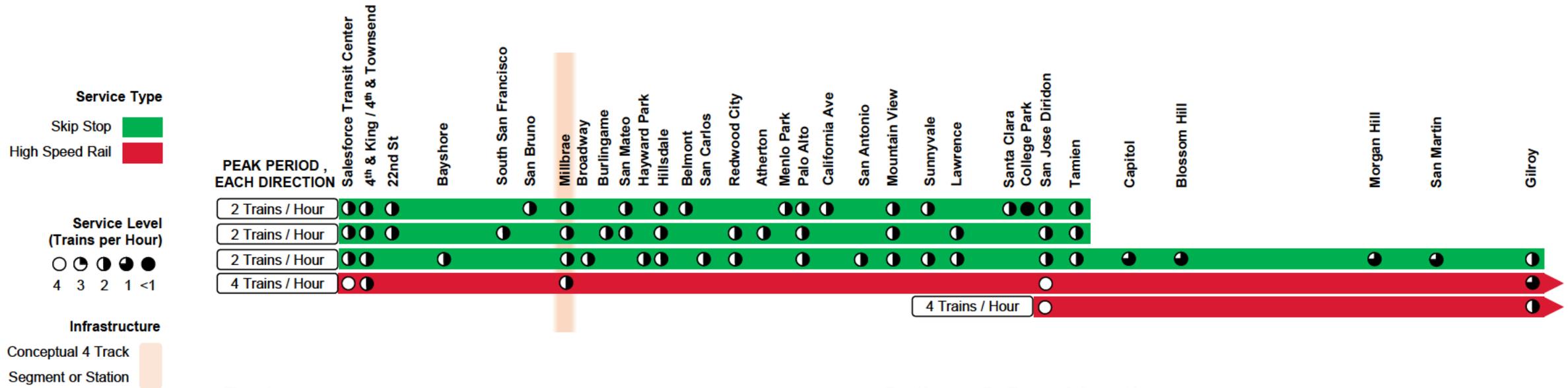
- Downtown Extension and Central Subway
- Dumbarton Rail, BART to San Jose, and improvements to Capitol Corridor and ACE
- HSR and Salinas rail



2040 Service Scenarios: Different Ways to Grow



2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

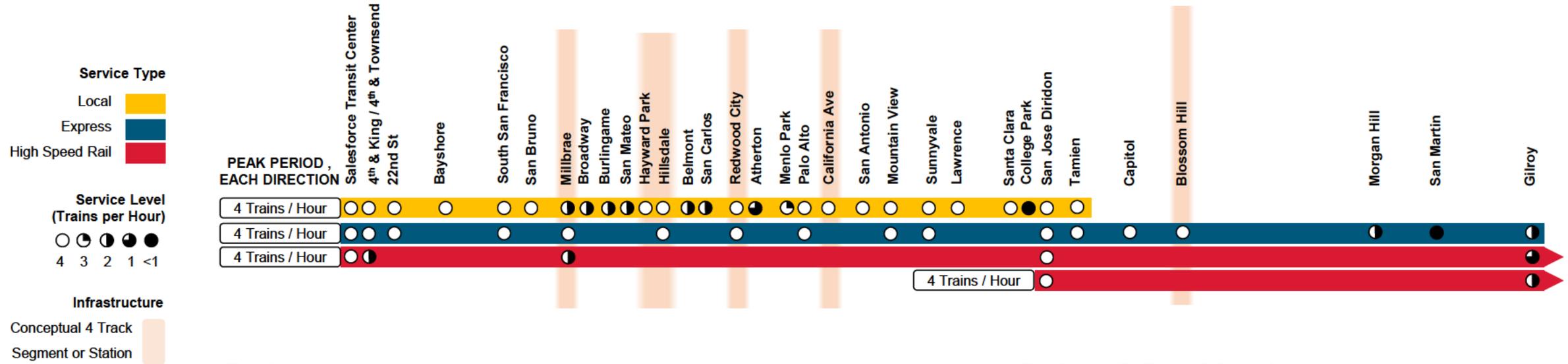
Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Moderate Growth Scenario (8 Caltrain + 4 HSR)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

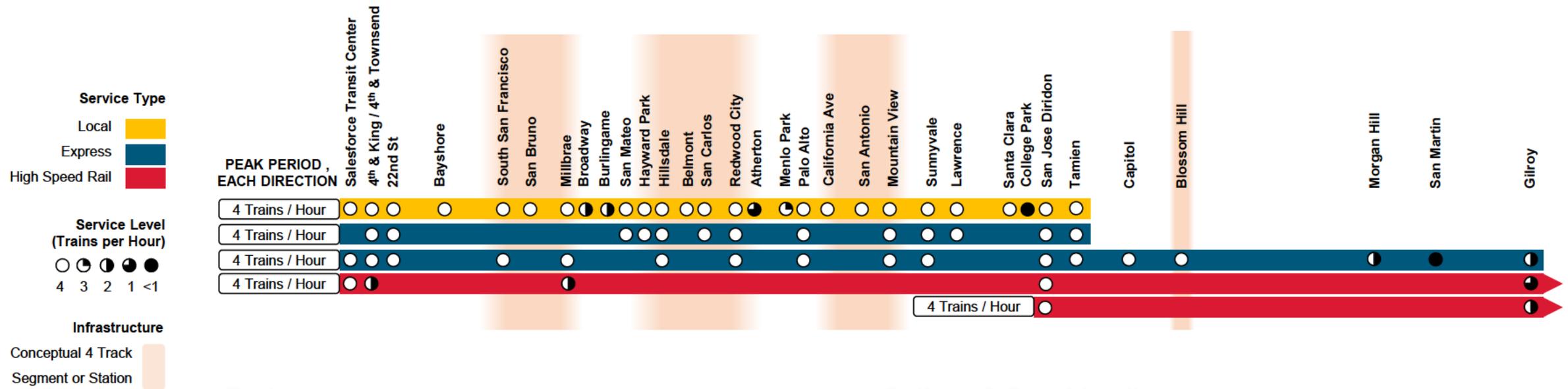
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

High Growth Scenarios (12 Caltrain + 4 HSR)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis

Explorations and Integration

Examples;

