



AGENDA

BOARD OF DIRECTORS MEETING

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

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/96274850114> for audio/visual capability or by calling **1-669-900-9128**, **Webinar ID: 962 7485 0114** for audio only. The video live stream will be available during or after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

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

at: http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html

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

WEDNESDAY, MAY 6, 2020

2:00 pm

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

MOTION

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

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

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

5. REPORT OF THE CHAIR

6. REPORT OF THE GENERAL MANAGER/CEO

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

7. BOARD MEMBER REQUESTS/COMMENTS

8. RECESS TO COMMITTEE MEETINGS

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

- 1. Call to Order

MOTION

- 2. Approval of Minutes of Community Relations Committee Meeting of April 1, 2020

INFORMATIONAL

- 3. Accessible Services Update
- 4. Paratransit Coordinating Council Update
- 5. Citizens Advisory Committee Update
- 6. Multimodal Ridership Report – March 2020
- 7. Adjourn

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

- 1. Call to Order

MOTION

- 2. Approval of Minutes of Finance Committee Meeting of April 1, 2020
- 3. Award of Contract for South Base Bus Facility Gas Line Replacement Project

INFORMATIONAL

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

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of April 1, 2020

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

9. RECONVENE BOARD OF DIRECTORS MEETING

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Awarding a Contract to Bellanti Plumbing, Inc., for the South Base Bus Facility Gas Line Replacement Project for a Total Amount of \$342,500

SUBJECT DISCUSSED

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

12. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

13. GENERAL COUNSEL REPORT

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

- 15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, June 3, 2020 at 2:00 pm, via Zoom teleconference or at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA

16. ADJOURN

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at. Communications to the Board of Directors can be emailed to board@samtrans.com.

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
APRIL 1, 2020**

MEMBERS PRESENT: R. Collins, M. Fraser, R. Guilbault, K. Matsumoto (Chair), D. Pine,
(Via Teleconference) J. Powell, P. Ratto (Vice Chair), C. Stone (arrived at 2:16 pm)

MEMBERS ABSENT: C. Groom

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

1. CALL TO ORDER

Chair Karyl Matsumoto called the meeting to order at 2:14 pm.

2. ROLL CALL

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

3. CONSENT CALENDAR

- a. **Approval of Minutes of the Board of Directors Meeting of March 4, 2020**
- b. **Acceptance of Statement of Revenues and Expenses for February 2020**

Motion/Second: Guilbault/Fraser

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

Noes: None

Absent: Groom, Stone

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Adina Levin, Friends of Caltrain, commented on Caltrain funding.

5. REPORT OF THE CHAIR

Chair Matsumoto proposed that the meeting adjourn in memory of those who have passed from COVID-19 who were not able to have their families by their bedside.

Director Charles Stone arrived at 2:16 pm.

6. REPORT OF THE GENERAL MANAGER/CEO

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

a. COVID-19 Status Update

Mr. Hartnett reviewed the latest COVID- 19 guidelines based on Governor Gavin Newsom's revised order to shelter in place until May 3, 2020. He clarified protocols for staff that are working on site, including posting guidelines in conspicuous locations.

David Olmeda, Chief Operating Officer, Bus, reviewed the adjustments to service as a result of the latest orders, including eliminating school service.

Derek Hansel, Chief Financial Officer, said that the fare revenue loss is \$1.3 million per month. He said that sales tax income is positive, but will not be good for the last quarter of the fiscal year. He said recovery would depend on the length of the problem.

Mr. Hartnett noted that the federal funding package of \$1.3 billion was granted to transit agencies in Bay Area, to be administered by MTC (Metropolitan Transportation Commission), which will decide how the funds are allocated. He said the District is working with the FTA (Federal Transit Administration) to determine how quickly the money can be distributed.

Director Dave Pine asked about the health and safety of District employees, particularly bus operators. Mr. Hartnett noted changes such as rear-door boarding and that social distancing was manageable on both buses and trains due to reduced ridership. He said there are now fewer DNOs (did not operate), with operators consistently showing up for work.

7. BOARD MEMBER REQUESTS/COMMENTS

Director Charles Stone expressed appreciation to the District employees for their flexibility and exemplary performance during the restrictions imposed by the pandemic.

8. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to committee meetings at 2:45 pm.

9. RECONVENE BOARD OF DIRECTORS MEETING

Chair Matsumoto reconvened the Board meeting at 4:09 pm.

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Fraser reported on the following items:

MOTION:

- a. Proclamation in Honor of Senior Mobility Ambassador Kevin Poyntz

Motion/Second: Ratto/Guilbault

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

Noes: None

Absent: Groom

SUBJECTS DISCUSSED:

- b. Accessibility Update
- c. Paratransit Coordinating Council Update
- d. Multimodal Ridership Report – February 2020

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

RESOLUTIONS:

- a. Approving the Peninsula Corridor Joint Powers Board's Placement of a Three-County Measure to Impose a One-Eighth of One Percent Retail Transactions and Use Tax to be Used for Operating and Capital Purposes of the Caltrain Rail Service on the November 3, 2020 Election Ballot – *Approved by Resolution No. 2020-12*
- b. Authorizing the Filing and Execution of a Funding Application for the US-101 Express Bus Project in the Amount of \$1,703,010 – *Approved by Resolution No. 2020-13*
- c. Authorizing Application for and Receipt of San Mateo County Shuttle Program Funds – *Approved by Resolution No. 2020-14*
- d. Adopting a Debt Policy – *Approved by Resolution No. 2020-15*
- e. Repealing Fuel Hedging Policy and Adopting New Diesel Fuel Hedging Program and Associated Statement of Policy and Strategy to Maintain a Futures Account to Acquire, Hold and Dispose of Diesel Futures Contracts and Authorizing Execution of Commodity Futures Accounts – *Approved by Resolution No. 2020-16*
- f. Authorizing Examination of Transactions (Sales) and Use Tax Records – *Approved by Resolution No. 2020-17*

Motion/Second: Powell/Ratto

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

Noes: None

Absent: Groom

12. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

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

MOTION:

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

Motion/Second: Powell/Collins

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

Noes: None

Absent: Groom

13. GENERAL COUNSEL REPORT

- a. **Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957(b)(1), Conference with Labor Negotiator Pursuant to Government Code Section 54957.6**
Agency designated representative: Board Chair
Title/Unrepresented Employee: General Manager/CEO Jim Hartnett
- b. **Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6**
Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance and Customer Service Employees); International Brotherhood of Teamsters Local 856 (Transit Supervisors, Bus Contract Inspectors, Maintenance and Utility Supervisors, Transit Instructors, Maintenance Instructors and Facility Technicians)

Director Marina Fraser left the meeting at 4:15 pm

The Board recessed to closed session at 4:16 pm

The Board meeting reconvened into open session at 5:30 pm

Joan Cassman, Legal Counsel, advised that the Board has just convened in two closed sessions.

The first closed session, Item #13 (b), pertained to labor negotiations. The Board heard a report from its Labor Negotiator, Pat Glenn, supported by the District's Human Resources team, as to the state of discussions at this time with the ATU (Amalgamated Transit Union) and other unions representing District employees. No action was taken with respect to that session.

The Board then held a closed session, Item #13 (a), to undertake and complete the annual performance evaluation of the General Manager/CEO. This is the completion of a process that began earlier this year in February when the Board Chair appointed an ad hoc evaluation committee of three Board members to meet with Mr. Hartnett to review in detail his performance over the past year as well as the achievement of his goals and the development of performance goals for the coming year, and to discuss adjustments as may be appropriate to his Employment Agreement. The ad hoc committee met on four occasions and brought recommendations to the Board for consideration. After a very thorough and thoughtful discussion during this closed session, the Board is ready to consider on the record certain findings and actions described below.

First, the Board declares that it has completed to its satisfaction the annual performance evaluation of the General Manager/CEO for his performance last year. The unanimous findings of the Board is that Mr. Hartnett's performance exceeded expectations and deserves an excellent rating; that he is an extraordinary leader; and that he achieved and exceeded the goals that the Board had established for his performance for last year.

Second, based on these findings, the Board has determined that (a) Mr. Hartnett is entitled to a 3 percent adjustment in his salary, and this 3 percent represents the 3 percent salary and wage adjustment that was granted to all employees at the District last July 1, 2019; and (b) Mr. Hartnett is entitled to and has earned performance pay of \$50,000 as set forth in Section 3.1 of his Employment Agreement.

Third, the Board finds that since the commencement of this annual performance evaluation in February of this year, the coronavirus pandemic has developed bringing

with its unique and significant uncertainties as to future financial conditions affecting the District, the community and the world. In light of these circumstances, the Board has determined to defer the timing of the payment of the two elements of Mr. Hartnett's compensation referenced above. Mr. Hartnett fully supports this deferral. Accordingly, the 3 percent adjustment, which will require an amendment of the Employment Agreement, will be deferred and reconsidered by the Board at a later time at which point the Board will evaluate both the amount and the timing of the salary adjustment, taking into account the financial effects of the coronavirus, the financial stability of the organization, and potential subsequent salary adjustments for employees in the organization. As to the performance pay which has been earned and to which Mr. Hartnett is entitled, the Board has determined to defer this payment, with the timing of payment authorized by the Board at a later date, but no later than March 15, 2021.

If it was the will of the Board, Ms. Cassman asked the Board to take action to approve the findings and determinations as set forth above.

It was moved by Director Powell and seconded by Director Stone to approve the foregoing findings and determinations as outlined by Ms. Cassman. The motion was unanimously passed.

Motion/Second: Powell/Stone

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

Noes: None

Absent: Fraser, Groom

Mr. Hartnett expressed his appreciation for the Board performance ad hoc committee and the entire Board, executive team and organization.

Chair Matsumoto thanked Mr. Hartnett on behalf of the Board.

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

Chair Matsumoto noted that the correspondence was in the packet.

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Matsumoto announced the time and location of the next meeting as Wednesday, May 6, 2020 at 2:00 pm, with teleconference details to be provided prior to the meeting.

16. ADJOURN

The Board meeting adjourned at 5:39 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
MARCH 31, 2020**

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of March year-to-date actual, the Total Sources of Funds (page 1, line 17) are \$44.8 million higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), and Measure W Sales Tax (page 1, line 11).

Year to Date Expenses: As of March year-to-date actual, the Total Uses of Funds (page 1, line 37) are \$15.0 million higher than the prior year-to-date actual. This is primarily due to increases in Wages and Benefits for Motor Bus (page 1, line 21), increases in Member Funding for Caltrain (page 1, line 23), and increases in District Sales Tax Capital (page 1, line 31), and Measure W Sales Tax Capital (page 1, line 32).

Other Information: Starting in January 2019, the District modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements. The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

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

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant
Jennifer Ye, Manager, General Ledger

650-508-6288
650-622-7890

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

% OF YEAR ELAPSED: 75.0%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<u>SOURCES OF FUNDS</u>					
Operating Revenues					
1 Passenger Fares	11,193,759	11,526,729	332,970	3.0%	15,264,000
2 Local TDA and STA Funds	35,614,266	44,809,706	9,195,440	25.8%	59,746,274
3 Pass through to Other Agencies	556,234	237,000	(319,234)	(57.4%)	316,000
4 Operating Grants	1,538,587	726,355	(812,232)	(52.8%)	2,810,717
5 SMCTA Measure A	8,316,396	9,597,092	1,280,696	15.4%	12,879,456
6 SM County Measure K & Other	1,875,000	-	(1,875,000)	(100.0%)	-
7 AB434 Funds, TA Funded Shuttle & Other	310,500	311,949	1,449.36	0.5%	417,100
8 Subtotal - Operating Revenues	59,404,742	67,208,831	7,804,089	13.1%	91,433,547
Other Revenue Sources					
10 District Sales Tax	75,248,013	74,694,183	(553,830)	(0.7%)	91,000,000
11 Measure W Sales Tax	-	36,055,700	36,055,700	100.0%	45,500,000
12 Investment Income	1,771,000	3,434,016	1,663,016	93.9%	3,600,000
13 Other Interest, Rent & Other Income	7,191,197	6,498,151	(693,046)	(9.6%)	8,068,323
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	19,038,135	19,523,800	485,665	2.6%	41,573,346
15 Subtotal - Other Revenues	103,248,345	140,205,850	36,957,505	35.8%	189,741,669
16 Total Revenues	162,653,086	207,414,681	44,761,594	27.5%	281,175,215
17 Total Sources of Funds	162,653,087	207,414,681	44,761,594	27.5%	281,175,215
<u>USES OF FUNDS</u>					
20 PCJPB, SMCTA & SAMTR Capital W&B	19,038,135	19,523,800	485,665	2.6%	41,573,346
21 Motor Bus	92,684,961	102,375,746	9,690,785	10.5%	148,492,400
22 A. D. A. Programs	12,975,928	13,196,660	220,733	1.7%	20,473,135
23 Caltrain	5,725,800	6,867,092	1,141,292	19.9%	9,239,456
24 Other Multi-modal Programs	1,874,995	2,280,255	405,260	21.6%	2,678,911
25 Pass through to Other Agencies	556,234	237,000	(319,234)	(57.4%)	316,000
26 Land Transfer Interest Expense	-	-	-	0.0%	45,716
27 Total Operating Expense	132,856,053	144,480,553	11,624,500	8.7%	222,818,964
28					
29 Total Operating Surplus / (Deficit)	29,797,034	62,934,128	33,137,094	111.2%	58,356,252
30					
31 District Sales Tax Capital	4,511,678	6,370,589	1,858,912	41.2%	8,494,119
32 Measure W Sales Tax Capital	-	1,826,250	1,826,250	100.0%	2,435,000
33 Sales Tax Allocation - Capital Program	4,511,678	8,196,839	3,685,162	81.7%	10,929,119
34					
35 Total Debt Service	7,285,286	7,003,073	(282,212)	(3.9%)	19,358,210
36					
37 Total Uses of Funds	144,653,016	159,680,466	15,027,449	10.4%	253,106,293
38					
39 NET SURPLUS / (DEFICIT)	18,000,071	47,734,215	29,734,144	165.2%	28,068,923

SAN MATEO COUNTY TRANSIT DISTRICT

STATEMENT OF REVENUES

FISCAL YEAR 2020

MARCH 2020

MARCH 2020

% OF YEAR ELAPSED:

75.0%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES - MOTOR BUS					
PASSENGER FARES	10,565,209	10,869,768	304,560	2.9%	14,355,000
LOCAL (TDA) TRANSIT FUND	29,794,254	34,206,925	4,412,671	14.8%	45,609,233
STATE TRANSIT ASSISTANCE	4,251,893	7,505,116	3,253,223	76.5%	10,006,821
OPERATING GRANTS	1,004,637	413,987	(590,650)	(58.8%)	735,193
DISTRICT SALES TAX REVENUE	40,527,607	42,561,752	2,034,144	5.0%	69,993,847
INVESTMENT INTEREST INCOME	1,481,264	2,931,640	1,450,376	97.9%	3,005,000
OTHER REVENUE SOURCES:					
Rental Income	953,171	1,787,059	833,888	87.5%	1,672,487
Advertising Income	989,916	1,126,599	136,683	13.8%	1,233,331
Other Income	3,117,009	972,900	(2,144,110)	(68.8%)	1,881,488
TOTAL OTHER REVENUES	5,060,097	3,886,558	(1,173,539)	(23.2%)	4,787,307
TOTAL MOTOR BUS	92,684,961	102,375,746	9,690,785	10.5%	148,492,400
AMERICAN DISABILITIES ACT:					
Passenger Fares Redi-Wheels	628,550	656,961	28,410	4.5%	909,000
Local TDA 4.5 Redi-Wheels	1,568,119	1,853,809	285,690	18.2%	2,471,745
Local STA - Paratransit	-	1,243,856	1,243,856	100.0%	1,658,475
Operating Grants	533,950	312,368	(221,582)	(41.5%)	2,075,524
Sales Tax Revenue - ADA	4,485,621	5,006,284	520,663	11.6%	7,723,391
Interest Income - Paratransit Fund	289,736	502,376	212,640	73.4%	595,000
SMCTA Measure A Redi-Wheels	2,590,596	2,730,000	139,404	5.4%	3,640,000
SM County Measure K	1,875,000	-	(1,875,000)	(100.0%)	-
Measure M Paratransit	1,004,356	891,007	(113,349)	(11.3%)	1,400,000
TOTAL ADA PROGRAMS	12,975,928	13,196,660	220,733	1.7%	20,473,135
MULTI-MODAL TRANSIT PROGRAMS:					
Transfer from SMCTA for Caltrain	5,181,192	5,879,564	698,372	13.5%	7,922,752
Other Sources - Caltrain	544,608	987,528	442,920	81.3%	1,316,704
AB434 Funds-SamTrans Shuttle	310,500	311,949	1,449	0.5%	417,100
Employer SamTrans Shuttle Funds	1,126,744	1,409,199	282,455	25.1%	1,594,700
Dumbarton Rental Income	-	311,387	311,387	100.0%	286,316
Sales Tax Revenue - Gen. Operating Asst.	437,752	247,719	(190,033)	(43.4%)	380,795
TOTAL MULTIMODAL	7,600,795	9,147,347	1,546,552	20.3%	11,918,367
TOTAL REVENUES	113,261,684	124,719,753	11,458,069	10.1%	180,883,902