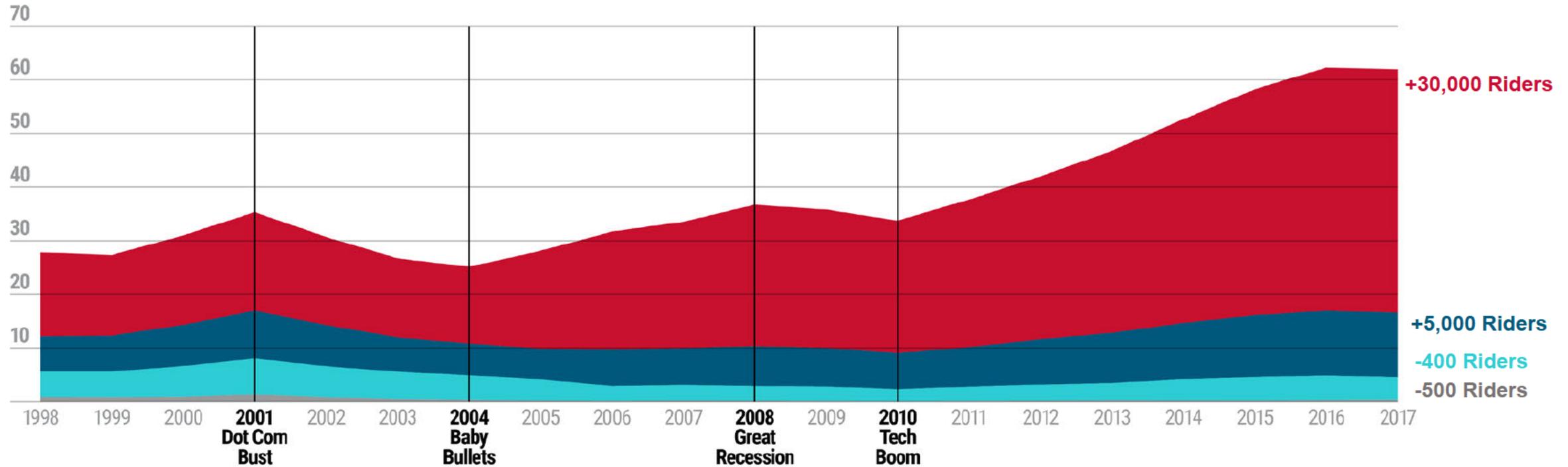
- Stopping pattern options and tradeoffs
- ACE and Capitol Corridor connections
- Monterey County connections
- Dumbarton service connection in Redwood City
- East Bay run-through service via second Transbay Tube



Ridership Growth Over Time

Change in Ridership (Thousands)

1998 – 2017



Top 8 Stations

4th & King, Millbrae, Hillsdale, Redwood City, Palo Alto, Mountain View, Sunnyvale, San Jose Diridon

Middle 8 Stations

22nd Street, Burlingame, San Mateo, San Carlos, Menlo Park, California Ave, Santa Clara, Tamien

Bottom 8 Stations

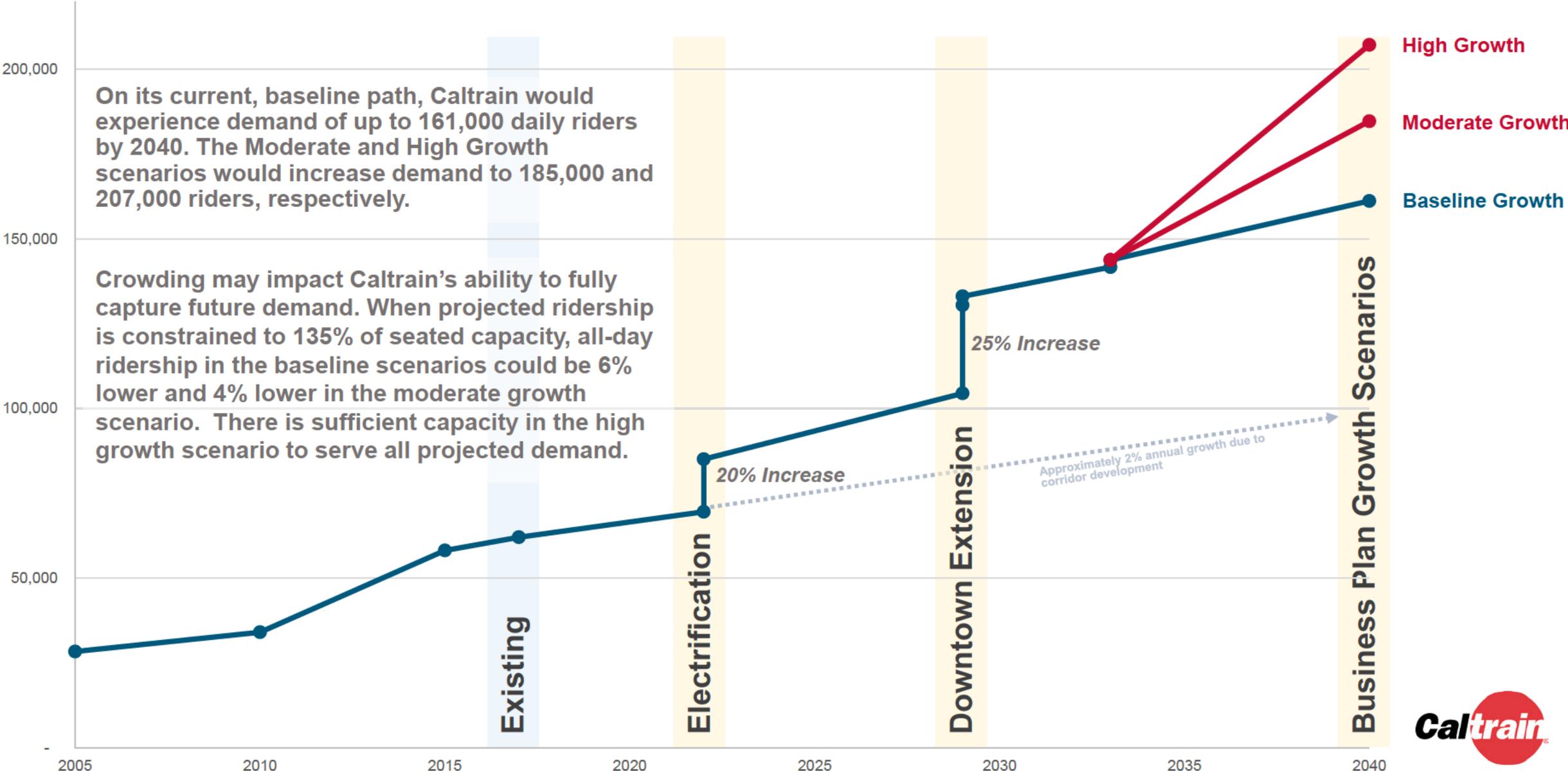
Bayshore, South San Francisco, San Bruno, Hayward Park, Belmont, San Antonio, Lawrence, College Park

Gilroy Service

Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy

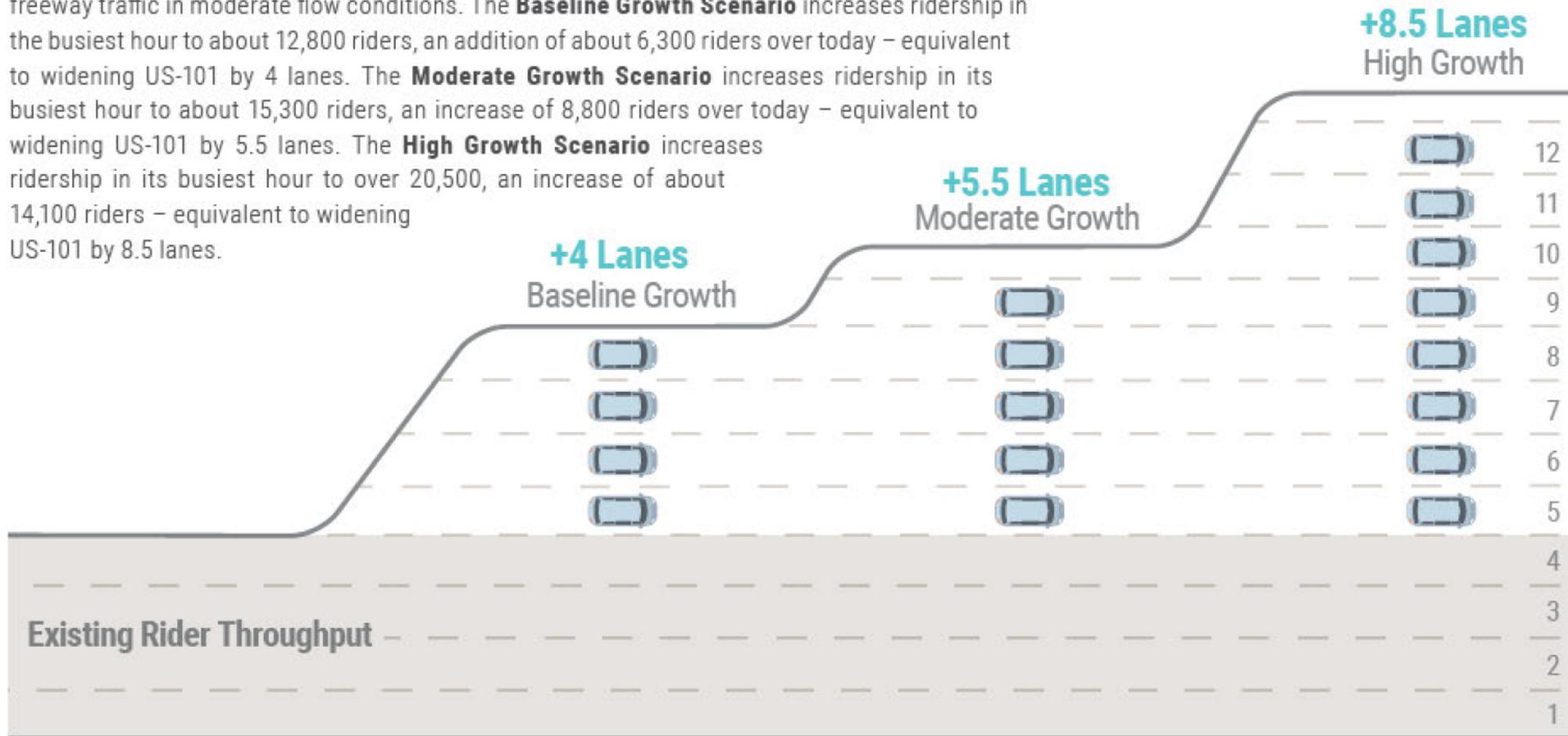


Ridership Projections



Trains vs. Lanes

Today, Caltrain serves about 6,500 riders during its busiest hour, which is equivalent to 4 lanes of freeway traffic in moderate flow conditions. The **Baseline Growth Scenario** increases ridership in the busiest hour to about 12,800 riders, an addition of about 6,300 riders over today – equivalent to widening US-101 by 4 lanes. The **Moderate Growth Scenario** increases ridership in its busiest hour to about 15,300 riders, an increase of 8,800 riders over today – equivalent to widening US-101 by 5.5 lanes. The **High Growth Scenario** increases ridership in its busiest hour to over 20,500, an increase of about 14,100 riders – equivalent to widening US-101 by 8.5 lanes.



*Assumes vehicle occupancy of 1.1 persons/vehicle and lane capacity of 1,500 vehicles/hour.

The Interface Between the Railroad and its Surrounding Communities Creates both Opportunities and Challenges

Local/Regional Mobility



Place-Making



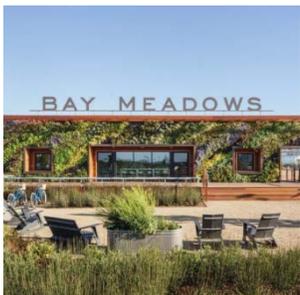
Noise/Vibration



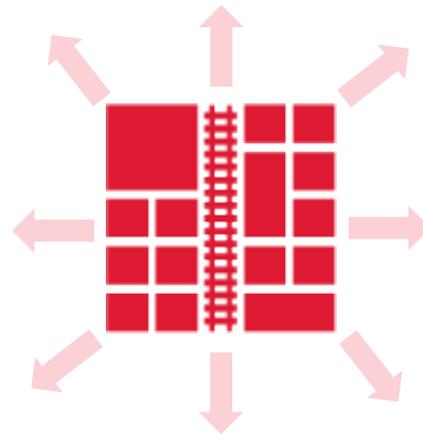
Physical Structures



Land Use Opportunities



Economic Development



Visual Impact



Traffic/Safety



Grade Separations are a Critical Investment

- 42 at-grade crossings on the corridor Caltrain owns between San Francisco and San Jose
- 28 additional at-grade crossings on the UP-owned corridor south of Tamien

At-Grade Crossing by County in Caltrain Territory

- San Francisco: 2 at-grade crossings
- San Mateo: 30 at-grade crossings
- Santa Clara: 10 at grade crossings
(with 28 additional crossings on the UP-owned corridor)

Today, during a typical weekday, Caltrain's at-grade crossings are traversed by approximately 400,000 cars. This is equivalent to the combined traffic volumes on the Bay Bridge and San Mateo Bridge



Grade Separations are a Critical Investment

Calculating the Need

- Across the corridor, cities are undertaking studies and projects to look at grade separation
- Caltrain has accounted for all of these projects in our analysis of the potential need for grade separation in the corridor as well as additional investments
- In total, the Business Plan team estimates that the total need for investment in grade separations could be between \$8.5 and \$11 Billion dollars

Taking the Next Step

- Incorporate grade separation investments into Business Plan financial and funding analysis
- Develop corridor wide grade separation strategy addressing topics like;
 - Risk assessment and prioritization factors
 - Construction standards and methods
 - Project coordination and sequencing
 - Community resourcing and organizing
 - Funding analysis and strategy

Crossings With Grade Separations or Closures Planned or Under Study by Local Jurisdictions



How do we Choose a Service Vision?

Choosing a long range “Service Vision” is not just about picking which service pattern looks the best- it requires evaluating which package of service and investments will deliver the best value to the corridor and the region

Service



This update describes different **illustrative** 2040 service concepts that underlie each Growth Scenario. The different concepts shown are not proposals or recommendations. They represent an indicative **range of options** for how Caltrain service could grow given different levels of investment in the corridor

Business Case



During the spring of 2019 the Business Plan team will develop a detailed “Business Case” analysis for each of the different growth scenarios. The Business Case will quantify the financial implications and wider costs and benefits of each growth scenario



Next Steps & Outreach

Next Steps

Over the next two months the Business Plan team is working to complete a full set of draft materials to support Board consideration and adoption of a 2040 Service Vision

Ongoing Analysis

- Service simulation and integration analysis
- Capital costing and Operations and Maintenance Analysis
- Economic analysis and benefits calculations
- Organizational assessment
- Community Interface documentation and peer case studies

Upcoming Milestones

- Major Board Workshop targeted for **August 1** to review expanded set of materials and discuss recommended “Service Vision”
- Subsequent adoption of Service Vision in August timeframe pending Board discussion and stakeholder feedback

Next Steps Continued

Following Board designation of a long range “Service Vision” staff will work to complete a full Business Plan document by the end of 2019