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

% OF YEAR ELAPSED: 75.0%

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
DISTRICT OPERATED BUSES					
1 Motor Bus Wages & Benefits	53,221,858	58,316,762	5,094,904	9.6%	78,108,176
2					
3 Services:					
4 Board of Directors	29,895	82,612	52,718	176.3%	132,116
5 Contracted Vehicle Maintenance	788,995	1,054,887	265,892	33.7%	1,335,519
6 Property Maintenance	918,109	1,044,574	126,465	13.8%	1,787,144
7 Professional Services	2,354,647	2,356,435	1,788	0.1%	5,778,743
8 Technical Services	4,731,590	5,624,290	892,700	18.9%	10,378,813
9 Other Services	1,674,789	2,137,408	462,619	27.6%	3,675,419
10 Materials & Supply:					
11 Fuel and Lubricants	2,598,002	2,421,775	(176,227)	(6.8%)	3,876,141
12 Bus Parts and Materials	1,512,504	1,422,195	(90,309)	(6.0%)	2,039,863
13 Uniforms and Driver Expense	278,765	238,796	(39,969)	(14.3%)	656,813
14 Timetables and Tickets	53,036	112,776	59,740	112.6%	283,500
15 Office Supplies / Printing	408,003	296,944	(111,060)	(27.2%)	615,104
16 Other Materials and Supply	88,132	124,540	36,408	41.3%	143,600
17					
18 Utilities:					
19 Telephone	349,378	398,858	49,480	14.2%	712,500
20 Other Utilities	764,817	836,542	71,725	9.4%	1,271,530
21 Insurance	1,130,701	1,132,671	1,971	0.2%	1,524,531
22 Claims Reserves and Payments	349,865	691,409	341,544	100.0%	2,455,563
23 Workers' Compensation	2,350,870	2,364,017	13,146	0.6%	3,732,568
24 Taxes and License Fees	559,700	660,168	100,468	18.0%	919,556
25 Leases and Rentals	136,108	81,089	(55,019)	(40.4%)	191,926
26 Promotional and Legal Advertising	493,961	434,283	(59,677)	(12.1%)	1,460,867
27 Training and Business Travel	240,878	275,174	34,296	14.2%	869,793
28 Dues and Membership	99,841	103,283	3,442	3.4%	172,143
29 Postage and Other	27,634	86,933	59,299	214.6%	184,780
30					
31 Total District Operated Buses	75,162,078	82,298,423	7,136,345	9.5%	122,306,709
32					
33 CONTRACTED BUS SERVICES					
34 Contracted Urban Bus Service	15,376,284	16,131,181	754,897	4.9%	21,551,200
35 Coastside Services	1,216,902	1,204,160	(12,742)	(1.0%)	1,738,200
36 Redi Coast Non-ADA	190,691	178,698	(11,993)	(6.3%)	263,700
37 La Honda - Pescadero	33,863	36,750	2,888	8.5%	55,130
38 SamCoast - Pescadero	85,536	66,638	(18,897)	(22.1%)	143,700
39 CUB Related Wages & Benefits	199,588	260,150	60,562	100.0%	499,764
40 CUB Related Other Support	46,215	83,473	37,258	80.6%	118,500
41 CUB Insurance	335,850	344,689	8,839	2.6%	597,097
42 CUB Claims Reserves & Payments	37,953	1,771,583	1,733,630	100.0%	1,218,400
43 Total Contracted Bus Service	17,522,883	20,077,323	2,554,440	14.6%	26,185,691
44					
45 TOTAL MOTOR BUS	92,684,961	102,375,746	9,690,785	10.5%	148,492,400

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

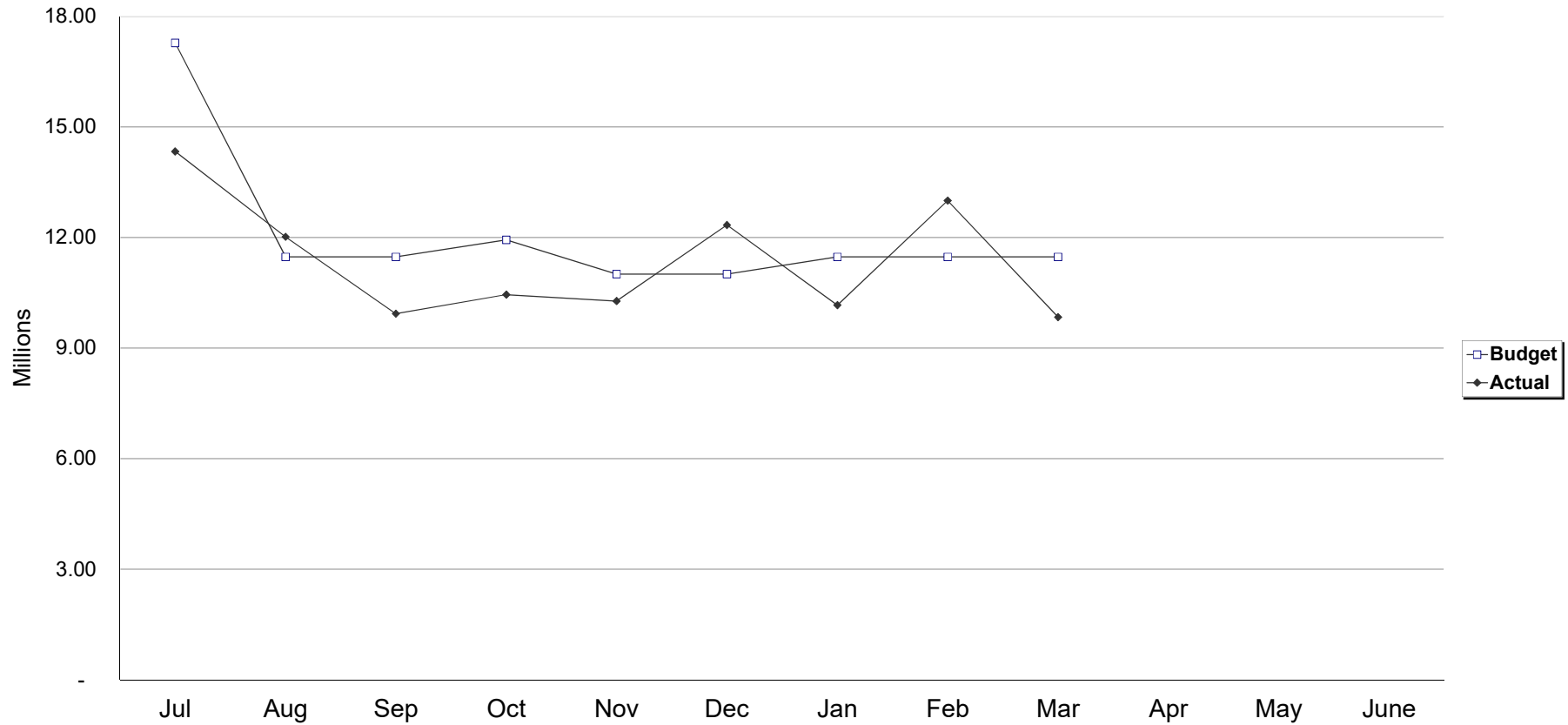
% OF YEAR ELAPSED: **75.0%**

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
46 AMERICAN DISABILITY ACT PROGRAMS					
47					
48 Elderly & Disabled/Redi-Wheels	3,819,716	4,298,000	478,284	12.5%	6,832,050
49 ADA Sedans / Taxi Service	4,015,353	4,161,228	145,875	3.6%	5,834,100
50 Coastside ADA	1,372,440	1,405,508	33,068	2.4%	1,921,400
51 ADA Related Wages & Benefits	2,155,917	1,948,764	(207,153)	(9.6%)	2,530,107
52 ADA Related Other Support	992,892	1,148,906	156,014	15.7%	2,710,214
53 ADA Insurance	283,067	288,384	5,317	1.9%	426,864
54 ADA Claims Reserves & Payments	336,541	(54,130)	(390,671)	100%	218,400
55					
56 TOTAL ADA PROGRAMS	12,975,928	13,196,660	220,733	1.7%	20,473,135
57					
58					
59 MULTI-MODAL TRANSIT PROGRAMS					
60					
61 CALTRAIN SERVICE					
62 Peninsula Rail Service	5,725,800	6,867,092	1,141,292	19.9%	9,239,456
63 Total Caltrain Service	5,725,800	6,867,092	1,141,292	19.9%	9,239,456
64					
65 OTHER SUPPORT					
66 SamTrans Shuttle Service	1,602,901	1,979,959	377,057	23.5%	2,128,700
67 Shuttle Related Wages & Benefits	50,747	47,607	(3,140)	100%	89,095
68 Dumbarton M.O.W.	-	143,932	143,932	100%	286,316
69 Maintenance Multimodal Facilities	221,346	108,757	(112,589)	100%	174,800
70 Total Other Support	1,874,995	2,280,255	405,260	21.6%	2,678,911
71					
72					
73 TOTAL MULTI-MODAL PROGRAM	7,600,795	9,147,347	1,546,552	20.3%	11,918,367
74					
75					
76 TOTAL OPERATING EXPENSES	113,261,684	124,719,753	11,458,069	10.1%	180,883,902

SAN MATEO COUNTY TRANSIT DISTRICT

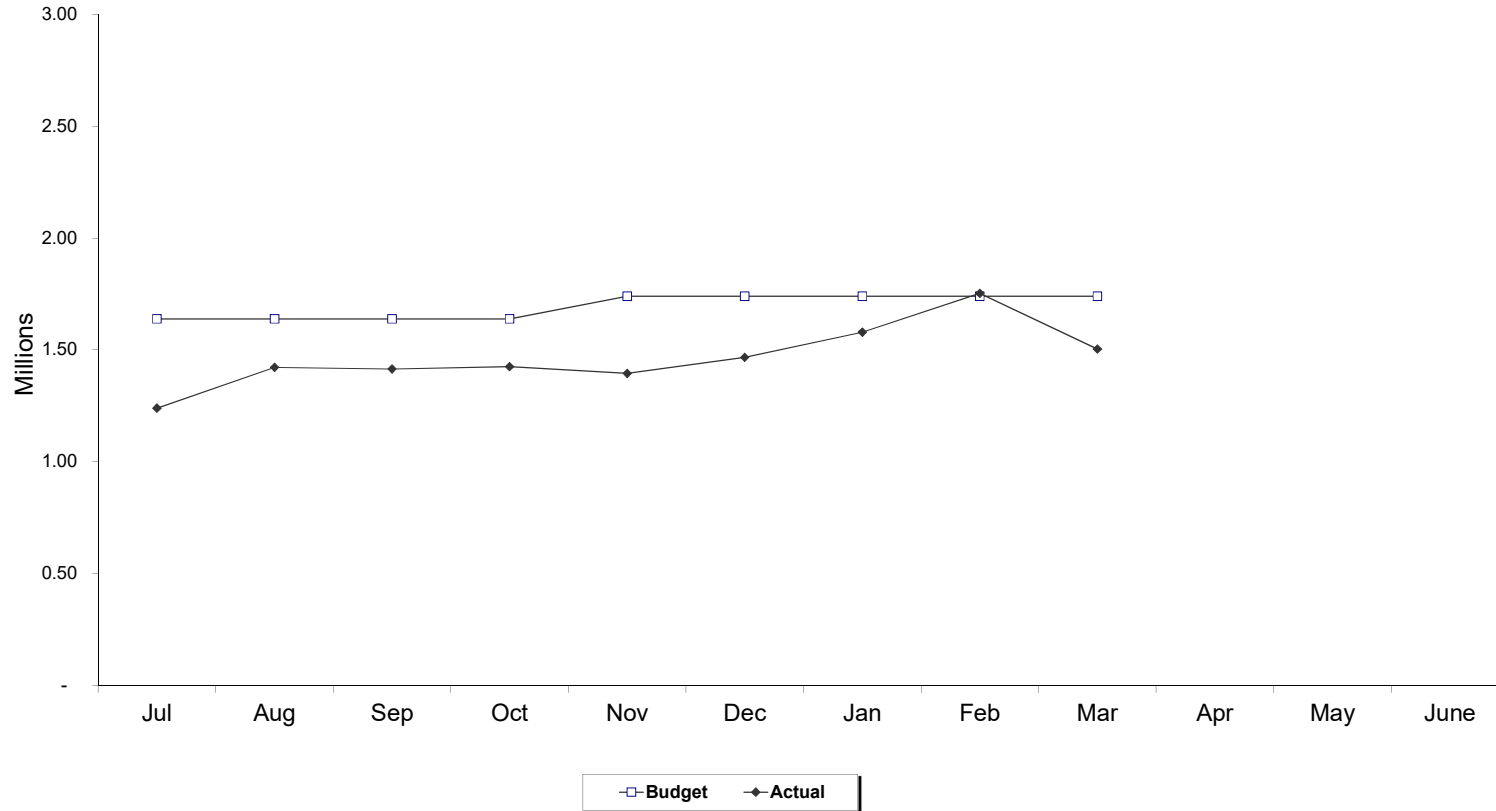
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2020



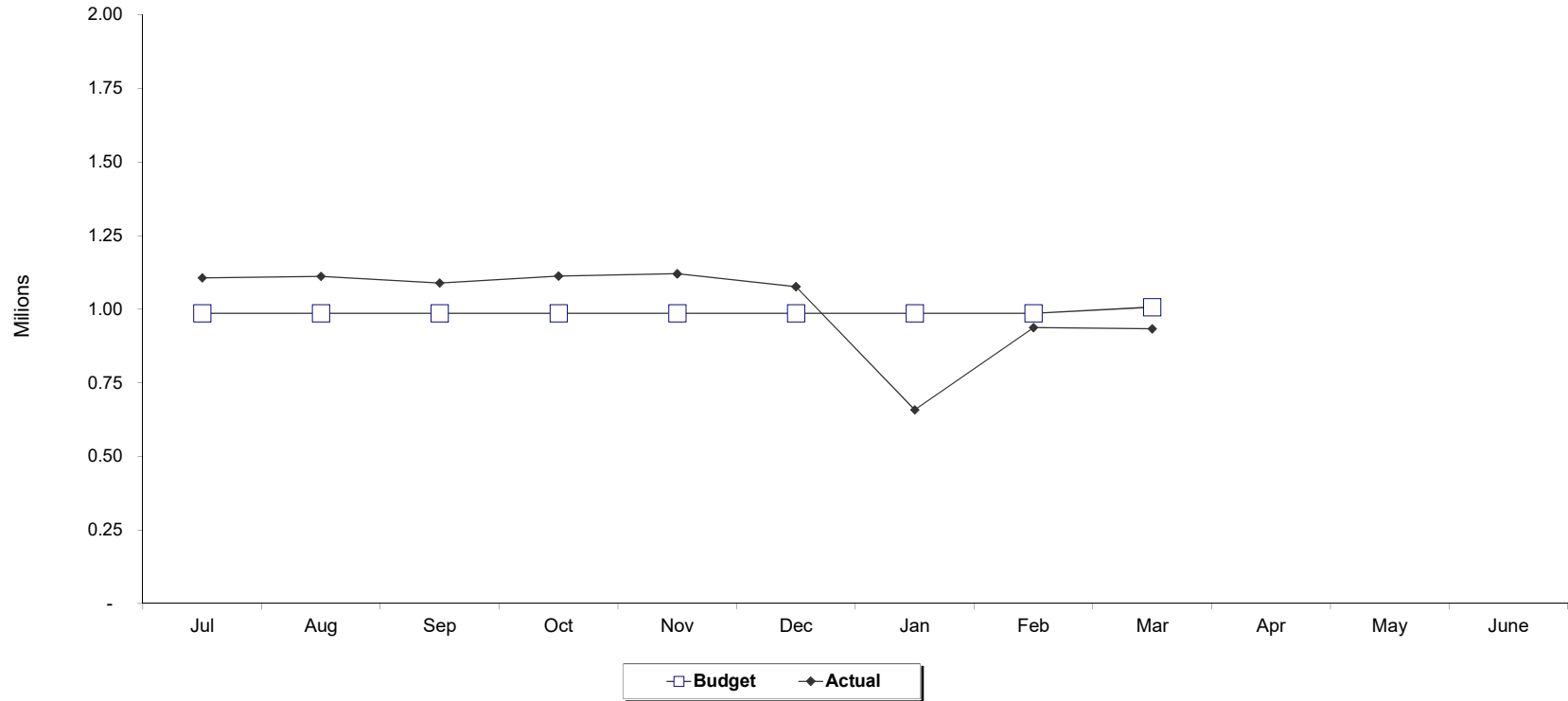
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	17,281,484	11,473,720	11,473,720	11,938,461	11,008,979	11,473,720	11,473,720	11,473,720	12,781,050			
Actual	14,335,970	12,020,594	9,934,437	10,452,200	10,279,078	12,340,779	10,169,345	13,003,720	9,839,623			
CUMULATIVE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

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,638,782	1,638,782	1,638,782	1,638,782	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751			
Actual	1,239,506	1,421,472	1,414,210	1,425,262	1,394,710	1,466,173	1,578,670	1,752,686	1,503,970			
CUMULATIVE EXPENSES												
Budget	1,638,782	3,277,564	4,916,346	6,555,128	8,294,879	10,034,630	11,774,381	13,514,132	15,253,882			
Actual	1,239,506	2,660,978	4,075,188	5,500,450	6,895,161	8,361,333	9,940,004	11,692,690	13,196,660			
Variance - F(U)	399,276	616,586	841,158	1,054,678	1,399,718	1,673,297	1,834,377	1,821,442	2,057,222			
Variance %	24.36%	18.81%	17.11%	16.09%	16.87%	16.68%	15.58%	13.48%	13.49%			