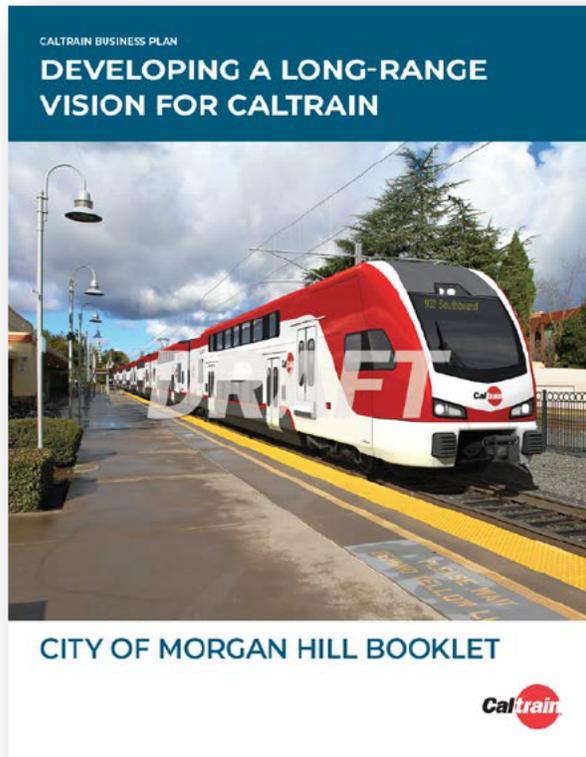
Work to be Undertaken following Board Adoption of a “Service Vision”

- Near- and mid-term service planning
- First- and last mile analysis
- Additional organizational analysis
- Funding analysis including;
 - Commercial revenue strategies
 - Potential new sources of funding

Engagement with Local Jurisdictions

Monthly Updates, Individual Meetings and Individualized Materials for 21 Local Jurisdictions

Website: www.caltrain2040.org



Outreach Activities to Date

July 2018 – June 2019 Timeline

	2018						2019					
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Local Policy Maker Group	●	●	●		●	●		●	●	●		●
City/County Staff Coordinating Group	●	●	●		●	●		●	●	●		●
Project Partner Committee	●	●	●	●	●	●	●	●	●	●	●	●
Jurisdiction Specific Meetings (Meetings w/ every jurisdiction; City Council meetings)			●	●	●				●	●	●	●
Stakeholder Advisory Group				●			●				●	
Partner General Manager				●			●				●	
Website & Survey Launch					●							
Community Meetings (SPUR, Friends of Caltrain, Reddit, Station Outreach, Youtube live)	●						●	●	●		●	●
Sister Agency Presentations (SFCTA, SF Capital Planning, TJPA, SamTrans, SMCTA, CCAG, VTA, MTC)					●	●	●	●	●	●	●	●

Outreach Activities to Date

July 2018 – June 2019 by the Numbers

Stakeholders Engaged

21

Jurisdictions

26

Public Agencies

142

Stakeholder Meetings

93

Organizations in Stakeholder Advisory Group

Public Outreach

45

Public Meetings and Presentations

1,000+

Survey Responses

13,000+

Website Views

27,000

Social Media Engagements

FOR MORE INFORMATION
www.caltrain2040.org





AGENDA

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

San Mateo County Transit District Administrative Building
Bacciocco Auditorium – 2nd Floor
1250 San Carlos Avenue, San Carlos, CA

WEDNESDAY, JULY 10, 2019 – 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 June 5, 2019
3. State and Federal Legislative Update and Approval of Legislative Proposals
4. Adjourn

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
JUNE 5, 2019**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, P. Ratto, C. Stone, C. Groom

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

CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 3:42 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 1, 2019

Motion/Second: Ratto/Collins

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

Absent: Matsumoto, Pine

STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Director of Government and Community Affairs, briefly summarized highlights of recent federal and state legislation.

She said that there was an unsuccessful meeting between President Trump and the Democrats on May 22 about the infrastructure bill. She said the appropriation bills are nonetheless moving.

FAA (Federal Aviation Administration) is attempting to change the process where tax revenue generated by airports will be directed back to the airports instead of to areas designated by local expenditure plans. She said that legislation is being drafted to challenge this.

She noted that Governor Newsom talked about the connection between affordable housing and transportation on May 9. She said that stakeholders would be meeting to discuss proposed funding and ensure that it is connected with SB 1, the local streets and roads funds.

She said that SB 50 was tabled for this year.

She noted SB 1486, the surplus lands act, which is related to land to be considered for affordable housing.

She said that PEPR (Public Employee Pension Reform Act) passed in 2012, but labor unions objected to grants being certified because they did not match up with some federal requirements. Litigation resulted in the Department of Labor being required to certify transportation grants, which should flow to the different agencies. Labor unions have objected again to certifying such grants, which she said has left many grants pending.

ADJOURN

The meeting adjourned at 3:49 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

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

ACTION

Staff proposes the Committee recommend that the Board:

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

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

SamTrans Federal Update May 2019

Budget & Appropriations

The House is continuing to consider FY 2020 appropriations bills. The House Appropriations Committee has now approved all of the appropriations bills. The full House began consideration of a package (minibus) of four appropriations bills last week, and will begin consideration of the second minibuss this week.

The Senate has not begun consideration of the FY 2020 appropriations bills because Senate leadership has not finalized the overall funding levels for FY 2020. And, both the House and Senate need to set the overall budget for both FY 2020 and FY 2021 to avoid sequestration (automatic spending cuts) which will occur on October 1, if Congress and the White House fail to finalize a budget deal. The Senate Appropriations Committee is hopeful that leadership can determine the funding levels soon so that the appropriations subcommittees can begin consideration of the appropriations bills in July.

House Speaker Nancy Pelosi (D-CA), Senate Majority Leader Mitch McConnell (R-KY), Senate Minority Leader Chuck Schumer (D-NY), and House Minority Leader Kevin McCarthy (R-CA) are scheduled to meet with Treasury Secretary Steven Mnuchin, acting White House Chief of Staff Mick Mulvaney, and acting Office of Management and Budget (OMB) Director Russ Vought this week. Currently, there are disagreements between the two parties over domestic spending and a rising deficit. House Democrats want to increase domestic spending while Senate Republicans want to increase defense spending instead.

During the week of June 10th, the House began voting on the first FY 2020 minibuss which includes: Labor, Health and Human Services, Education; Defense; State and Foreign Operations; and Energy and Water Development Appropriations bills. The House is expected to complete work on this minibuss early this week.

Then, the House will begin to consider a second minibuss that includes: Commerce, Justice, Science; Agriculture, Rural Development and the Food and Drug Administration; Interior and Environment; Military Construction and Veterans Affairs; and Transportation, Housing and Urban Development Appropriations bills. Majority Leader Steny Hoyer (D-MD) has set an ambitious goal to have the House vote on all appropriations bills before the July 4th recess. Members have introduced more than 500 amendments for the second minibuss, which the House Rules Committee will discuss and finalize the amendments that will be considered on Tuesday, June 18.

The House FY 2020 Transportation-HUD appropriations bill includes \$137.1 billion. The measure would provide \$6 billion more than fiscal year 2019 (current funding) and \$17.3 billion more than the President's budget request. Details on the bill are below:

- Transit: The Federal Transit Administration (FTA)'s Capital Investment Grants program would receive \$2.3 billion. Of that amount, \$1.84 billion would have to be obligated by December 31, 2021, or the Department of Transportation (DOT) would have to redistribute that money to projects already in the engineering phase. Funding details for the CIG program:
 - New Starts Projects with a current full funding grant agreement (FFGA): \$795,290,221
 - New Starts Projects without a current FFGA: \$702,709,779
 - Small Starts: \$430,768,910
 - The bill also includes the following language regarding the CIG program:
 - “The Committee is gravely concerned about the execution of the Capital Investment Grant program and directs the Secretary to carry out the program in accordance with the will of Congress. The Committee notes with dismay that FTA signed only one New Starts Full-Funding grant agreement (FFGA) in 2018, no Core Capacity project FFGAs and that the vast majority of FFGAs have been Small Starts projects.”
 - “The Committee directs FTA to proactively work with applicants and grantees to facilitate projects moving through the Capital Investment Grant pipeline and towards a FFGA. FTA is directed to evaluate, rate, and recommend projects for funding, and subsequently award grants to projects that meet the statutory requirements of 49 U.S.C. 5309.”
- Highways: The bill includes \$46.365 billion for federal-aid highways, the FAST Act authorized level, a \$1.1 billion increase over FY 2019. The bill also includes additional funding, \$1.75 billion, for highways (from Treasury vs. the Highway Trust Fund).
- BUILD Grants: The measure would provide \$1 billion, a \$100 million over current funding. \$20 million is included for planning and design of projects in areas of “persistent poverty.”
 - Report Language: “The Department’s prioritization of road projects came at the expense of transit-related projects, which on average received about 32 percent of awards between fiscal year 2009 and fiscal year 2016. This also contradicts the Committee’s direction to invest in a variety of transportation modes. The Committee strongly reminds the Department that highway and bridge projects have dedicated funding sources through Highway Trust Fund formula programs, and directs the Department to refocus fiscal year 2020 grants on multimodal projects which include transit, passenger rail, and pedestrian improvements. The Committee also notes that investments in projects can have benefits far beyond the project location. For example, projects in urban areas can provide benefits to rural areas. Therefore, the Committee directs the Secretary to consider the

benefits of a project to the fullest extent possible and to include all relevant geographic areas.”

- Pedestrian Safety Report Language: “Trespasser prevention.—Pedestrian trespassing on railroad property is the leading cause of all rail-related fatalities, and there has been no progress in reducing the number of deaths from pedestrian trespassing...The Committee remains concerned with these trends, and directs FRA to work with communities, State and local agencies, law enforcement, railroads, advocacy organizations, and others to complete the milestones outlined in the National Strategy.”
- “The Committee understands information from railroads, like confidential close call reporting, could improve FRA’s ability to identify areas that are at high risk of trespasser accidents...Therefore, the Committee encourages FRA to develop a rail information sharing mechanism which would enable data collection, DE identification, and analysis by a third-party in a confidential manner.

Federal Highway Rescission

On June 12, Senate Environmental and Public Works (EPW) Committee Chairman John Barrasso (R-WY) and Ranking Member Tom Carper (D-DE) sent a letter to Senate leadership asking for a repeal of the \$7.6 billion rescission in federal highway funding on July 1, 2020, that was included in the FAST Act. Although EPW Committee members are making progress on a surface transportation bill, they worry it will not be ready in time to address the scheduled rescission. Failure to reauthorize this provision will impact every state’s ability to plan, build and repair needed roads, while also negatively affecting the economy and jobs.

Senate Republicans Continue Ban on Earmarks

On May 23, Senate Republicans voted to permanently ban earmarks in any appropriations, tax, or tariff bills for this 116th Congress. They had previously enacted this conference policy during the beginning of the 115 Congress (2017-2018).

The Senate Republican Conference delayed considering this policy at the beginning of the current 116th Congress so that House and Senate party leadership could discuss possible ways to bring back earmarks. However, the House and Senate were unable to reach a decision in time for the FY 2020 appropriations process.

The secret ballot vote was 28 Senators in favor of the permanent ban, and 12 Senators in opposition.

Bills of Interest

HR 2939 The State and Local General Sales Tax Protection Act: Representative Napolitano (D-CA) has introduced H.R. 2939, the State and Local General Sales Tax Protection Act, to protect the State of California and its cities from the Federal Aviation Administration’s (FAA) recent threat to withhold \$250 million annually in FAA grants to California airports and divert over \$70

million in state and local general sales taxes away from their intended purpose. This legislation would overturn the 2014 FAA policy change requiring state and local governments in California and across the country to use general sales taxes collected on aviation fuel for airport purposes.

Although California has been one of the first states to receive an enforcement threat, this legislation will protect every state and local government in the country that have general sales taxes that include aviation fuel.

We recommend SamTrans support this bill.

June 12, 2019

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – July 2019**

Legislative Update

The Legislature passed the FY 2019-20 State Budget Bill on June 13 and it is now awaiting Governor Newsom's signature. Policy Committees are back in full swing, hearing bills from the opposite house, and have until July 12 to meet. The Legislature will break for Summer Recess on July 12, returning August 12. Please see the attached bill matrix for a list of bills we are tracking for SamTrans.

Funding for Zero Emission Buses in Budget

The FY 2019-20 State Budget includes a one-time appropriation of \$182 million in Cap and Trade auction revenue to the California Air Resources Board for clean buses and trucks. A significant portion of this funding will pass through ARB's Hybrid and Zero-Emission Truck and Bus Project, which provides point-of-sale vouchers to offset the incremental cost of zero-emission bus and truck purchases. The proposed budget is expected to be signed by Governor Newsom in the coming weeks, with the new fiscal year starting July 1.

In addition to this funding for ZEBs, the Legislature is considering AB 784 (Mullin), which would provide an exemption from the state portion of the sales tax for the purchase of zero-emission buses. This bill, which would save California transit agencies upwards of \$30,000 on each zero-emission bus purchase, will be heard in the Senate Governance and Finance Committee on June 18. SamTrans is in support of this bill.

PEPRA/US DOL Issues Continue

Due to new objections raised by the Amalgamated Transit Union (ATU), the certification of approximately \$170 million in transit grants for California is currently pending at the U.S. Department of Labor (DOL). Of this amount, almost \$6 million is due to SamTrans. The ATU has objected to the certification of these grants by claiming that California's Public Employees' Pension Reform Act (PEPRA) of 2013 precludes transit agencies from continuing the collective bargaining rights of their employees under section 13(c) of the federal Urban Mass Transit Act of 1964.

These arguments have been considered in federal court, and the U.S. District Court, Eastern District of California, in *State of California, et al. v. Dep't of Labor, et al.* ruled in favor of transit systems. The judge's January 24, 2018 order stated, "the State has prevailed on all issues." These issues include the exact same assertions about the alleged conflict between PEPRA and 13(c) that ATU has again levied in the case of the 2019 FTA grants. The California Transit Association has heard from numerous transit systems and has been in talks with FTA and DOL in the hopes of a swift resolution. We will continue to update the Board as things develop.