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	986,253	986,253	986,253	986,253	986,253	986,253	986,253	986,253	1,007,086			
Actual	1,106,649	1,111,913	1,089,259	1,112,801	1,120,481	1,076,752	658,406	937,558	933,530			
CUMULATIVE EXPENSES												
Budget	986,253	1,972,506	2,958,758	3,945,011	4,931,264	5,917,517	6,903,770	7,890,022	8,897,108			
Actual	1,106,649	2,218,561	3,307,820	4,420,621	5,541,102	6,617,853	7,276,259	8,213,817	9,147,347			
Variance - F(U)	(120,396)	(246,056)	(349,062)	(475,610)	(609,838)	(700,337)	(372,490)	(323,795)	(250,238)			
Variance %	(12.2%)	(12.5%)	(11.8%)	(12.1%)	(12.4%)	(11.8%)	(5.4%)	(4.1%)	-2.81%			

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

		3/31/2020
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF		
Bank of America Checking	\$	28,524,059.38
Bank of America Checking (Restricted)		8,017,229.69
Wells Fargo		-
LAIF		74,633,124.86
 INVESTMENT FUNDS		
Investment Portfolio (Market Values+ Accrued interest)*		122,144,829.61
MMF - US Bank Custodian Account		11,256,901.18
 Debt Service Reserves Held By Trustee		 11,514,133.59
 <hr/>		
TOTAL	\$	256,090,278.31
<hr/> <hr/>		

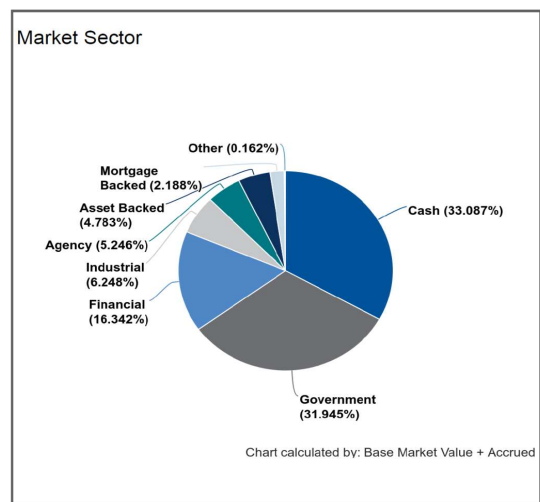
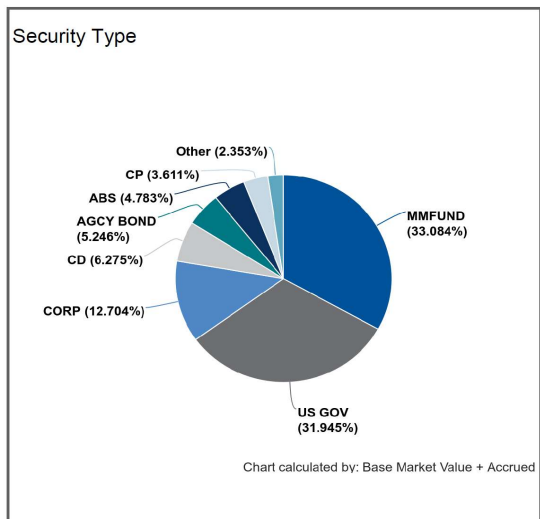
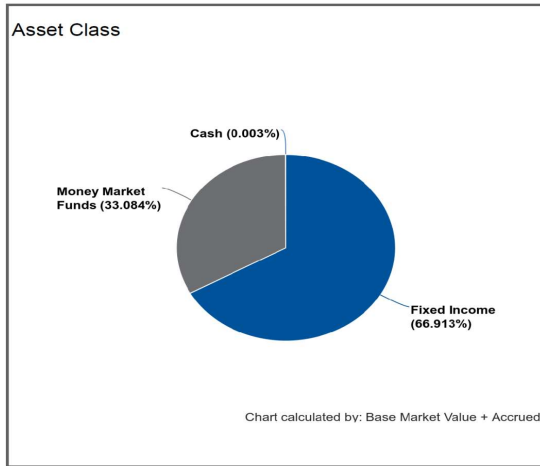
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	5,004.65
MMFund (incl LAIF)	85,890,026.04
Fixed Income	122,139,824.96
Duration	1.934
Convexity	0.066
WAL	1.467
Years to Final Maturity	1.530
Years to Effective Maturity	1.466
Yield	1.148
Book Yield	1.422
Avg Credit Rating	AA-/Aa3/AA-

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
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Avg Credit Rating	AA-/Aa3/AA-

Footnotes:

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

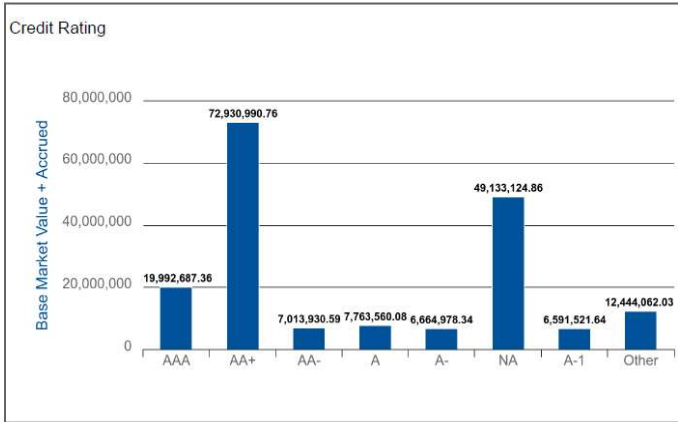


Risk Summary

03/01/2020 - 03/31/2020

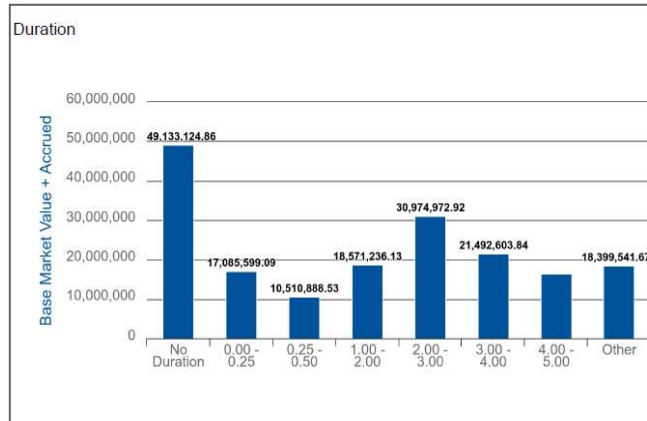
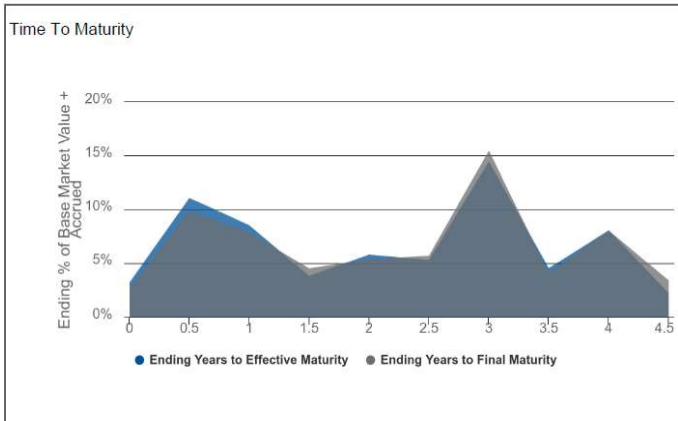
SAM Transit District Agg (136232)

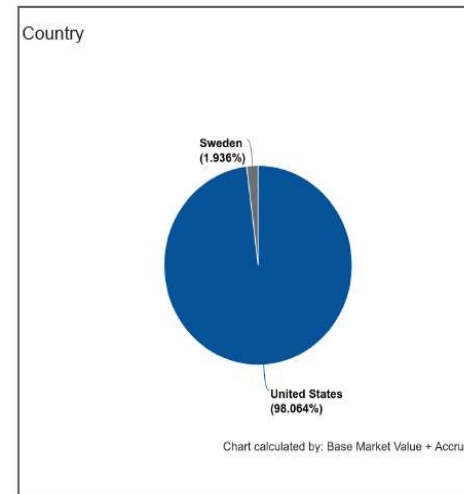
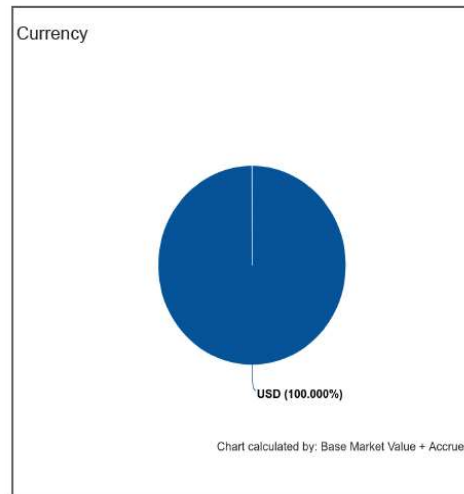
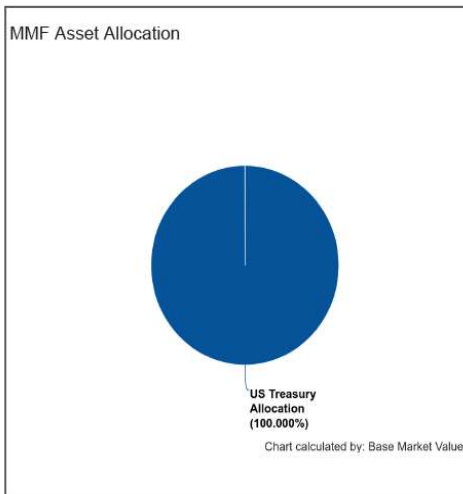
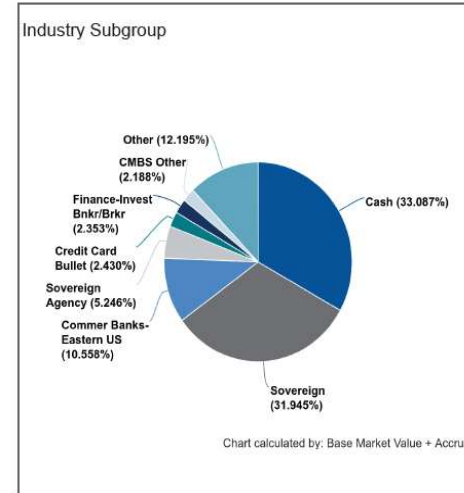
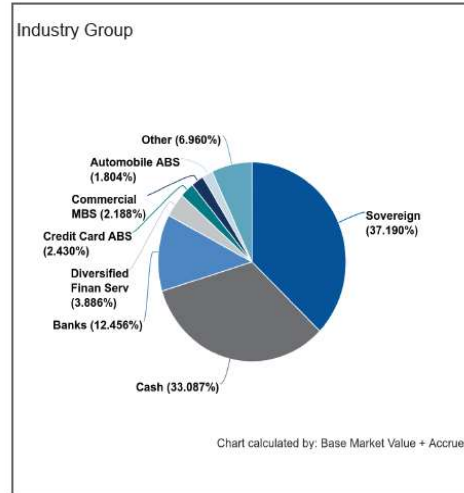
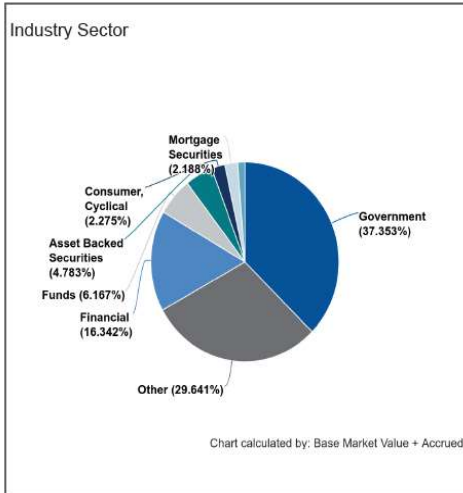
Dated: 04/10/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	9.190%	0.293%	1.469%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	6.008%	6.358%	14.828%	9.828%	7.410%	0.000%	0.000%	0.000%	0.000%
A	8.716%	2.877%	0.672%	1.283%	1.556%	0.000%	0.000%	0.000%	0.000%
BBB	1.284%	0.645%	0.000%	0.663%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%







Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 03/31/2020
Base Currency: USD

CASH										
Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued	
CASH	CCYUSD	Receivable	3,951.59	---	03/31/2020	3,951.59	0.00	3,951.59	3,951.59	
CASH			3,951.59	---	03/31/2020	3,951.59	0.00	3,951.59	3,951.59	
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	8,436,481.07	---	03/31/2020	8,436,481.07	0.00	8,436,481.07	8,436,481.07	
MMFUND			8,436,481.07	---	03/31/2020	8,436,481.07	0.00	8,436,481.07	8,436,481.07	
Summary										
Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued	
---	---	---	8,440,432.66	---	03/31/2020	8,440,432.66	0.00	8,440,432.66	8,440,432.66	

* 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: 03/31/2020
 Base Currency USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
ABS	02004VAC7	ALLYA 182 A3	530,611.50	04/30/2018	11/15/2022	530,515.14	688.62	532,680.29	533,368.91
ABS	02007HAC5	ALLYA 172 A3	163,583.54	03/29/2017	08/16/2021	163,564.26	129.41	163,413.29	163,542.71
ABS	02007PAC7	ALLYA 171 A3	21,664.34	01/31/2017	06/15/2021	21,662.44	16.37	21,652.62	21,668.99
ABS	14041NFU0	COMET 192 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,642,750.94	1,644,019.91
ABS	14313FAD1	CARMX 183 A3	420,000.00	07/25/2018	06/15/2023	419,942.75	584.27	423,954.61	424,538.88
ABS	17305EGB5	CC CIT 17A3 A3	900,000.00	05/22/2017	04/07/2020	902,403.00	8,352.00	899,486.37	907,838.37
ABS	17305EGK5	CC CIT 18A1 A1	900,000.00	01/31/2018	01/20/2021	899,875.44	4,419.75	903,639.83	908,059.58
ABS	34531EAD8	FORDO 17A A3	105,163.29	01/25/2017	06/15/2021	105,162.90	78.05	104,975.95	105,054.01
ABS	36255JAD6	GM CAR 183 A3	400,000.00	07/18/2018	05/16/2023	399,906.72	503.33	404,311.99	404,815.32
ABS	43814PAC4	HAROT 173 A3	121,146.16	09/29/2017	09/18/2021	121,133.04	78.31	120,164.78	120,243.09
ABS	47788BAD6	JDOT 17B A3	163,445.89	07/18/2017	10/15/2021	163,433.93	132.21	163,207.01	163,339.22
ABS	47788CAC6	JDOT 2018 A3	176,902.96	02/28/2018	04/18/2022	176,890.24	209.14	176,655.05	176,864.18
ABS	89190BAD0	TAOT 17B A3	447,296.77	05/17/2017	07/15/2021	447,262.46	349.89	443,055.00	443,404.89
ABS	89238BAD4	TAOT 18A A3	335,656.73	01/31/2018	05/16/2022	335,652.88	350.57	335,757.83	336,108.40
ABS	89238MAD0	TAOT 17A A3	16,404.20	03/15/2017	02/16/2021	16,402.27	12.61	16,397.94	16,410.55
ABS	92348TAA2	VZOT 20A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	448,372.86	448,641.36
ABS			6,836,875.39			6,838,333.87	17,442.02	6,800,476.37	6,817,918.38

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	6,496.88	2,724,178.50	2,730,675.38
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	50.42	442,006.84	442,057.26
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	2,329.86	1,542,243.18	1,544,573.04
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	725.69	480,370.83	481,096.52
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	600,000.00	08/01/2017	07/30/2020	598,182.00	1,525.00	602,106.60	603,631.60
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	5,250.00	934,335.90	939,585.90
AGCY BOND	3137EAEF2	FREDDIE MAC	300,000.00	04/20/2017	04/20/2020	298,974.00	1,844.79	300,114.00	301,958.79
AGCY BOND	3137EAEJ4	FREDDIE MAC	580,000.00	09/29/2017	09/29/2020	578,950.20	52.36	583,375.60	583,427.96
AGCY BOND			7,520,000.00			7,489,825.88	18,275.00	7,608,731.44	7,627,006.44

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CASH	CCYUSD	RECEIVABLE	846.55	---	03/31/2020	846.55	0.00	846.55	846.55
CASH			846.55			846.55	0.00	846.55	846.55

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CD	06417GU22	BANK OF NOVA SCOTIA, HOUSTON BRANCH	900,000.00	06/07/2018	06/05/2020	899,658.00	8,932.00	900,460.53	909,392.53
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	23,559.75	900,000.00	923,559.75
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	6,298.50	950,000.00	956,298.50
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	1,708.68	950,000.00	951,708.68
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	15,390.00	1,504,255.52	1,519,645.52
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	1,717.92	950,000.00	951,717.92
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	10/18/2018	10/16/2020	898,776.00	14,238.00	899,667.56	913,905.56
CD	87019U6D6	SWEDBANK AB (PUBL)	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	15,322.50	1,790,095.82	1,805,418.32
CD			8,850,000.00			8,848,434.00	87,167.35	8,844,479.43	8,931,646.77

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	11,306.25	910,500.30	921,806.55
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	5,640.00	887,343.30	892,983.30
CORP	037833CS7	APPLE INC	820,000.00	05/11/2017	05/11/2020	819,163.60	5,740.00	820,423.94	826,163.94
CORP	05531FBH5	BB&T CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	3,750.00	882,278.10	886,028.10
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	1,181.25	100,647.00	101,828.25
CORP	06051GGS2	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	6,402.00	544,109.50	550,511.50
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	3,256.01	252,441.25	255,697.26
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	3,434.38	374,062.50	377,496.88
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	650,000.00	09/07/2017	09/04/2020	649,454.00	901.88	648,476.40	649,378.28
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	2,815.63	449,999.10	452,814.73
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	1,260.00	177,503.38	178,763.38
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	1,523.96	956,874.20	958,398.16
CORP	38141EC23	GOLDMAN SACHS & CO	900,000.00	07/11/2019	07/08/2024	941,922.00	7,988.75	939,393.00	947,381.75
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	4,216.00	361,718.28	365,934.28
CORP	437076BQ4	HOME DEPOT INC	450,000.00	06/05/2017	06/05/2020	449,739.00	2,610.00	449,891.55	452,501.55
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	3,710.00	903,308.40	907,018.40
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	14,431.50	914,247.90	928,679.40
CORP	6174467P8	MORGAN STANLEY	1,800,000.00	11/10/2016	07/24/2020	2,009,250.00	18,425.00	1,815,750.00	1,834,175.00
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	483.33	375,554.63	376,037.96
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	663.78	515,761.69	516,425.46
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	5,950.00	933,648.30	939,598.30
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	771.88	319,699.58	320,471.45
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	5,533.33	599,604.60	605,137.93
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	6,689.58	571,562.94	578,252.52
CORP	89236TEU5	TOYOTA MOTOR CREDIT CORP	660,000.00	04/13/2018	04/13/2021	659,736.00	9,086.00	662,424.84	671,510.84
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	498.44	734,051.63	734,550.06
CORP	931142EA7	WAL-MART STORES INC	900,000.00	10/20/2017	12/15/2020	898,695.00	5,035.00	902,949.30	907,984.30
CORP			17,900,000.00			18,143,470.15	133,303.94	18,004,225.59	18,137,529.52

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	1,800,000.00	12/06/2019	09/01/2020	1,774,890.00	0.00	1,785,771.00	1,785,771.00
CP	62479LK61	MUFG BANK LTD. (NEW YORK BRANCH)	1,000,000.00	01/13/2020	10/06/2020	986,650.00	0.00	990,600.00	990,600.00
CP	63873JK90	NATIXIS, NEW YORK BRANCH	2,500,000.00	01/17/2020	10/09/2020	2,467,673.61	0.00	2,476,788.19	2,476,788.19
			5,300,000.00			5,229,213.61	0.00	5,253,159.19	5,253,159.19

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
FHLMC	3137BGK24	FHMS K043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	700,615.50	702,274.08
FHLMC	3137BM6P6	FHMS K721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	463,698.00	464,856.75
FHLMC	3137FKK39	FHMS KP05 A	265,098.09	12/17/2018	07/25/2023	265,097.30	707.59	271,685.78	272,393.37
FHLMC	3137FQ3V3	FHMS KJ27 A1	302,663.24	11/26/2019	07/25/2024	302,655.97	527.64	312,103.30	312,630.95
			1,667,761.33			1,703,780.61	4,052.57	1,748,102.59	1,752,155.15

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
FNMA	3136AJ7G5	FNA 14M06B A2	983,479.66	12/15/2016	05/25/2021	1,003,379.75	2,195.22	998,310.53	1,000,505.75
FNMA	3136B1XP4	FNA 18M5 A2	371,511.34	04/30/2018	09/25/2021	378,901.07	1,102.15	377,919.91	379,022.06
			1,354,991.00			1,382,280.82	3,297.37	1,376,230.44	1,379,527.81

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	2,265,971.46	---	03/31/2020	2,265,971.46	0.00	2,265,971.46	2,265,971.46
			2,265,971.46			2,265,971.46	0.00	2,265,971.46	2,265,971.46

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	805.38	234,326.30	235,131.68
MUNI			230,000.00			230,000.00	805.38	234,326.30	235,131.68

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
US GOV	912828L32	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	490.22	411,985.94	412,476.15
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	12,218.75	2,386,617.19	2,398,835.94
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	31,688.19	6,189,468.75	6,221,156.94
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	16,112.64	3,147,187.50	3,163,300.14
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	9,478.43	1,660,756.25	1,670,234.68
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	29,489.75	5,613,468.75	5,642,958.50
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	5,188.01	987,554.69	992,742.70
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	9,283.81	1,767,203.13	1,776,486.94
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	1,617.32	354,812.50	356,429.82
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	20,149.55	3,082,289.06	3,102,438.62
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	15,709.82	2,403,140.63	2,418,850.45
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	5,133.93	2,576,953.13	2,582,087.05
US GOV	912828VF4	UNITED STATES TREASURY	255,000.00	12/07/2015	05/31/2020	251,702.93	1,178.33	255,398.44	256,576.77
US GOV	912828VP2	UNITED STATES TREASURY	575,000.00	05/18/2016	07/31/2020	593,785.56	1,927.20	578,234.38	580,161.57
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	29,160.37	3,821,406.25	3,850,566.62
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	25,274.73	5,339,062.50	5,364,337.23
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	7,456.04	1,575,023.44	1,582,479.48
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	3,285.71	694,078.13	697,363.84
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	2,274.73	480,515.63	482,790.35
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	6,824.18	1,441,546.88	1,448,371.05
US GOV			42,830,000.00			42,335,359.47	233,941.71	44,766,703.13	45,000,644.83

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
---	---	---	94,756,445.73			94,467,516.42	498,285.32	96,903,252.47	97,401,537.80

* 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: 03/31/2020
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
ABS	02004VAC7	ALLYA 182 A3	151,020.19	04/30/2018	11/15/2022	150,992.77	195.99	151,609.01	151,805.00
ABS	02007HAC5	ALLYA 172 A3	45,282.64	03/29/2017	08/16/2021	45,277.30	35.82	45,235.51	45,271.34
ABS	02007PAC7	ALLYA 171 A3	6,151.60	01/31/2017	06/15/2021	6,151.06	4.65	6,148.28	6,152.92
ABS	14041NFU0	COMET 192 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	470,064.27	470,427.38
ABS	14313FAD1	CARMX 183 A3	110,000.00	07/25/2018	06/15/2023	109,985.01	153.02	111,035.73	111,188.75
ABS	17305EGB5	CCCIT 17A3 A3	250,000.00	05/22/2017	04/07/2020	250,667.50	2,320.00	249,857.33	252,177.33
ABS	17305EGK5	CCCIT 18A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	1,227.71	251,011.06	252,238.77
ABS	34531EAD8	FORDO 17A A3	30,672.63	01/25/2017	06/15/2021	30,672.51	22.77	30,617.99	30,640.75
ABS	36255JAD6	GMCAR 183 A3	120,000.00	07/18/2018	05/16/2023	119,972.02	151.00	121,293.60	121,444.60
ABS	43814PAC4	HAROT 173 A3	36,710.96	09/29/2017	09/18/2021	36,706.98	23.73	36,413.57	36,437.30
ABS	47788BAD6	JDOT 17B A3	46,309.67	07/18/2017	10/15/2021	46,306.28	37.46	46,241.99	46,279.45
ABS	47788CAC6	JDOT 2018 A3	49,656.97	02/28/2018	04/18/2022	49,653.40	58.71	49,587.38	49,646.09
ABS	89190BAD0	TAOT 17B A3	124,249.10	05/17/2017	07/15/2021	124,239.57	97.19	123,070.83	123,168.03
ABS	89238BAD4	TAOT 18A A3	93,237.98	01/31/2018	05/16/2022	93,236.91	97.38	93,266.06	93,363.45
ABS	89238MAD0	TAOT 17A A3	4,556.72	03/15/2017	02/16/2021	4,556.19	3.50	4,554.98	4,558.49
ABS	92348TAA2	VZOT 20A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	117,992.86	118,063.52
ABS			1,917,848.47			1,918,248.67	4,862.70	1,908,000.45	1,912,863.15

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	1,251.25	524,656.60	525,907.85
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	9.74	85,387.69	85,397.42
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	213.89	141,582.98	141,796.87
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	702.78	465,201.22	465,904.00
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	150,000.00	08/01/2017	07/30/2020	149,545.50	381.25	150,526.65	150,907.90
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	1,458.33	259,537.75	260,996.08
AGCY BOND	3137EAEF2	FREDDIE MAC	150,000.00	04/20/2017	04/20/2020	149,487.00	922.40	150,057.00	150,979.40
AGCY BOND	3137EAEJ4	FREDDIE MAC	165,000.00	09/29/2017	09/29/2020	164,701.35	14.90	165,960.30	165,975.20
AGCY BOND			1,920,000.00			1,912,776.94	4,954.53	1,942,910.19	1,947,864.72

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CASH	CCYUSD	RECEIVABLE	206.51	---	03/31/2020	206.51	0.00	206.51	206.51
CASH			206.51			206.51	0.00	206.51	206.51

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CD	06417GU22	BANK OF NOVA SCOTIA, HOUSTON BRANCH	250,000.00	06/07/2018	06/05/2020	249,905.00	2,481.11	250,127.93	252,609.04
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	6,544.38	250,000.00	256,544.38
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	1,823.25	275,000.00	276,823.25
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	494.62	275,000.00	275,494.62
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	4,360.50	426,205.73	430,566.23
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	497.29	275,000.00	275,497.29
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	10/18/2018	10/16/2020	249,660.00	3,955.00	249,907.65	253,862.65
CD	87019U6D6	SWEDBANK AB (PUBL)	500,000.00	11/17/2017	11/16/2020	500,000.00	4,256.25	497,248.84	501,505.09
CD			2,500,000.00			2,499,565.00	24,412.40	2,498,490.15	2,522,902.54

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	3,140.63	252,916.75	256,057.38
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,566.67	246,484.25	248,050.92
CORP	037833CS7	APPLE INC	225,000.00	05/11/2017	05/11/2020	224,770.50	1,575.00	225,116.33	226,691.33
CORP	05531FBH5	BB&T CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,041.67	245,077.25	246,118.92
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	295.31	25,161.75	25,457.06
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	1,862.40	158,286.40	160,148.80
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	976.80	75,732.38	76,709.18
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	915.83	99,750.00	100,665.83
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/07/2017	09/04/2020	184,844.60	256.69	184,566.36	184,823.05
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	719.55	114,999.77	115,719.32
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	360.00	50,715.25	51,075.25
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	433.13	271,953.72	272,386.85
CORP	38141EC23	GOLDMAN SACHS & CO	250,000.00	07/11/2019	07/08/2024	261,645.00	2,219.10	260,942.50	263,161.60
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	1,171.11	100,477.30	101,648.41
CORP	437076BQ4	HOME DEPOT INC	125,000.00	06/05/2017	06/05/2020	124,927.50	725.00	124,969.88	125,694.88
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	1,030.56	250,919.00	251,949.56
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	4,008.75	253,957.75	257,966.50
CORP	6174467P8	MORGAN STANLEY	500,000.00	11/10/2016	07/24/2020	558,125.00	5,118.06	504,375.00	509,493.06
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	128.89	100,147.90	100,276.79
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	193.33	150,221.85	150,415.18

CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	1,652.78	259,346.75	260,999.53
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	237.50	98,369.10	98,606.60
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	1,521.67	164,891.27	166,412.93
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	1,877.78	160,438.72	162,316.50
CORP	89236TEU5	TOYOTA MOTOR CREDIT CORP	180,000.00	04/13/2018	04/13/2021	179,928.00	2,478.00	180,661.32	183,139.32
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	137.50	202,497.00	202,634.50
CORP	931142EA7	WAL-MART STORES INC	250,000.00	10/20/2017	12/15/2020	249,637.50	1,398.61	250,819.25	252,217.86

CORP			4,985,000.00			5,052,583.05	37,042.29	5,013,794.78	5,050,837.07
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CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ase Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	650,000.00	12/06/2019	09/01/2020	640,932.50	0.00	644,861.75	644,861.75
CP	63873JK90	NATIXIS, NEW YORK BRANCH	700,000.00	01/17/2020	10/09/2020	690,948.61	0.00	693,500.69	693,500.69

CP			1,350,000.00			1,331,881.11	0.00	1,338,362.44	1,338,362.44
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FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ase Market Value + Accrued
FHLMC	3137BGK24	FHMS K043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	188,627.25	189,073.79
FHLMC	3137BM6P6	FHMS K721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	133,957.20	134,291.95
FHLMC	3137FKK39	FHMS KP05 A	75,311.96	12/17/2018	07/25/2023	75,311.74	201.02	77,183.46	77,384.48
FHLMC	3137FQ3V3	FHMS KJ27 A1	78,613.83	11/26/2019	07/25/2024	78,611.94	137.05	81,065.79	81,202.84

FHLMC			458,925.79			468,698.68	1,119.36	480,833.70	481,953.07
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FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ase Market Value + Accrued
FNMA	3136AJ7G5	FNA 14M06B A2	270,456.91	12/15/2016	05/25/2021	275,929.43	603.68	274,535.40	275,139.08
FNMA	3136B1XP4	FNA 18M5 A2	102,165.62	04/30/2018	09/25/2021	104,197.80	303.09	103,927.97	104,231.07

FNMA			372,622.52			380,127.23	906.78	378,463.37	379,370.15
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MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ase Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	554,448.65	---	03/31/2020	554,448.65	0.00	554,448.65	554,448.65

MMFUND			554,448.65			554,448.65	0.00	554,448.65	554,448.65
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MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	210.10	61,128.60	61,338.70
MUNI			60,000.00			60,000.00	210.10	61,128.60	61,338.70

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	304.35	177,843.75	178,148.10
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	95.65	80,387.50	80,483.15
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	3,759.62	734,343.75	738,103.37
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	8,593.41	1,678,500.00	1,687,093.41
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	4,565.25	891,703.13	896,268.37
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	1,069.21	187,341.41	188,410.62
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	8,737.70	1,663,250.00	1,671,987.70
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	1,092.21	207,906.25	208,998.46
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	3,003.59	571,742.19	574,745.77
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	5,805.80	888,117.19	893,922.99
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	4,268.97	653,027.34	657,296.32
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	1,437.50	721,546.88	722,984.38
US GOV	912828VF4	UNITED STATES TREASURY	200,000.00	12/07/2015	05/31/2020	197,414.06	924.18	200,312.50	201,236.68
US GOV	912828VP2	UNITED STATES TREASURY	490,000.00	05/18/2016	07/31/2020	505,996.90	1,642.31	492,756.25	494,398.56
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	10,245.54	1,342,656.25	1,352,901.79
US GOV	912828XX3	UNITED STATES TREASURY	1,400,000.00	11/06/2019	06/30/2024	1,428,328.13	7,076.92	1,494,937.50	1,502,014.42
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,148.35	453,820.31	455,968.66
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	631.87	133,476.56	134,108.43
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	884.62	186,867.19	187,751.80
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	2,274.73	480,515.63	482,790.35
US GOV			12,680,000.00			12,555,500.53	68,561.77	13,241,051.56	13,309,613.33

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	26,799,051.94			26,734,036.36	142,069.93	27,417,690.40	27,559,760.34