Recent Appointments

Governor Gavin Newsom announced the appointments of David S. Kim as Secretary of the California State Transportation Agency (CalSTA) and Brian C. Annis as the Chief Financial Officer of the California High-Speed Rail Authority. Prior to this announcement, Annis had been serving as the CalSTA Secretary, first appointed as acting Secretary under then-Governor Brown. Prior to the appointment by Governor Newsom, David S. Kim served as Vice President of Governmental Affairs at Hyundai Motor Company. Kim also served as deputy administrator of the U.S. Department of Transportation's Federal Highway Administration and other positions at California based public offices. Governor Newsom also recently appointed Elissa Konove to serve as Undersecretary at CalSTA. Konove has served as deputy Chief Executive Officer at the Southern California Regional Rail Authority (Metrolink) since 2015. Prior to her service at Metrolink Konove also held several positions at the FHWA, including Chief Financial Officer, the Office of Budget.

SamTrans Affordable Housing and Sustainable Communities (AHSC) Grant

On June 21, SamTrans received the AHSC award for the Light Tree development in East Palo Alto. This will bring in \$2.25M for three new electric buses for new express bus service. The Light Tree development is 100% affordable housing and transit passes are provided to residents for three years.

Grade Separation Funding

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

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

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

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

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

San Mateo County Transit District State Legislative Matrix 6/13/19

Bill ID/Topic	Location	Summary	Position
<p>AB 5 Gonzalez D</p> <p>Worker status: employees and independent contractors.</p>	<p>In the Senate Public Employment and Retirement Committee.</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 (<i>Dynamex</i>), 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 <i>Dynamex</i> case and clarify its application. The bill would provide that the factors of the “ABC” test be applied in order to determine the status of a worker as an employee or independent contractor for all provisions of the Labor Code and the Unemployment Insurance Code, unless another definition or specification of “employee” is provided. The bill would exempt specified professions from these provisions and instead provide that the employment relationship test for those professions shall be governed by the test adopted in <i>S. G. Borello & Sons, Inc. v. Department of Industrial Relations</i> (1989) 48 Cal.3d 341 if certain requirements are met. These exempt professions would include licensed insurance agents, certain licensed health care professionals, registered securities broker-dealers or investment advisers, a direct sales salesperson, real estate licensees, workers providing hairstyling or barbering services, and those performing work under a contract for professional services. The bill would require the State Board of Barbering and Cosmetology to promulgate regulations for the development of a booth rental permit and a reasonable biennial fee upon workers providing specified hairstyling or barbering services, by no later than July 1, 2021. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/19

Bill ID/Topic	Location	Summary	Position
AB 87 Committee on Budget Transportation.	On the Senate Floor.	This bill would require the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program.	Watch
AB 252 Daly D Department of Transportation: environmental review process: federal program.	In the Senate Appropriations Committee.	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 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>AB 314 Bonta D</p> <p>Public employment: labor relations: release time.</p>	<p>In the Senate Public Employment and Retirement Committee.</p>	<p>This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others, and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/19

Bill ID/Topic	Location	Summary	Position
<p>AB 752 Gabriel D</p> <p>Public transit: transit stations: lactation rooms.</p>	<p>In the Senate Transportation Committee.</p>	<p>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 a multimodal transit station that meets certain criteria, including that it has an enclosed waiting room of no less than 4,000 square feet, or a transit station that is proposed to serve California's high-speed rail system, that commences operations 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.</p>	<p>Watch</p>
<p>AB 784 Mullin D</p> <p>Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>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 medium- and heavy-duty transit bus vehicles. 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.</p>	<p>Supported May 2019</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
AB 851 Cooper D Drug masking products.	On the Senate Floor.	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 6/13/19

Bill ID/Topic	Location	Summary	Position
<p>AB 1112 Friedman D</p> <p>Shared mobility devices: local regulation.</p>	<p>In the Senate Transportation Committee.</p>	<p>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 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 prohibit a local authority from imposing any unduly restrictive requirements on mobility device providers that have the effect of prohibiting the operation of all shared mobility providers in its jurisdiction. The bill would allow a local authority to require shared mobility device providers to deploy shared mobility devices in accordance with fleet caps, reasonable insurance and indemnification requirements, equitable access requirements, and speed limits, as a condition of operating a shared mobility fleet. The bill would prohibit a local authority from subjecting users of shared mobility devices to requirements more restrictive than those applicable to users of personally owned similar transportation devices. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/19

Bill ID/Topic	Location	Summary	Position
<p>AB 1142 Friedman D</p> <p>Regional transportation plans: transportation network companies.</p>	<p>In the Senate, pending referral to committee.</p>	<p>(1)Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1286 Muratsuchi D</p> <p>Shared mobility devices: agreements.</p>	<p>In the Senate Judiciary Committee.</p>	<p>Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>AB 1351 Lackey R</p> <p>Transit operators: paratransit and dial-a-ride services: assessment.</p>	<p>In the Senate, pending referral to committee.</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 contains other existing laws. This bill would require the California State Transportation Agency, in consultation with public transit agencies, to assess the procedures they 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 agency's similar dial-a-ride and paratransit services. This bill would then authorize CalSTA, after conducting and publishing the assessment, to adopt guidelines for the development of a statewide reciprocity program for these individuals.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>AB 1486 Ting D</p> <p>Surplus land.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>(1)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 by any local agency that is not necessary for the agency’s governmental operations, except property being held by the agency expressly for the purpose of exchange for another property necessary for its governmental operations and would define “governmental operations” to mean land that is being used for the express purpose of agency work or operations, as specified. The bill would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it. 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 retention, for future development, as specified. The bill would also broaden the definition of “exempt surplus land” to include specified types of lands. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>AB 1487 Chiu D</p> <p>San Francisco Bay area: housing development: financing.</p>	<p>In the Senate Housing Committee.</p>	<p>Existing law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Housing Alliance for the Bay Area (hereafter the entity) and would state that the entity's purpose is to increase affordable housing in the San Francisco Bay area, as defined, by providing for enhanced funding and technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The bill would establish a governing board of the entity. The membership, size, and geographic representation of the board shall be determined by the Metropolitan Transportation Commission and the Executive Board of the Association of Bay Area Governments. The bill would authorize the entity to exercise various specified powers, including the power to raise revenue and allocate funds throughout the San Francisco Bay area, subject to applicable voter approval requirements and other specified procedures, as provided. The bill would also require the board to provide for annual audits of the entity and financial reports, as provided. The bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities within the San Francisco Bay area, including charter cities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>On the Assembly Floor.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2019</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>SB 5 Beall D</p> <p>Affordable Housing and Community Development Investment Program.</p>	<p>In the Assembly Housing and Community Development Committee.</p>	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities. This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>SB 50 Wiener D</p> <p>Planning and zoning: housing development: incentives.</p>	<p>Became a 2-year bill.</p>	<p>Existing law, known as the Density Bonus Law, requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and minimum controls on automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>SB 87 Committee on Budget and Fiscal Review Transportation.</p>	<p>In the Assembly Budget Committee.</p>	<p>This bill would require the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program.</p>	<p>Watch</p>
<p>SB 127 Wiener D Transportation funding: active transportation: complete streets.</p>	<p>In the Assembly Transportation Committee.</p>	<p>(1) Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan described in paragraph (2) below and to establish interim goals, objectives, and actions to meet the department's transportation mode shift goals, as specified. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/19