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



Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 03/01/2020 - 03/31/2020
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Typc	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US T	7,747.86	0.080	Buy	03/03/2020	03/03/2020	03/31/2020	7,747.86	0.00	(7,747.86)
31846V534	FIRST AMER:US T	1,923,569.33	0.080	Buy	---	---	03/31/2020	1,923,569.33	0.00	(1,923,569.33)
31846V534	FIRST AMER:US T	(2,005,998.74)	0.080	Sell	---	---	03/31/2020	(2,005,998.74)	0.00	2,005,998.74
31846V534	FIRST AMER:US T	543,059.35	0.080	Buy	---	---	03/31/2020	543,059.35	0.00	(543,059.35)
31846V534	FIRST AMER:US T	(630,346.37)	0.080	Sell	---	---	03/31/2020	(630,346.37)	0.00	630,346.37
34531EAD8	FORDO 17A A3	(48,405.91)	1.670	Principal Paydow	03/15/2020	03/15/2020	06/15/2021	(48,405.91)	0.00	48,405.91
34531EAD8	FORDO 17A A3	(14,118.39)	1.670	Principal Paydow	03/15/2020	03/15/2020	06/15/2021	(14,118.39)	0.00	14,118.39
02007PAC7	ALLYA 171 A3	(14,402.99)	1.700	Principal Paydow	03/15/2020	03/15/2020	06/15/2021	(14,402.99)	0.00	14,402.99
02007PAC7	ALLYA 171 A3	(4,089.74)	1.700	Principal Paydow	03/15/2020	03/15/2020	06/15/2021	(4,089.74)	0.00	4,089.74
89238MAD0	TAOT 17A A3	(19,353.06)	1.730	Principal Paydow	03/15/2020	03/15/2020	02/16/2021	(19,353.06)	0.00	19,353.06
89238MAD0	TAOT 17A A3	(5,375.85)	1.730	Principal Paydow	03/15/2020	03/15/2020	02/16/2021	(5,375.85)	0.00	5,375.85
89190BAD0	TAOT 17B A3	(79,558.00)	1.760	Principal Paydow	03/15/2020	03/15/2020	07/15/2021	(79,558.00)	0.00	79,558.00
89190BAD0	TAOT 17B A3	(22,099.45)	1.760	Principal Paydow	03/15/2020	03/15/2020	07/15/2021	(22,099.45)	0.00	22,099.45
02007HAC5	ALLYA 172 A3	(55,260.12)	1.780	Principal Paydow	03/15/2020	03/15/2020	08/16/2021	(55,260.12)	0.00	55,260.12
02007HAC5	ALLYA 172 A3	(15,296.92)	1.780	Principal Paydow	03/15/2020	03/15/2020	08/16/2021	(15,296.92)	0.00	15,296.92
43814PAC4	HAROT 173 A3	(16,143.41)	1.790	Principal Paydow	03/18/2020	03/18/2020	09/18/2021	(16,143.41)	0.00	16,143.41
43814PAC4	HAROT 173 A3	(4,891.94)	1.790	Principal Paydow	03/18/2020	03/18/2020	09/18/2021	(4,891.94)	0.00	4,891.94
47788BAD6	JDOT 17B A3	(36,777.34)	1.820	Principal Paydow	03/15/2020	03/15/2020	10/15/2021	(36,777.34)	0.00	36,777.34
47788BAD6	JDOT 17B A3	(10,420.25)	1.820	Principal Paydow	03/15/2020	03/15/2020	10/15/2021	(10,420.25)	0.00	10,420.25
912828XX3	UNITED STATES 1	1,350,000.00	2.000	Buy	03/02/2020	03/06/2020	06/30/2024	1,415,759.77	4,895.60	(1,420,655.37)
912828XX3	UNITED STATES 1	450,000.00	2.000	Buy	03/02/2020	03/06/2020	06/30/2024	471,919.92	1,631.87	(473,551.79)
3137FQ3V3	FHMS KJ27 A1	(617.29)	2.092	Principal Paydow	03/01/2020	03/01/2020	07/25/2024	(617.29)	0.00	617.29
3137FQ3V3	FHMS KJ27 A1	(160.33)	2.092	Principal Paydow	03/01/2020	03/01/2020	07/25/2024	(160.33)	0.00	160.33
89238BAD4	TAOT 18A A3	(27,342.85)	2.350	Principal Paydow	03/15/2020	03/15/2020	05/16/2022	(27,342.86)	0.00	27,342.86
89238BAD4	TAOT 18A A3	(7,595.24)	2.350	Principal Paydow	03/15/2020	03/15/2020	05/16/2022	(7,595.24)	0.00	7,595.24
47788CAC6	JDOT 2018 A3	(15,731.50)	2.660	Principal Paydow	03/15/2020	03/15/2020	04/18/2022	(15,731.50)	0.00	15,731.50
47788CAC6	JDOT 2018 A3	(4,415.86)	2.660	Principal Paydow	03/15/2020	03/15/2020	04/18/2022	(4,415.86)	0.00	4,415.86
02582JHQ6	AMXCA 181 A	(1,510,000.00)	2.670	Principal Paydow	03/15/2020	03/15/2020	10/17/2022	(1,510,000.00)	0.00	1,510,000.00
02582JHQ6	AMXCA 181 A	(425,000.00)	2.670	Principal Paydow	03/15/2020	03/15/2020	10/17/2022	(425,000.00)	0.00	425,000.00
3136AJ7G5	FNA 14M06B A2	(85,756.04)	2.679	Principal Paydow	03/01/2020	03/01/2020	05/25/2021	(85,756.04)	0.00	85,756.04
3136AJ7G5	FNA 14M06B A2	(23,582.91)	2.679	Principal Paydow	03/01/2020	03/01/2020	05/25/2021	(23,582.91)	0.00	23,582.91
02004VAC7	ALLYA 182 A3	(41,050.90)	2.920	Principal Paydow	03/15/2020	03/15/2020	11/15/2022	(41,050.89)	0.00	41,050.89
02004VAC7	ALLYA 182 A3	(11,683.72)	2.920	Principal Paydow	03/15/2020	03/15/2020	11/15/2022	(11,683.72)	0.00	11,683.72
3137BGK24	FHMS K043 A2	650,000.00	3.062	Buy	03/19/2020	03/25/2020	12/25/2024	682,195.31	1,326.87	(683,522.18)
3137BGK24	FHMS K043 A2	175,000.00	3.062	Buy	03/19/2020	03/25/2020	12/25/2024	183,667.97	357.23	(184,025.20)
3137FKK39	FHMS KP05 A	(478.73)	3.203	Principal Paydow	03/01/2020	03/01/2020	07/25/2023	(478.73)	0.00	478.73
3137FKK39	FHMS KP05 A	(136.00)	3.203	Principal Paydow	03/01/2020	03/01/2020	07/25/2023	(136.00)	0.00	136.00
3136B1XP4	FNA 18M5 A2	(6,230.67)	3.560	Principal Paydow	03/01/2020	03/01/2020	09/25/2021	(6,230.67)	0.00	6,230.67
3136B1XP4	FNA 18M5 A2	(1,713.43)	3.560	Principal Paydow	03/01/2020	03/01/2020	09/25/2021	(1,713.43)	0.00	1,713.43
---	---	(44,657.42)	1.275	---	---	---	12/21/2021	83,885.56	8,211.57	(92,097.13)

* 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 MARCH 2020

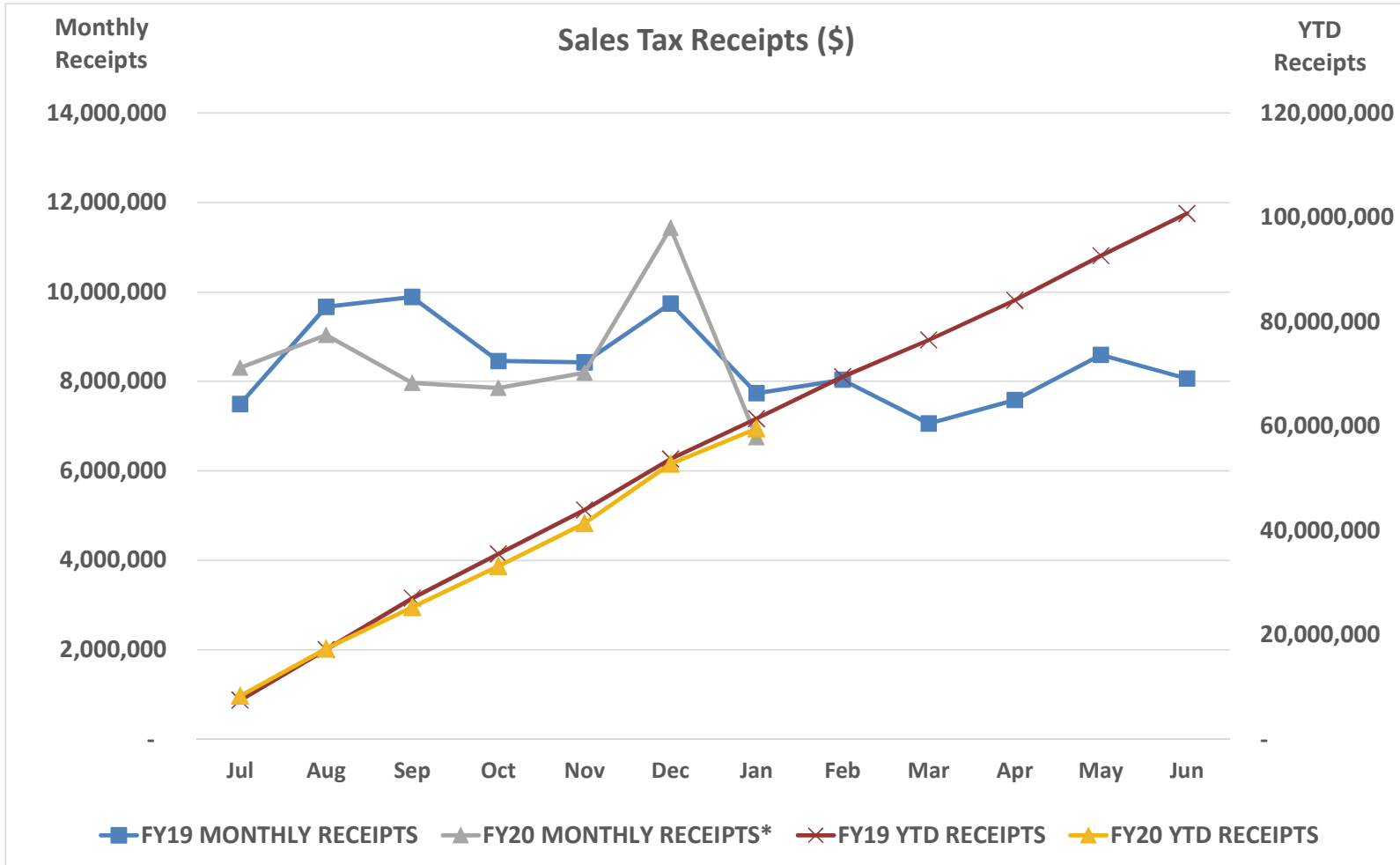
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

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

	FY19 MONTHLY RECEIPTS	FY20 MONTHLY RECEIPTS	MONTHLY % Change	FY19 YTD RECEIPTS	FY20 YTD RECEIPTS	YTD % Change
Jul	\$7,491,211	8,304,089	10.85%	\$7,491,211	8,304,089	10.85%
Aug	9,665,751	9,033,736	(6.5%)	17,156,962	17,337,826	1.05%
Sep	9,885,148	7,968,941	(19.4%)	27,042,110	25,306,767	(6.4%)
Oct	8,456,110	7,849,372	(7.2%)	35,498,220	33,156,139	(6.6%)
Nov	8,425,556	8,194,769	(2.7%)	43,923,776	41,350,908	(5.9%)
Dec	9,739,351	11,430,057	17%	53,663,127	52,780,965	(1.6%)
Jan	7,734,915	6,746,535	-13%	61,398,042	59,527,500	(3.0%)
Feb	8,037,354			69,435,396		
Mar	7,057,158			76,492,553		
Apr	7,585,772			84,078,325		
May	8,590,022			92,668,347		
Jun	8,060,197			100,728,544		
	<u>\$100,728,544</u>	<u>59,527,500</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET
REVIEW AND OUTLOOK**

ACTION

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2020.

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 9, 10, 11, and 12. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFM), liquidity funds which are managed by District staff, and trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

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

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

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

DISCUSSION

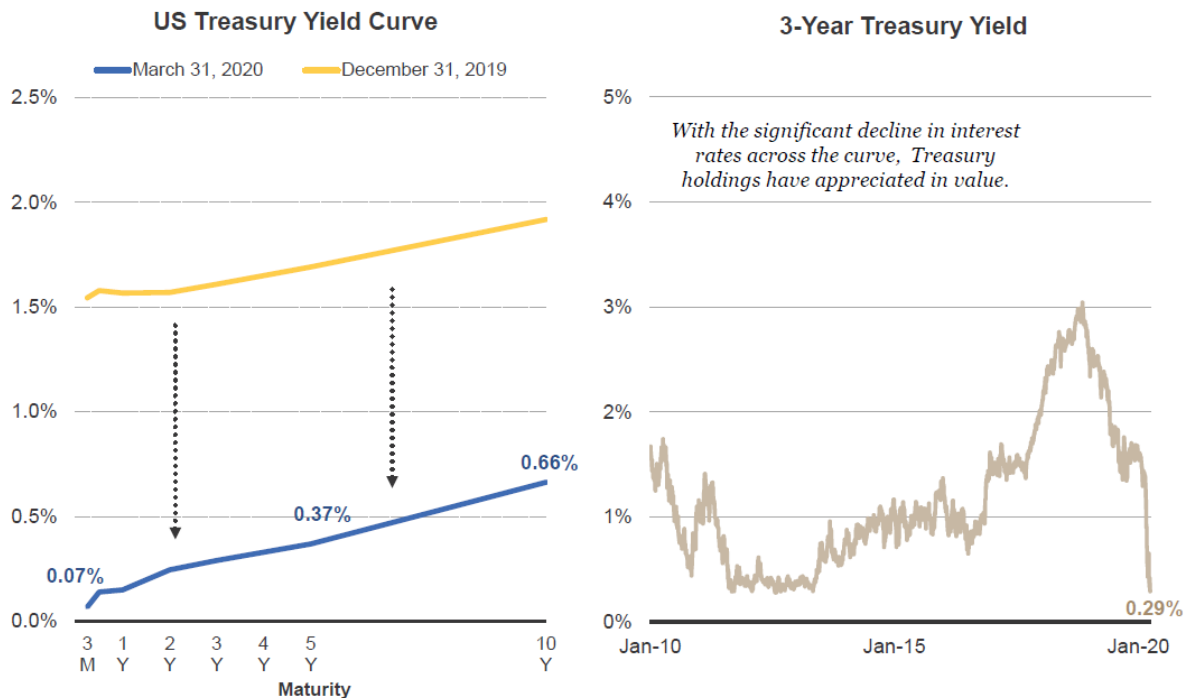
Market Conditions

- Markets advanced throughout much of the first half of the quarter, helped by the consummation of a "phase one" trade deal with China on January 15. Lessening tensions appeared poised to spur a rebound in global growth in 2020, and domestic economic signals were particularly encouraging
- Reports of the spread of the coronavirus in China periodically unsettled markets throughout January and early February, but it was evidence that the virus was spreading quickly elsewhere that soon unwound the market's gains. Stocks began falling sharply on February

21. The major indexes continued their slide in late February and early March as cases mounted both in the U.S. and overseas. Wall Street suffered its biggest downdraft on March 16—with the S&P 500 falling nearly 12%, the most since 1987—after President Donald Trump stated that the coronavirus might not be contained until late summer.

- Governors and mayors quickly announced closures of schools, restaurants, and other public facilities to encourage social distancing, and professional sports leagues canceled or suspended their seasons. Millions of restaurant, retail, and hospitality workers were soon thrown out of work, with a record 3.3 million Americans filing unemployment claims for the week ended March 21
- After some tense but relatively brief negotiations, the administration and Congress agreed on a USD 2.2 trillion stimulus package, which the president signed into law on March 27. Roughly three times the size of the financial crisis stimulus package, the CARES Act included USD 350 billion in support for small businesses, along with direct payments to lower- and middle-income families.

Interest Rates Plunge; Likely to Stay Ultra-Low Through the Crisis



Portfolio Recap

Our strategy throughout the quarter included the following elements:

- We took a proactive response to the emerging crisis and fast-moving markets by further emphasizing safety and liquidity in the portfolio's strategy, as well as holding frequent ad-hoc Credit and Investment Committee meetings to assess emerging news and market trends. Our first step was to restrict all new credit and ABS purchases
- We enhanced the liquidity profile of the portfolio by increasing our target allocation of U.S. Treasuries and federal agencies while also reassessing our clients' potential near-term cash needs
- Portfolio durations were maintained in line with benchmarks, which has been an important element in sustaining performance over the past several years
- After several quarters of reducing federal agency allocations due to unattractive levels and limited supply, yield spreads widened to levels not seen since 2009. PFM viewed this as an opportunity to capture relative value on a safe haven asset class and will capture such safe haven assets when appropriate
- Entering the quarter, we had a modestly defensive posture on corporate credit, reflective of our eye on narrow yield spreads and concerns about overall increased leverage by issuers in the sector. In prior quarters, we had modestly reduced allocations to the sector but still viewed corporate securities as a core holding in the portfolio
- Investment grade corporate bond spreads widened significantly in the second half of the quarter, although not to the same degree as during the 2008-09 financial crisis. The move in spreads resulted in significant negative excess returns in the sector to the tune of 200 to 400 basis points (-2% to -4%), depending on credit quality, industry, and maturity. The unprecedented economic conditions will stress many companies' revenue, profits, liquidity, and credit ratings. As noted above, we initially paused all new credit purchases and subsequently re-approved a limited number of issuers for short-term purchases only. PFM has also undertaken a wholesale review of all issuers on our approved list and redoubled our ongoing monitoring and due diligence efforts
- Asset-backed securities (ABS) also generated significant negative excess returns as spreads widened sharply from recent lows to 10-year wides (again, not reaching 2008-09 levels). All new ABS purchases were halted, and cash flows were reallocated to U.S. Treasuries and federal agencies to improve portfolio liquidity

- Both taxable and tax-exempt municipals generated negative excess returns as spreads widened amid revenue concerns. Wider spreads offered value, but supply was limited and liquidity was very poor

Investment Strategy Outlook

U.S. economic fundamentals are expected to deteriorate significantly in the second quarter as the full effect of COVID-19 materializes. The real question is the duration of the economic shutdown and the speed and trajectory of the eventual recovery. As a result of this uncertainty, we plan to maintain neutral portfolio durations relative to their respective benchmarks into April as we monitor guidance from index vendors regarding future rebalancing.

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

- Federal agencies currently offer value, materially less credit risk, and better liquidity than most other sectors. Moving into the second quarter, we will likely target increased allocations to agencies. Given low yields, we also find value in callable agencies but will evaluate them on an issue-specific basis.
- The investment grade corporate market faces numerous challenges and uncertainties. We believe the prudent action is to remain cautious and vigilant until longer-term economic consequences are better understood and market liquidity stabilizes. While spreads are significantly wider, PFM's view is that under current conditions the risks still outweigh the potential benefits. The late quarter surge in new issues that were easily absorbed by investors is an early, optimistic sign.
- In ABS, spreads remain wide, and liquidity remains impaired. At the forefront of risks are consumers' and businesses' ability to make timely credit card, auto loan, and equipment lease payments. We plan to avoid new ABS purchases until the outlook is clearer. ABS allocations are expected to naturally decline from principal pay downs
- The MBS sector survived the recent surge of prepayments and now has support from the unlimited Fed purchase program. As a result, spreads began to narrow in the late first quarter. We view this stabilization as a modest buying opportunity in MBS heading into the second quarter with a focus on structures with less prepayment risk.
- In the municipal sector, recent monetary and fiscal stimulus is expected to benefit local government issuers. We anticipate continuing to search for and scrutinize high-quality municipal issuers that are best positioned to weather current challenges.

BUDGET IMPACT

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending March 31, the total return of the portfolio was **2.14 percent**. This compares to the benchmark return of **3.20 percent**. The Performance graph on page 11 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **2.20 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's market yield to maturity was **1.08 percent**.

Prepared by: Jayden Sangha

Manager, Treasury

650-508-6405

INVESTMENT GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

Source: Investopedia.com

EXHIBIT 1

**SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS (AGGREGATE)
FOR QUARTER ENDING MARCH 31, 2020**

Identifier	Asset Back Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
36255JAD6	GMCAR 183 A3	400,000.00	05/16/2023	399,906.72	404,311.99	404,815.32
14313FAD1	CARMX 183 A3	420,000.00	06/15/2023	419,942.75	423,954.61	424,538.88
02007PAC7	ALLYA 171 A3	21,664.34	06/15/2021	21,662.44	21,652.62	21,668.99
89238BAD4	TAOT 18A A3	335,656.73	05/16/2022	335,652.88	335,757.83	336,108.40
34531EAD8	FORDO 17A A3	105,163.29	06/15/2021	105,162.90	104,975.95	105,054.01
47788CAC6	JDOT 2018 A3	176,902.96	04/18/2022	176,890.24	176,655.05	176,864.18
02007HAC5	ALLYA 172 A3	163,583.54	08/16/2021	163,564.26	163,413.29	163,542.71
47788BAD6	JDOT 17B A3	163,445.89	10/15/2021	163,433.93	163,207.01	163,339.22
89190BAD0	TAOT 17B A3	447,296.77	07/15/2021	447,262.46	443,055.00	443,404.89
43814PAC4	HAROT 173 A3	121,146.16	09/18/2021	121,133.04	120,164.78	120,243.09
02004VAC7	ALLYA 182 A3	530,611.50	11/15/2022	530,515.14	532,680.29	533,368.91
17305EGB5	CCCIT 17A3 A3	900,000.00	04/07/2020	902,403.00	899,486.37	907,838.37
14041NFU0	COMET 192 A	1,660,000.00	09/15/2022	1,659,582.01	1,642,750.94	1,644,019.91
17305EGK5	CCCIT 18A1 A1	900,000.00	01/20/2021	899,875.44	903,639.83	908,059.58
92348TAA2	VZOT 20A A1A	475,000.00	07/22/2024	474,944.38	448,372.86	448,641.36
89238MAD0	TAOT 17A A3	16,404.20	02/16/2021	16,402.27	16,397.94	16,410.55
36255JAD6	GMCAR 183 A3	120,000.00	05/16/2023	119,972.02	121,293.60	121,444.60
14313FAD1	CARMX 183 A3	110,000.00	06/15/2023	109,985.01	111,035.73	111,188.75
89190BAD0	TAOT 17B A3	124,249.10	07/15/2021	124,239.57	123,070.83	123,168.03
47788BAD6	JDOT 17B A3	46,309.67	10/15/2021	46,306.28	46,241.99	46,279.45
43814PAC4	HAROT 173 A3	36,710.96	09/18/2021	36,706.98	36,413.57	36,437.30
89238BAD4	TAOT 18A A3	93,237.98	05/16/2022	93,236.91	93,266.06	93,363.45
02007HAC5	ALLYA 172 A3	45,282.64	08/16/2021	45,277.30	45,235.51	45,271.34
47788CAC6	JDOT 2018 A3	49,656.97	04/18/2022	49,653.40	49,587.38	49,646.09
34531EAD8	FORDO 17A A3	30,672.63	06/15/2021	30,672.51	30,617.99	30,640.75
02007PAC7	ALLYA 171 A3	6,151.60	06/15/2021	6,151.06	6,148.28	6,152.92
02004VAC7	ALLYA 182 A3	151,020.19	11/15/2022	150,992.77	151,609.01	151,805.00
17305EGB5	CCCIT 17A3 A3	250,000.00	04/07/2020	250,667.50	249,857.33	252,177.33
14041NFU0	COMET 192 A	475,000.00	09/15/2022	474,880.40	470,064.27	470,427.38
17305EGK5	CCCIT 18A1 A1	250,000.00	01/20/2021	249,965.40	251,011.06	252,238.77
92348TAA2	VZOT 20A A1A	125,000.00	07/22/2024	124,985.36	117,992.86	118,063.52
89238MAD0	TAOT 17A A3	4,556.72	02/16/2021	4,556.19	4,554.98	4,558.49

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
3130A8Q85	FEDERAL HOME LOAN:	2,700,000.00	07/14/2021	2,683,581.30	2,724,178.50	2,730,675.38
3135G0N82	FEDERAL NATIONAL M	1,525,000.00	08/17/2021	1,518,823.75	1,542,243.18	1,544,573.04
3135G0N82	FEDERAL NATIONAL M	475,000.00	08/17/2021	473,375.03	480,370.83	481,096.52
3135G0U92	FEDERAL NATIONAL M	900,000.00	01/11/2022	899,352.00	934,335.90	939,585.90
3137EAEF2	FREDDIE MAC	300,000.00	04/20/2020	298,974.00	300,114.00	301,958.79
3135G0T60	FEDERAL NATIONAL M	600,000.00	07/30/2020	598,182.00	602,106.60	603,631.60
3130ACE26	FEDERAL HOME LOAN:	440,000.00	09/28/2020	438,587.60	442,006.84	442,057.26
3137EAEJ4	FREDDIE MAC	580,000.00	09/29/2020	578,950.20	583,375.60	583,427.96
3135G0N82	FEDERAL NATIONAL M	140,000.00	08/17/2021	139,521.06	141,582.98	141,796.87
3135G0N82	FEDERAL NATIONAL M	460,000.00	08/17/2021	458,137.00	465,201.22	465,904.00
3130A8Q85	FEDERAL HOME LOAN:	520,000.00	07/14/2021	516,837.88	524,656.60	525,907.85
3135G0U92	FEDERAL NATIONAL M	250,000.00	01/11/2022	249,820.00	259,537.75	260,996.08
3137EAEF2	FREDDIE MAC	150,000.00	04/20/2020	149,487.00	150,057.00	150,979.40
3135G0T60	FEDERAL NATIONAL M	150,000.00	07/30/2020	149,545.50	150,526.65	150,907.90
3130ACE26	FEDERAL HOME LOAN:	85,000.00	09/28/2020	84,727.15	85,387.69	85,397.42
3137EAEJ4	FREDDIE MAC	165,000.00	09/29/2020	164,701.35	165,960.30	165,975.20

Identifier	Certificate of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	use Market Value + Accrued
78012UEE1	Royal Bank of Canada New	1,500,000.00	06/07/2021	1,500,000.00	1,504,255.52	1,519,645.52
22535CDV0	Credit Agricole Corporate A	900,000.00	04/01/2022	900,000.00	900,000.00	923,559.75
06417GU22	Bank of Nova Scotia, Houst	900,000.00	06/05/2020	899,658.00	900,460.53	909,392.53
65558TLL7	Nordea Bank Abp, New Yo	950,000.00	08/26/2022	950,000.00	950,000.00	951,708.68
83050PDR7	Skandinaviska Enskilda Ban	950,000.00	08/26/2022	950,000.00	950,000.00	951,717.92
86565BPC9	Sumitomo Mitsui Banking C	900,000.00	10/16/2020	898,776.00	899,667.56	913,905.56
87019U6D6	Swedbank AB (publ)	1,800,000.00	11/16/2020	1,800,000.00	1,790,095.82	1,805,418.32
23341VZT1	DNB Bank ASA, New York	950,000.00	12/02/2022	950,000.00	950,000.00	956,298.50
78012UEE1	Royal Bank of Canada New	425,000.00	06/07/2021	425,000.00	426,205.73	430,566.23
22535CDV0	Credit Agricole Corporate A	250,000.00	04/01/2022	250,000.00	250,000.00	256,544.38
06417GU22	Bank of Nova Scotia, Houst	250,000.00	06/05/2020	249,905.00	250,127.93	252,609.04
65558TLL7	Nordea Bank Abp, New Yo	275,000.00	08/26/2022	275,000.00	275,000.00	275,494.62
83050PDR7	Skandinaviska Enskilda Ban	275,000.00	08/26/2022	275,000.00	275,000.00	275,497.29
86565BPC9	Sumitomo Mitsui Banking C	250,000.00	10/16/2020	249,660.00	249,907.65	253,862.65
87019U6D6	Swedbank AB (publ)	500,000.00	11/16/2020	500,000.00	497,248.84	501,505.09
23341VZT1	DNB Bank ASA, New York	275,000.00	12/02/2022	275,000.00	275,000.00	276,823.25

Identifier	Corporate Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	use Market Value + Accrued
06051GHH5	BANK OF AMERICA CO	250,000.00	05/17/2022	250,000.00	252,441.25	255,697.26
025816BU2	AMERICAN EXPRESS CC	900,000.00	05/17/2021	899,847.00	910,500.30	921,806.55
06051GFW4	BANK OF AMERICA CO	100,000.00	04/19/2021	100,776.00	100,647.00	101,828.25
24422ETL3	JOHN DEERE CAPITAL C	450,000.00	01/06/2022	448,015.50	449,999.10	452,814.73
713448DX3	PEPSICO INC	600,000.00	04/15/2021	599,880.00	599,604.60	605,137.93
427866BA5	HERSHEY CO	360,000.00	05/15/2021	359,751.60	361,718.28	365,934.28
06051GGS2	BANK OF AMERICA CO	550,000.00	10/01/2021	550,000.00	544,109.50	550,511.50
808513AW5	CHARLES SCHWAB COR	570,000.00	05/21/2021	569,982.90	571,562.94	578,252.52
89236TEU5	TOYOTA MOTOR CRED	660,000.00	04/13/2021	659,736.00	662,424.84	671,510.84
24422EUQ0	JOHN DEERE CAPITAL C	175,000.00	01/10/2022	174,832.00	177,503.38	178,763.38
693475AV7	PNC FINANCIAL SERVIC	900,000.00	01/23/2024	906,408.00	933,648.30	939,598.30
69371RP75	PACCAR FINANCIAL CC	325,000.00	03/01/2022	324,714.00	319,699.58	320,471.45
46647PBB1	JPMORGAN CHASE & C	900,000.00	04/01/2023	900,000.00	914,247.90	928,679.40
037833CS7	APPLE INC	820,000.00	05/11/2020	819,163.60	820,423.94	826,163.94
437076BQ4	HOME DEPOT INC	450,000.00	06/05/2020	449,739.00	449,891.55	452,501.55
02665WCZ2	AMERICAN HONDA FIN	900,000.00	06/27/2024	898,776.00	887,343.30	892,983.30
38141EC23	GOLDMAN SACHS & CC	900,000.00	07/08/2024	941,922.00	939,393.00	947,381.75
6174467P8	MORGAN STANLEY	1,800,000.00	07/24/2020	2,009,250.00	1,815,750.00	1,834,175.00
05531FBH5	BB&T CORP	900,000.00	08/01/2024	901,494.00	882,278.10	886,028.10
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	956,874.20	958,398.16
14913Q2A6	CATERPILLAR FINANCI	650,000.00	09/04/2020	649,454.00	648,476.40	649,378.28
931142EA7	WAL-MART STORES INC	900,000.00	12/15/2020	898,695.00	902,949.30	907,984.30
06406RAL1	BANK OF NEW YORK M	375,000.00	10/24/2024	376,650.00	374,062.50	377,496.88
44932HAG8	IBM CREDIT LLC	900,000.00	02/05/2021	899,559.00	903,308.40	907,018.40
63743HER9	NATIONAL RURAL UTII	375,000.00	03/15/2021	374,583.75	375,554.63	376,037.96
63743HER9	NATIONAL RURAL UTII	515,000.00	03/15/2021	512,821.55	515,761.69	516,425.46
904764AZ0	UNILEVER CAPITAL CO	725,000.00	03/22/2021	721,295.25	734,051.63	734,550.06
89236TEU5	TOYOTA MOTOR CRED	180,000.00	04/13/2021	179,928.00	180,661.32	183,139.32
24422ETL3	JOHN DEERE CAPITAL C	115,000.00	01/06/2022	114,492.85	114,999.77	115,719.32
06051GHH5	BANK OF AMERICA CO	75,000.00	05/17/2022	75,000.00	75,732.38	76,709.18
808513AW5	CHARLES SCHWAB COR	160,000.00	05/21/2021	159,995.20	160,438.72	162,316.50
713448DX3	PEPSICO INC	165,000.00	04/15/2021	164,967.00	164,891.27	166,412.93
025816BU2	AMERICAN EXPRESS CC	250,000.00	05/17/2021	249,957.50	252,916.75	256,057.38

427866BA5	HERSHEY CO	100,000.00	05/15/2021	99,931.00	100,477.30	101,648.41
06051GGS2	BANK OF AMERICA CO	160,000.00	10/01/2021	160,000.00	158,286.40	160,148.80
06051GFW4	BANK OF AMERICA CO	25,000.00	04/19/2021	25,194.00	25,161.75	25,457.06
24422EUQ0	JOHN DEERE CAPITAL C	50,000.00	01/10/2022	49,952.00	50,715.25	51,075.25
693475AV7	PNC FINANCIAL SERVIC	250,000.00	01/23/2024	251,780.00	259,346.75	260,999.53
69371RP75	PACCAR FINANCIAL CC	100,000.00	03/01/2022	99,912.00	98,369.10	98,606.60
46647PBB1	JPMORGAN CHASE & C	250,000.00	04/01/2023	250,000.00	253,957.75	257,966.50
037833CS7	APPLE INC	225,000.00	05/11/2020	224,770.50	225,116.33	226,691.33
437076BQ4	HOME DEPOT INC	125,000.00	06/05/2020	124,927.50	124,969.88	125,694.88
02665WCZ2	AMERICAN HONDA FIN	250,000.00	06/27/2024	249,660.00	246,484.25	248,050.92
38141EC23	GOLDMAN SACHS & CC	250,000.00	07/08/2024	261,645.00	260,942.50	263,161.60
6174467P8	MORGAN STANLEY	500,000.00	07/24/2020	558,125.00	504,375.00	509,493.06
05531FBH5	BB&T CORP	250,000.00	08/01/2024	250,415.00	245,077.25	246,118.92
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	271,953.72	272,386.85
14913Q2A6	CATERPILLAR FINANCI	185,000.00	09/04/2020	184,844.60	184,566.36	184,823.05
931142EA7	WAL-MART STORES INC	250,000.00	12/15/2020	249,637.50	250,819.25	252,217.86
06406RAL1	BANK OF NEW YORK M	100,000.00	10/24/2024	100,440.00	99,750.00	100,665.83
44932HAG8	IBM CREDIT LLC	250,000.00	02/05/2021	249,877.50	250,919.00	251,949.56
63743HER9	NATIONAL RURAL UTII	100,000.00	03/15/2021	99,889.00	100,147.90	100,276.79
63743HER9	NATIONAL RURAL UTII	150,000.00	03/15/2021	149,365.50	150,221.85	150,415.18
904764AZ0	UNILEVER CAPITAL CO	200,000.00	03/22/2021	198,978.00	202,497.00	202,634.50

Identifier	Commercial Paper	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
62479LJ14	MUFG Bank Ltd. (New Yo	1,800,000.00	09/01/2020	1,774,890.00	1,785,771.00	1,785,771.00
62479LK61	MUFG Bank Ltd. (New Yo	1,000,000.00	10/06/2020	986,650.00	990,600.00	990,600.00
63873JK90	Natixis, New York Branch	2,500,000.00	10/09/2020	2,467,673.61	2,476,788.19	2,476,788.19
62479LJ14	MUFG Bank Ltd. (New Yo	650,000.00	09/01/2020	640,932.50	644,861.75	644,861.75
63873JK90	Natixis, New York Branch	700,000.00	10/09/2020	690,948.61	693,500.69	693,500.69

Identifier	FHMS	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
3137BM6P6	FHMS K721 A2	450,000.00	08/25/2022	453,832.03	463,698.00	464,856.75
3137FKK39	FHMS KP05 A	265,098.09	07/25/2023	265,097.30	271,685.78	272,393.37
3137FQ3V3	FHMS KJ27 A1	302,663.24	07/25/2024	302,655.97	312,103.30	312,630.95
3137BGK24	FHMS K043 A2	650,000.00	12/25/2024	682,195.31	700,615.50	702,274.08
3137BM6P6	FHMS K721 A2	130,000.00	08/25/2022	131,107.03	133,957.20	134,291.95
3137FKK39	FHMS KP05 A	75,311.96	07/25/2023	75,311.74	77,183.46	77,384.48
3137FQ3V3	FHMS KJ27 A1	78,613.83	07/25/2024	78,611.94	81,065.79	81,202.84
3137BGK24	FHMS K043 A2	175,000.00	12/25/2024	183,667.97	188,627.25	189,073.79

Identifier	FNA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
3136AJ7G5	FNA 14M06B A2	983,479.66	05/25/2021	1,003,379.75	998,310.53	1,000,505.75
3136B1XP4	FNA 18M5 A2	371,511.34	09/25/2021	378,901.07	377,919.91	379,022.06
3136B1XP4	FNA 18M5 A2	102,165.62	09/25/2021	104,197.80	103,927.97	104,231.07
3136AJ7G5	FNA 14M06B A2	270,456.91	05/25/2021	275,929.43	274,535.40	275,139.08