Bill ID/Topic	Location	Summary	Position
<p>SB 128 Beall D</p> <p>Enhanced infrastructure financing districts: bonds: issuance.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law requires a public financing authority to adopt an infrastructure financing plan and hold a public hearing on the plan, as specified. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. The bill would also require the public financing authority to hold three public hearings on an enhanced infrastructure financing plan, as specified. The bill would also make conforming changes.</p>	<p>Supported May 2019</p>
<p>SB 146 Beall D</p> <p>Peninsula Rail Transit District.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>SB 277 Beall D</p> <p>Road Maintenance and Rehabilitation Program: Local Partnership Program.</p>	<p>In the Assembly Transportation Committee.</p>	<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 apportion these funds on a formula basis to those of the local and regional transportation agencies described above that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions. The bill would require the commission, in conjunction with transportation planning agencies and county transportation commissions, and in consultation with other local agencies, to develop guidelines for the apportionment of these funds that, among other things, establish an apportionment formula, identify guaranteed minimum apportionments, and establish the types of eligible projects consistent with specified requirements. In order to receive an apportionment of funds from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a list of projects proposed to be funded with the funds. The bill would require the commission to approve a project list submitted by a local or regional transportation agency unless a project identified in the project list is not consistent with the project eligibility guidelines.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/19**

Bill ID/Topic	Location	Summary	Position
<p>SB 336 Dodd D</p> <p>Transportation: fully-automated transit vehicles.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Existing law imposes various requirements on transit operators. This bill would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.</p>	<p>Watch</p>
<p>SB 397 Glazer D</p> <p>Public transit operators: passengers with pets: evacuation orders.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law imposes various requirements on transit operators. Existing law prohibits a person from doing any of specified acts with respect to the property, facilities, or vehicles of a transit district, including, among other things, interfering with the operator or operation of a transit vehicle, or impeding the safe boarding or alighting of passengers. This bill would require each public transit operator to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

SamTrans

CORRESPONDENCE

July 10, 2019
(as of 6-26-2019)

From: [Rios, Rona](#)
To: "MICHAEL HARRIS"
Cc: [Matsumoto, Karyl \[karyl.matsumoto@ssf.net\]](#); [John Baker](#); [Everything South City](#); [Rosa Acosta](#); [De La Torre, Andria](#); [Simon, Mark](#); [Board \(@samtrans.com\)](#); [Michael Richardson](#); [David Canepa](#); [Pine, Dave \[dpine@smcgov.org\]](#); [Conger, Jean](#); [Jeffrey Tong](#)
Subject: RE: Defective Ticket Machine Route 130 yesterday
Date: Friday, June 21, 2019 1:22:32 PM

Mr. Harris,

Your tickets have been mailed.

Best Regards,

Rona Rios
Manager, Customer Service|Distribution
SamTrans|Caltrain|SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com

From: MICHAEL HARRIS [mailto:usmmmh@yahoo.com]
Sent: Friday, June 21, 2019 11:26 AM
To: Rios, Rona
Cc: Matsumoto, Karyl [karyl.matsumoto@ssf.net]; John Baker; Everything South City; Rosa Acosta; De La Torre, Andria; Simon, Mark; Board (@samtrans.com); Michael Richardson; David Canepa; Pine, Dave [dpine@smcgov.org]; Conger, Jean; Jeffrey Tong
Subject: Re: Defective Ticket Machine Route 130 yesterday

Thank you Rona,

My address is:

218 Alta Mesa Drive
SSF, CA 94080-3002

(650) 589 0175

I talked to Jeff Tong this morning. Jeff informed me that the SB Cal Train Station lacks infrastructure for Clipper Cards.

I use BART green cards to get downtown to Dugoni Dental School. They now charge 50 cents just to use the card.
By end of 2019, they plan to eliminate paper tickets too.

Since Cal Train & Samtrans are under the same CEO, can you have his office check on the SB Station ticket availability.

I only use Caltrain to go to VAMC Palo Alto for Comp & Pension exams. When I do so, I take the ECR to Millbrae & board there.

I can call you via the 800 number.

In the future, I may take the ECR to Daly City and then the Muni to SF.

It is getting more difficult for everyone to get around.

We are drowning in bureaucracy. I just faxed my CAVC appeal to Jackie's office & VAMC Veteran Experience office.

CAVC = Court of Appeals for Veterans Claims. My last CAVC appeal went to the D.C. Circuit.

I have taken 2 cases to the D.C. circuit & 1 to SCOTUS in 1994, an NLRB case.

Ruth Bader Ginzberg decided against me at the D.C. Circuit on a case the NLRB won in 1989.

I could not read the Sac Bee article with my ad blocker working.

Mike

On Friday, June 21, 2019, 10:18:58 AM PDT, Rios, Rona <riosr@samtrans.com> wrote:

Dear Mr. Harris,

I am in receipt of your correspondence and the SamTrans Board of Directors will receive a copy of this email.

My sincere apology for the incident yesterday. I confirmed that the Fare Box did in fact malfunction during your trip. The Refund Ticket was issued in lieu of a Change Card – and you are correct the Refund Ticket cannot be used as payment for subsequent trips.

To expedite the return of your refund I would like to offer you several ride tickets. We spoke once before, however, I'd like to provide you with my direct line so you can contact me with your address. If you prefer, you can email me your address info in lieu of calling. I can mail these tickets out today if you can call me asap.

My direct phone number is 650-508-6239. I have voicemail and if you prefer you can leave your address information on the recording accordingly.

Best Regards,

Rona Rios

Manager, Customer Service|Distribution

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

riosr@samtrans.com

From: MICHAEL HARRIS [<mailto:usmmmh@yahoo.com>]

Sent: Friday, June 21, 2019 8:46 AM

To: Rios, Rona

Cc: Matsumoto, Karyl [karyl.matsumoto@ssf.net]; John Baker; Everything South City; Rosa Acosta; De La Torre, Andria; Simon, Mark; Board (@samtrans.com); Michael Richardson; David Canepa; Pine, Dave [dpine@smcgov.org]; Conger, Jean

Subject: Defective Ticket Machine Route 130 yesterday

Dear Rona,

I boarded a 130 bus ~ 0945 yesterday at Costco headed for Hickey & Gellert.

I had MRI appointment for lower back pain at the AAA building.

The machine did not print a ticket. The driver gave me a Refund Info Tkt.

He told me to send it in to Samtrans.

I would have used my day pass 4 times yesterday.

When I finished my MRI at the AAA building, I walked to SS office, Bed Bath Beyond, then down down to Dollar Tree.

A neighbor dropped me at Grocery Outlet. I walked from there to Costco then home.

My lower back was in agony yesterday. I walked home very slowly.

My next Seton MC orthopedic appointment is June 25. I plan to take the 130, then a 122.

Can I use the refund info tkt next week?

SSF, SB, Millbrae are very poor on bike & walker safety problems.

I suggest you read the Sacramento Bee article on California's failure to prepare for the older population by 2030.

South City has a callous disregard for residents, seniors, veterans, poor, disabled.