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
31846V534	FIRST AMER:US TRS MD	8,436,481.07	03/31/2020	8,436,481.07	8,436,481.07	8,436,481.07
31846V534	FIRST AMER:US TRS MD	2,265,971.46	03/31/2020	2,265,971.46	2,265,971.46	2,265,971.46
31846V534	FIRST AMER:US TRS MD	554,448.65	03/31/2020	554,448.65	554,448.65	554,448.65
SM - LAIF	Local Agency Investment Fi	74,633,124.86	03/31/2020	74,633,124.86	74,633,124.86	74,633,124.86

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN I	230,000.00	08/01/2024	230,000.00	234,326.30	235,131.68
157411TK5	CHAFFEY CALIF JT UN I	60,000.00	08/01/2024	60,000.00	61,128.60	61,338.70

Identifier	UNITED STATES TREASURY	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
912828TJ9	UNITED STATES TREAS	2,500,000.00	08/15/2022	2,395,117.19	2,576,953.13	2,582,087.05
912828X47	UNITED STATES TREAS	3,700,000.00	04/30/2022	3,581,773.44	3,821,406.25	3,850,566.62
912828R77	UNITED STATES TREAS	350,000.00	05/31/2021	340,908.21	354,812.50	356,429.82
912828Q78	UNITED STATES TREAS	1,640,000.00	04/30/2021	1,607,456.25	1,660,756.25	1,670,234.68
912828N30	UNITED STATES TREAS	2,275,000.00	12/31/2022	2,218,658.21	2,386,617.19	2,398,835.94
912828N30	UNITED STATES TREAS	5,900,000.00	12/31/2022	5,814,957.03	6,189,468.75	6,221,156.94
912828N30	UNITED STATES TREAS	3,000,000.00	12/31/2022	2,952,421.87	3,147,187.50	3,163,300.14
912828R69	UNITED STATES TREAS	5,400,000.00	05/31/2023	5,204,039.06	5,613,468.75	5,642,958.50
912828R69	UNITED STATES TREAS	950,000.00	05/31/2023	924,134.77	987,554.69	992,742.70
912828R69	UNITED STATES TREAS	1,700,000.00	05/31/2023	1,659,093.75	1,767,203.13	1,776,486.94
912828VF4	UNITED STATES TREAS	255,000.00	05/31/2020	251,702.93	255,398.44	256,576.77
912828T91	UNITED STATES TREAS	2,950,000.00	10/31/2023	2,924,417.97	3,082,289.06	3,102,438.62
912828VP2	UNITED STATES TREAS	575,000.00	07/31/2020	593,785.56	578,234.38	580,161.57
912828L32	UNITED STATES TREAS	410,000.00	08/31/2020	417,840.49	411,985.94	412,476.15
912828T91	UNITED STATES TREAS	2,300,000.00	10/31/2023	2,313,207.03	2,403,140.63	2,418,850.45
912828XX3	UNITED STATES TREAS	5,000,000.00	06/30/2024	5,101,171.88	5,339,062.50	5,364,337.23
912828XX3	UNITED STATES TREAS	1,475,000.00	06/30/2024	1,497,125.00	1,575,023.44	1,582,479.48
912828XX3	UNITED STATES TREAS	650,000.00	06/30/2024	659,572.27	694,078.13	697,363.84
912828XX3	UNITED STATES TREAS	450,000.00	06/30/2024	462,216.80	480,515.63	482,790.35
912828XX3	UNITED STATES TREAS	1,350,000.00	06/30/2024	1,415,759.77	1,441,546.88	1,448,371.05
912828TJ9	UNITED STATES TREAS	700,000.00	08/15/2022	670,632.81	721,546.88	722,984.38
912828Q78	UNITED STATES TREAS	185,000.00	04/30/2021	181,328.91	187,341.41	188,410.62
912828X47	UNITED STATES TREAS	1,300,000.00	04/30/2022	1,258,460.94	1,342,656.25	1,352,901.79
912828N30	UNITED STATES TREAS	700,000.00	12/31/2022	682,664.06	734,343.75	738,103.37
912828N30	UNITED STATES TREAS	1,600,000.00	12/31/2022	1,576,937.50	1,678,500.00	1,687,093.41
912828N30	UNITED STATES TREAS	850,000.00	12/31/2022	836,519.53	891,703.13	896,268.37
912828R69	UNITED STATES TREAS	1,600,000.00	05/31/2023	1,541,937.50	1,663,250.00	1,671,987.70
912828R69	UNITED STATES TREAS	200,000.00	05/31/2023	194,554.69	207,906.25	208,998.46
912828R69	UNITED STATES TREAS	550,000.00	05/31/2023	536,765.62	571,742.19	574,745.77
912828VF4	UNITED STATES TREAS	200,000.00	05/31/2020	197,414.06	200,312.50	201,236.68
912828T91	UNITED STATES TREAS	850,000.00	10/31/2023	842,628.91	888,117.19	893,922.99
912828VP2	UNITED STATES TREAS	490,000.00	07/31/2020	505,996.90	492,756.25	494,398.56
912828L32	UNITED STATES TREAS	80,000.00	08/31/2020	81,532.14	80,387.50	80,483.15
912828T91	UNITED STATES TREAS	625,000.00	10/31/2023	628,588.87	653,027.34	657,296.32
912828XX3	UNITED STATES TREAS	1,400,000.00	06/30/2024	1,428,328.13	1,494,937.50	1,502,014.42
912828XX3	UNITED STATES TREAS	425,000.00	06/30/2024	431,375.00	453,820.31	455,968.66
912828XX3	UNITED STATES TREAS	125,000.00	06/30/2024	126,840.82	133,476.56	134,108.43
912828XX3	UNITED STATES TREAS	175,000.00	06/30/2024	179,750.98	186,867.19	187,751.80
912828B90	UNITED STATES TREAS	175,000.00	02/28/2021	181,323.24	177,843.75	178,148.10
912828XX3	UNITED STATES TREAS	450,000.00	06/30/2024	471,919.92	480,515.63	482,790.35

Identifier	Cash and Cash Equivalent	Base Current Units	Final Maturity	Base Original Cost	Base Market Value	Use Market Value + Accrued
CCYUSD	Receivable	3,951.59	03/31/2020	3,951.59	3,951.59	3,951.59
CCYUSD	Receivable	846.55	03/31/2020	846.55	846.55	846.55
CCYUSD	Receivable	206.51	03/31/2020	206.51	206.51	206.51

EXHIBIT 2

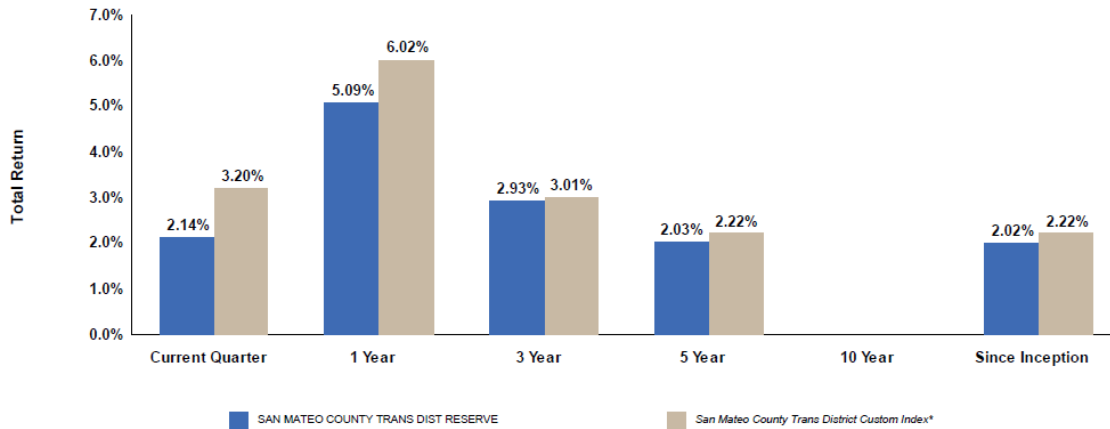
For the Quarter Ended March 31, 2020

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Performance

Portfolio Performance (Total Return)

Portfolio/Benchmark	Effective Duration	Current Quarter	Annualized Return				Since Inception (03/31/15)
			1 Year	3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS DIST RESERVE	2.12	2.14%	5.09%	2.93%	2.03%	-	2.02%
San Mateo County Trans District Custom Index*	2.12	3.20%	6.02%	3.01%	2.22%	-	2.22%
Difference		-1.06%	-0.93%	-0.08%	-0.19%	-	-0.20%



For the Quarter Ended March 31, 2020

SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Composition

Maturity Distribution

As of March 31, 2020

Portfolio/Benchmark	Yield at Market	Average Maturity	0-1 Years	1-2 Years	2-3 Years	3-4 Years	4-5 Years	>5 Years
SAN MATEO COUNTY TRANS DIST PARATRANSIT	1.07%	2.35 yrs	21.7%	14.8%	27.8%	17.9%	17.8%	0.0%
San Mateo County Trans District Custom Index*	0.22%	2.22 yrs	23.7%	25.9%	21.0%	15.4%	13.9%	0.0%

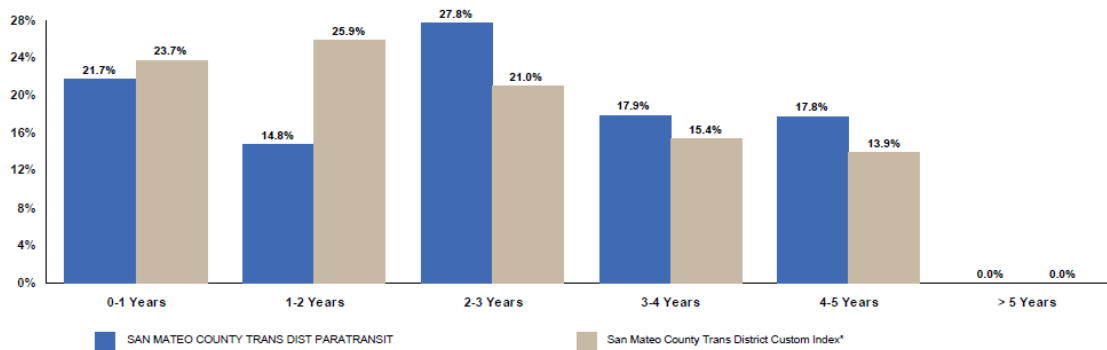
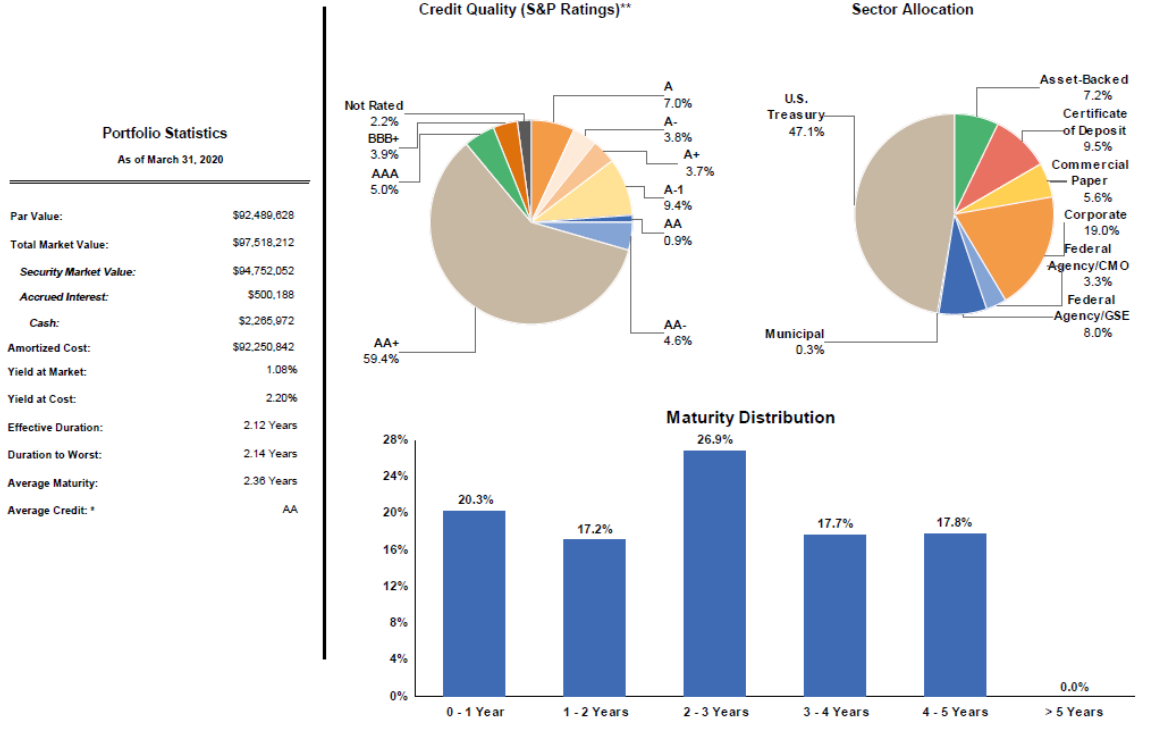


EXHIBIT 3

For the Quarter Ended March 31, 2020

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Snapshot



For the Quarter Ended March 31, 2020

SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Snapshot

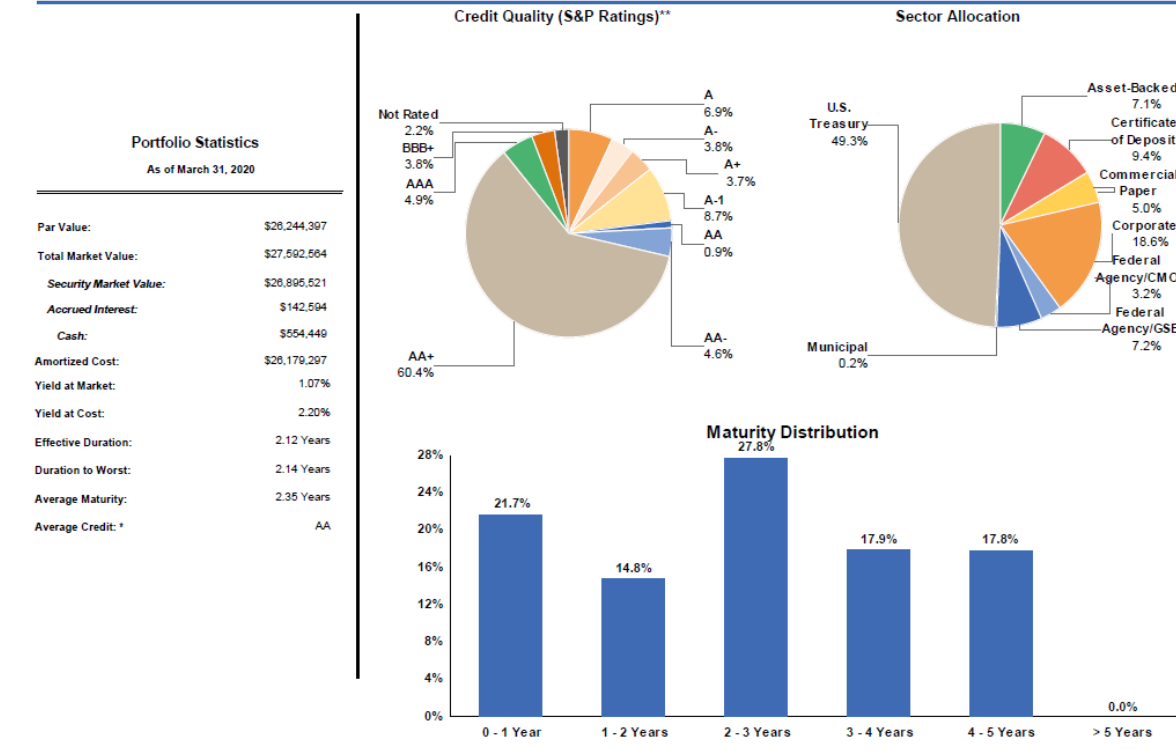


EXHIBIT 4

For the Quarter Ended March 31, 2020

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Compliance

Sector Allocation & Compliance

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

Security Type	Market Value as of March 31, 2020	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$44,762,130	46.1%	100%	✓
Federal Agency/GSE	\$7,607,754	7.8%	100%	✓
Federal Agency/CMO	\$3,101,641	3.2%	100%	✓
Municipal	\$234,326	0.2%	30%	✓
Negotiable CDs	\$8,983,941	9.3%	30%	✓
Commercial Paper	\$5,258,852	5.4%	25%	✓
Corporate Notes	\$18,002,932	18.6%	30%	✓
Asset-Backed	\$6,800,476	7.0%	20%	✓
Securities Sub-Total	\$94,752,052	97.7%		
Accrued Interest	\$500,188			
Securities Total	\$95,252,240	97.7%		
Money Market Fund	\$2,265,972	2.3%	10%	✓
Total Investments	\$97,518,212	100.0%		

For the Quarter Ended March 31, 2020

SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Compliance

Sector Allocation & Compliance

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

Security Type	Market Value as of March 31, 2020	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$13,239,555	48.2%	100%	✓
Federal Agency/GSE	\$1,942,676	7.1%	100%	✓
Federal Agency/CMO	\$853,126	3.1%	100%	✓
Municipal	\$61,129	0.2%	30%	✓
Negotiable CDs	\$2,538,025	9.2%	30%	✓
Commercial Paper	\$1,339,576	4.9%	25%	✓
Corporate Notes	\$5,013,436	18.3%	30%	✓
Asset-Backed	\$1,908,000	7.0%	20%	✓
Securities Sub-Total	\$26,895,521	98.0%		
Accrued Interest	\$142,594			
Securities Total	\$27,038,155	98.0%		
Money Market Fund	\$554,449	2.0%	10%	✓
Total Investments	\$27,592,564	100.0%		



MEMORANDUM

BOARD OF DIRECTORS 2020

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

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #6
May 6, 2020

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

9 Months Ending March 31, 2020

Fixed-route Bus Service/Ridership

For the first nine months of FY 2020, fixed-route bus service provided 7,988,030 total trips, which is a decrease of 0.3 percent compared to the nine months of FY 2019. The YTD FY 2020 AWR decreased 1.6 percent compared to FY 2019. The YTD FY 2020 OTP is 80.4 percent, which is an improvement over the 78.7 percent for the same period in FY 2019. The OTP of 86.6 percent in March is above the 85.0 percent goal. The OTP improvements are due to the reduction in ridership and traffic congestion as a result of the shelter in place county health order. The 26 DNOs experienced in March are the lowest the District has had this fiscal year.