SSF dropped a light pole on house Aug 20, 2009. They refused to repair the house.

My parents moved into this 1951 home June 19, 1959. SSF has steadily gone down hill over 60 years.

We are seeing the state at all levels with this callous disregard for peoples rights, health, quality of life.

I am working with Jeff Tong on some of these walker & biker problems.

Jeff has been on several committees trying to improve quality of life for residents.

There have been too many walkers killed recently in SSF.

I do not think any Samtrans Board Member rides the buses on a regular basis.

I would have asked Dave Pine, but he was MIA at the last SFO round table meeting.

I think he had another meeting, maybe Samtrans Board.

Mike

From: [Rios, Rona](#)
To: [Pine, Dave \[dpine@smcgov.org\]](mailto:dpine@smcgov.org)
Cc: [Matsumoto, Karyl \[karyl.matsumoto@ssf.net\]](mailto:karyl.matsumoto@ssf.net); [John Baker](#); [Rosa Acosta](#); [Board \(@samtrans.com\)](mailto:@samtrans.com); [Michael Richardson](#); [David Canepa](#); [Conger, Jean](#)
Subject: RE: Defective Ticket Machine Route 130 yesterday
Date: Friday, June 21, 2019 10:23:03 AM

This issue has been addressed. See previous email sent.

Thanks!

Rona

Rona Rios
Manager, Customer Service|Distribution
SamTrans|Caltrain|SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com

From: Dave Pine [mailto:dpine@smcgov.org]
Sent: Friday, June 21, 2019 9:11 AM
To: MICHAEL HARRIS
Cc: Matsumoto, Karyl [karyl.matsumoto@ssf.net]; John Baker; Everything South City; Rosa Acosta; De La Torre, Andria; Simon, Mark; Board (@samtrans.com); Michael Richardson; David Canepa; Conger, Jean; Rios, Rona
Subject: RE: Defective Ticket Machine Route 130 yesterday

Michael,

I will ask David Burruto in my office to contact SamTrans to see if they can assist you with this matter.

Best,

Dave

Dave Pine
Supervisor, District 1
San Mateo County Board of Supervisors
400 County Center, 1st Floor
Redwood City, CA 94063
(650) 363-4571 (w)
(650) 814-3103 (m)
dpine@smcgov.org

From: MICHAEL HARRIS <usmmmh@yahoo.com>
Sent: Friday, June 21, 2019 8:46 AM

To: Rona Rios <riosr@samtrans.com>

Cc: Karyl Matsumoto <karyl.matsumoto@ssf.net>; John Baker <jbaker@ssfusd.org>; Everything South City <everythingsouthcity@gmail.com>; Rosa Acosta <rosa.acosta@ssf.net>; Andria De La Torre <delatorrea@samtrans.com>; Mark Simon <simonm@samtrans.com>; board@samtrans.com; Michael Richardson <mrichardson@smcgov.org>; David Canepa <dcanepa@smcgov.org>; Dave Pine <dpine@smcgov.org>; Jean Conger <congerj@samtrans.com>

Subject: Defective Ticket Machine Route 130 yesterday

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I think he had another meeting, maybe Samtrans Board.

Mike

From: [REDACTED]
To: [Board \(@samtrans.com\)](mailto:Board@samtrans.com)
Subject: Awareness - Surveillance with Owl Cam for Profit
Date: Wednesday, June 12, 2019 1:27:38 PM
Attachments: [Surveillance with an Owl Cam for Profit with NSA S Van Network A NA.doc](#)

Board members,

As technology is advancing at a fast pace I have observed and composed the letter bellow to express my growing concerns about monitoring from a dash cam for profit. I hope we can implement ordinances to combat these actions.

[REDACTED]

[REDACTED]

Surveillance with an Owl Cam for Profit

Starting March of 2018, a commercial vehicle Ford Super Duty, we will call it **vehicle B**, has installed an **Owl Cam** in its dashboard. The commercial vehicle is a second commercial vehicle of a contractor that is renting a room from another contractor in the Menlo Park, Unincorporated Area. The Owl Cam Company is a start-up out of Page Mill Road, Palo Alto. It introduced and launched its product back in February of 2018. It can be purchased only through Amazon with an expensive price tag. Should there be a clearance ordinance should the purchaser have a devious past? In this case the tenant owns car A and car B and monitors for his landlord all for profit.

The vehicle owner of car B, mentioned above, is parked in a strategic position which is at the second house from the intersection with Alameda de Las Pulgas. It has a full view to the intersection, and according to the website you can voice activate from a far. The main observation is that it is randomly turned on and it is on "**watch mode**". It coincides with activities and deliveries to residences that don't possess permits for these activities. Is he surveying for profit? Is he surveying for more than one residence?

Car A, is another vehicle that belongs to the same owner and is his primary vehicle for work even though he states to the County of San Mateo that it isn't, why because this vehicle is gone more often.

Objective:

To have the vehicle park his secondary vehicle at his landlord's house and to unload his overnight construction materials in and on the vehicle of construction as it is jeopardizing our visual security, theft concerns and safety. This vehicle has not parked in any other curb for the past eight years plus.

Consequences:

A second dwelling without permits not for the intent of housing but for Proselytizing, for the intent of having numerous deliveries of large quantity of boxes, consequences of noise ordinances, garbage sharing, garbage dumping, etc. which have to do with land use for a minimum of three homes adjacent to each other.

Questions

1. - Passersby can be recorded. Who is monitoring what is being recorded beyond the thirty second allowances?
2. - Surveying gathers information that the owner of the camera and those that may share this information will gain knowledge and advantage without the recipient's permission.
3. - The people viewed and/or filmed while on "watch mode" are at a disadvantage. They cannot combat this activity as there is no ordinance or law against it.
4. - Who protects the person watched and/or filmed over extended periods of time? Who protects the taxpayers and homeowners?

5. - Currently, the person recording uses car A, which is another smaller commercial vehicle parked in front of where he lives. That car doesn't have a camera.

6. - What about invasion of privacy when the blinking lights reflect into a residence?

7. - Why aren't there ordinances of renters parking in front of where they live? Currently, vehicle B, parks three houses west and across the street. The question is why not in the two car driveway, four car allotment or curbs adjacent to the house.

8. - It is a modern weapon if it is unmonitored. "Deep fake" can be done on what is filmed. The person filmed in place of residence can be wrongfully portrayed.

9. - The dash cam owner can use WIFI from the garage or from the garage of another house given that he or she parks on a curb that the driver may have claimed for monitoring and shriveling for an extended period of time. The question is the residence and curb used have similar goals of surveillance. Can that create a bullying behavior?

10. - As of April 17th, I noticed on settings of our Apple TV a new network named NSA Surveillance Van 1, is this for intimidation? How do they know that I have been reaching out to government agencies and other organizations on awareness with my letter called: Surveillance for Profit?

11.- Walking up and down the street with my i-phone the WIFI reception is captured but the network called NSA Surveillance Van 1 disappears going up the street or going West. Does this network or the owner of this so called network help with the reception for the dummy truck for the Owl Cam monitoring and recording for profit?

Through this snapshot and current experience I have learned that creating debate may lead to a better understanding in cyber policy making for cyber security and to enforce privacy protection from technological devices.

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