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

On-time Performance goal is 85.0%:

Table with 4 columns: Service Type, Mar. 2020, YTD FY 2020, YTD FY 2019. Rows include Directly operated service, Contracted bus service, Coastside service, and Combined service.

Table with 4 columns: Metric, Mar. 2020, YTD FY 2020, YTD FY 2019. Rows include Trips that Did Not Operate (DNO) and Complaints per million trips.

On Tuesday, March 17, 2020, the 6-County Bay Area "Shelter-in-Place" order, in response to COVID-19, was issued. Rear-door boarding and free fares were initiated on March 25, 2020; therefore, March's ridership reflects approximately two weeks of pre-COVID-19. Currently motor bus ridership is down roughly 75 percent.

COVID-19 Service Adjustments:

In March SamTrans implemented service adjustments such as the suspension of school service, which will now be for the duration of the 2019/20 school year. On March 25, SamTrans initiated rear door boarding in conjunction with free fares.

SamTrans focused service reductions/adjustments to respond to the Shelter-in-Place orders and the resulting 75 percent reduction in motor bus ridership. Staff reviewed ridership trends to create transportation services that maintain adequate service levels for essential travel. The new service also considered the availability of front line workers to ensure Bus Operators would be available to maintain the new service levels. The service adjustments account for an approximate 40 percent reduction in service. Following is a list of service changes implemented on April 26, 2020:

- FCX:** Northbound service reduced to the first two morning trips. Southbound service is reduced to the last two evening trips.
- ECR:** Weekdays, buses run every 20 minutes. No changes to Saturday or Sunday.
- SFO:** Service is reduced to hourly. Weekday and Saturday operating hours: 8 am to Midnight. No change on Sundays.
- 17:** Weekday service operates every two hours. No changes Saturday or Sunday.
- 38:** Reduced Service. Please see new time table.
- 110:** Service operates every two hours.
- 112:** Service operates every two hours.
- 118:** Service suspended.
- 120:** Service 7 days a week is reduced to every 30 minutes.
- 121:** Weekday service operates hourly. No changes Saturday or Sunday.
- 122:** Service 7 days a week is reduced to every hour.
- 130:** Weekday headways reduced to 30 minute frequency. No changes Saturday or Sunday.
- 140:** Weekday service operates hourly. No changes Saturday or Sunday.
- 141:** Weekday service operates hourly. No changes Saturday or Sunday. No service to San Bruno Senior Center.
- 250:** Weekday service operates hourly. No changes Saturday or Sunday.
- 251:** Weekday service operates every two hours. No changes Saturday. No service Sunday.
- 256:** Weekday service operates every two hours. No changes Saturday. No service Sunday.
- 260:** Weekday service operates hourly. No changes Saturday. No service Sunday.
- 270:** No Change.
- 274:** Suspended.
- 275:** Suspended.
- 276:** Suspended.
- 278:** Weekday service operates hourly and replaces Route 274 and Route 275. No changes Saturday. No service Sunday.
- 280:** No Change.
- 281:** Weekday/weekend service operates hourly.
- 286:** Serves only bus stops active on non-school days. There is 1 morning trip Eastbound and 2 morning trips Westbound. In the evening, there are 2 trips Eastbound and 2 trips Westbound.
- 292:** Weekday/weekend service operates hourly.

- 294:** Weekday service operates hourly. No changes Saturday or Sunday.
- 295:** Weekday service operates every two hours. No service Saturday or Sunday.
- 296:** Weekday service operates hourly. No changes Saturday or Sunday.
- 397:** No changes.
- 398:** No changes.
- 713:** All trips cancelled except for the 4:01am round trip departing Millbrae station.

Ridership will be monitored and adjustments will be made as necessary, to ensure social distancing. Standby buses will be strategically positioned to provide additional capacity in areas of greatest need. Three bus stops have been identified as having large boardings: Daly City BART, Quarry Road at El Camino (across from Stanford Shopping Center) and the Palo Alto Transit Center. The boardings occur in the early morning and late at night.

COVID-19 Safety Procedures:

1. The District provided personal protective equipment (PPE) for all front-line employees and for Utility Workers that clean and sanitize the buses.
2. The District provided individual hand sanitizer and maintains bulk supplies to allow refills at the employee reporting facility.
3. The District provided cloth masks to Bus Operator and staff.
4. The District prohibits ambulatory passengers from boarding the front of bus. Only passengers with disabilities and passengers in wheelchairs will be permitted to board the front of the bus. The District installed a chain to block-off the rear of the bus from the operator's seating area. The chain is placed across the aisle immediately after the ADA seating area. Operators are required to tie down and to safely transport wheelchair bound passengers and passengers with disabilities.
5. The District eliminated all street reliefs for runs originating from South Base. Runs originating from North Base that require street relief are done so by an operator with a new cleaned bus. No operator is required to relieve an operator in the field by continuing to operate a bus that has not been cleaned.
6. To maintain social distancing the District established passenger loads based upon bus length, as follows:
 - a. Articulated Busses (60-ft): 10 passengers with consideration for family or household members
 - b. 40 ft Busses: 6 Passengers with consideration for family or household members
 - c. 35 ft Busses: 5 Passengers with consideration for family or household members
 - d. 29 ft Busses: 4 Passengers with consideration for family or household members
7. Operators may not pass-up passengers because they have reached their maximum passenger load. Operators are to call FMC/dispatch and report that they are full or, nearly full, and provide information about the number of passengers on their bus and the number of people waiting for a bus. The District will station busses with extra board operators along routes or at locations where there have been heavier passenger loads. These busses will be utilized, in part, to fall in behind Operators who have reached or are about to reach maximum passenger loads.

On Demand Micro-Transit

SamTrans OnDemand micro-transit service will end on May 1, 2020; FLX Pacifica will be returning on May 4, 2020.

SamTrans ADA Paratransit Service/Ridership

For the first nine months of FY 2020, SamTrans provided 234,724 Paratransit trips, which is a decrease of 7.5 percent compared to the first nine months of FY 2019. There were 349,434 free Paratransit trips on fixed-route buses during the nine months of FY 2020, a decrease of 17,418 free trips compared to FY 2019. There were 7,923 registrants as of March 2020, a 1.8 percent decrease or 145 fewer registrants compared to March 2019.

	<u>Mar. 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
On-time Performance goal is 90.0%			
• Redi-Wheels	95.1%	92.1%	90.7%
• RediCoast	97.3%	96.0%	97.1%
Complaints per 1,000 trips			
• Redi-Wheels	0.51	0.68	0.69
• RediCoast	0.00	1.24	0.48
Ridership			
• Paratransit AWR	583	1,052	1,150
• Paratransit Total Trips	15,040	234,724	253,860
• Free Paratransit trips on fixed-route buses	22,597	349,434	366,852

Human Capital Investment

	<u>Feb. 2020</u>		<u>YTD FY 2020</u>		<u>YTD FY 2019</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	1,360	170	13,896	1,737	17,544	2,193
Part to Full-time Bus Operator	0	0	0	0	372	47
New fleet/route orientation	0	0	311	39	162	20
DMV mandated training	440	55	2,418	302	1,844	231
Bus Operator retraining	140	18	1,740	218	1,178	147
Maintenance training	520	65	5,009	626	4,597	575
CPR/AED/First Aid	0	0	244	31	620	78
Total Hours	2,460	308	23,618	2,952	26,317	3,290

Maintenance Department

The goal of **25,000** average Miles Between Service Calls (MBSC) was achieved for the motor bus fleet (District maintained vehicles). The Paratransit MBSC fell short of the 25,000 MBSC goal with 16,787 MBSC; Paratransit YTD MBSC is 34,679, which remains above the target goal.

	<u>March 2020</u>			<u>YTD FY 2020</u>			<u>YTD FY 2019</u>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	534,536	16	33,409	4,892,254	158	30,964	4,646,809	166	27,993
Paratransit	83,936	5	16,787	936,327	27	34,679	1,073,194	22	48,782

SamTrans Digital Communications (Social & Web)

	<u>March 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
Impressions*	164,556	6,529,368	5,208,611
Interactions	4,472	87,899	77,362
Website Sessions	78,583**	1,212,832	1,374,613

* Facebook, Twitter, Instagram, LinkedIn, Nextdoor.

** Website Sessions down significantly, dropping below 100K for first time in at least six years. Feb: 118K sessions.

There were 10,411 total followers as of March 31, 2020, up from 8,947 in March 2019.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Joan Cassman
Legal Counsel

Derek Hansel
Chief Financial Officer

David Olmeda
Chief Officer, Bus

April Chan
Chief Officer, Planning, Grants and
Transportation Authority

SUBJECT: **AUTHORIZE THE GENERAL MANAGER/CEO TO APPLY FOR EMERGENCY FUNDS AND EXECUTE RELATED AGREEMENTS, AND EXERCISE CERTAIN EMERGENCY POWERS IN RESPONSE TO THE COVID-19 PANDEMIC**

ACTION

Staff recommends the Board of Directors:

1. Adopt a resolution authorizing the General Manager/CEO, or his designee, to apply for and execute agreements and other documentation required to receive federal, state, or local emergency relief financial assistance, including but not limited to assistance from the Federal Emergency Management Agency.
2. Adopt a resolution authorizing and directing the General Manager/CEO :
 - To waive requirements of the San Mateo County Transit District (District) Procurement Manual when necessary and appropriate;
 - To take all actions necessary and proper in response to the COVID-19 pandemic, including promulgating written orders and rules necessary to provide for the protection of life and property pursuant to Government Code Section 8634;
 - To provide mutual aid when appropriate to an area affected by an emergency; and
 - To report the impacts of such authorized actions to the Board.

SIGNIFICANCE

The COVID-19 pandemic is an unexpected, unprecedented, and extraordinary event. Staff has identified a variety of actions and measures that would better position the District to act quickly, yet thoughtfully, to address these changing circumstances, and take advantage of available federal, state, and local assistance. Staff recommends the Board adopt two resolutions to provide resources and flexibility to assist the District in its efforts to provide service and administer its affairs during the COVID-19 pandemic. *Resolution to Receive Federal, State, and Local Financial Assistance*

The efforts of the District to respond to and mitigate the spread of COVID-19 have resulted in additional operating expenses, including but not limited to costs for personal protective equipment, sanitizing supplies, staff time, technology enhancements and legal costs.

While the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), passed by Congress in March, provides much needed emergency relief for the District through funds distributed by the Metropolitan Transportation Commission, there are additional funds available from the Federal Emergency Management Agency (FEMA) specifically for the additional costs for certain "emergency protective measures" incurred as a result of the COVID-19 pandemic. While the funds are made available by FEMA, the California Governor's Office of Emergency Services (Cal OES) is coordinating reimbursement requests for all public agencies in California.

As CARES Act funding is available to the District under Federal Transit Administration grant programs in which the District already participates, no further Board action is required for the District to access this source of financial assistance. However, the District is required to apply for FEMA funds through a separate Cal OES process. The District has already taken the first step in applying for FEMA funding by submitting a request for public assistance. As part of this process, the District's Board of Directors must designate an agent for the purpose of filing the application, executing related agreements and authorizing the receipt of funds.

The proposed resolution will satisfy FEMA requirements and allow staff to seek reimbursement for the costs relating to the COVID-19 pandemic and also authorize the General Manager/CEO to submit similar applications for available federal, state, or local assistance relating to the COVID-19 pandemic and for other future emergencies.

Resolution Concerning Mutual Aid, Local Regulation and Procurements

The COVID-19 pandemic and the accompanying shelter-in-place orders have dramatically reduced transit ridership, as well as the various revenue streams upon which the District depends to fund its services. However, many of the District's riders, including workers providing essential services to the community, rely on the District's services to access work, and to obtain food and supplies. The situation is also fluid due to the issuance of federal, state, and local emergency orders and legislation. Various alterations to the District's routes and schedules are necessary for the District to address these dramatically changed circumstances while still meeting the needs of transit-dependent riders. In addition, changes to District operations, such as rear-door boarding (providing distancing to protect bus operators, but also interfering with fare payment), are required for operator and passenger safety.

The General Manager/CEO already has the authority to:

a. *Make certain service changes*

The General Manager/CEO is authorized to make alterations to the District's routes and schedules that do not constitute "major services changes," as defined by the District's Title VI Major Service Change Policy, including significant service

reductions and alterations lasting up to one year. Since the onset of this pandemic, staff already has used this authority to suspend and curtail specific routes, and operate on reduced schedules, to protect the health and safety of the District's riders, employees, contract workers and agents, while also accounting for the District's reduced revenue and demand for transit services.

b. Make certain fare changes

The General Manager/CEO is authorized to implement promotional fare reductions, including delays of previously-approved fare increases, for a period of up to six months. Staff has already utilized this authority to temporarily halt fee collection on SamTrans and Redi-Wheels after balancing the District's reduced revenue and demand for transit services, the economic impacts of the COVID-19 pandemic on transit users, and the relative availability of federal and state financial assistance.

At this time, staff recommends the Board adopt a resolution to enhance the District's ability to both serve its ridership and respond to the changing pandemic conditions by:

1. Suspending Provisions of the Procurement Manual when Necessary and Appropriate

Responding to the COVID-19 pandemic has required, and continues to require, the District to make purchases of various goods and services, such as personal protective equipment and cleaning supplies, to protect its riders, employees, and agents. In some cases, best practices and legal requirements have changed quickly in response to new information about the disease. The District's procurement practices are subject to a variety of federal, state, and local rules. In some cases, full compliance with these rules may inhibit the District from procuring necessary goods and services in a timely manner.

The District's Procurement Manual establishes rules and guidelines to ensure that there is adequate competition and fair access to District contracts. Authorizing the GM/CEO to waive appropriate provisions of the Procurement Manual would allow the District to more quickly procure goods and services where necessary. Notably, this waiver authority will only affect rules set forth in the Procurement Manual that are self-imposed by the District. District procurements must still comply with applicable federal and state laws.

2. Authorizing the General Manager/CEO to Take Necessary and Proper Actions to Protect Life and Property

The District has authority to make rules governing the operation of the District's services as well as public conduct on District vehicles and property. Knowledge and recommendations concerning health risks and impacts of the COVID-19 pandemic are changing rapidly, and the District must be prepared to act quickly, yet thoughtfully, to address these changing circumstances. Delegating authority to the General Manager/CEO to take necessary and proper actions to respond to the COVID-19 pandemic will allow the District to react in a timely manner when immediate action is necessary between Board meetings.

In particular, the Emergency Services Act (at California Government Code section 8634) authorizes the District to designate an official to promulgate rules necessary for the protection of life and property during an emergency (e.g., concerning the use of masks by passengers). The District does not have the authority to declare an emergency, so this power provided by the Emergency Services Act applies only when and where another federal, state, or local agency has declared an emergency within the District's jurisdiction. The United States, the State of California, and the County of San Mateo, among others, have declared emergencies as a result of the COVID-19 pandemic. These actions allow the District to utilize the authority created by the Emergency Services Act to regulate public protection on District vehicles and property.

3. Authorizing the District to Provide Mutual Aid

The COVID-19 pandemic, or another emergency such as a natural disaster that occurs during the COVID-19 pandemic, may necessitate additional capacity to transport persons and property. The Emergency Services Act (at Government Code section 8631) authorizes the District to provide mutual aid during such emergencies in accordance with local resolutions. While Staff does not foresee any particular need for emergency transportation services at this time, and the Board has already provided certain authorities to staff to provide bus bridges and similar services, the proposed resolution will formally reconfirm the District's authority to respond quickly to requests for mutual aid should the need arise.

BUDGET IMPACT

There is no budget impact associated with the proposed actions. However, applications submitted and agreements executed, procurements conducted, and other actions taken pursuant to the proposed resolutions may result in budgetary impacts.

BACKGROUND

The present COVID-19 pandemic has affected many aspects of the District's operations, and created a situation where the District's needs may change unexpectedly. Many local agencies have declared emergencies as a result of the COVID-19 pandemic and invoked the emergency authority available in this unprecedented time.

Prepared By: Peter Skinner, Director, Grants and Fund Management 650-622-7818
Shayna van Hoften, Legal Counsel 415-995-5880

RESOLUTION NO. 2020 –

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

* * *

AUTHORIZING THE GENERAL MANAGER/CEO TO SUBMIT APPLICATIONS AND EXECUTE AGREEMENTS FOR FINANCIAL ASSISTANCE RELATING TO FEDERAL, STATE, AND LOCAL DECLARED STATES OF EMERGENCY

WHEREAS, a novel coronavirus (COVID-19) was first detected in Wuhan, China, in late 2019 and has spread throughout the world and the United States at alarming rates; and

WHEREAS, on January 30, 2020, the World Health Organization declared the COVID-19 outbreak a public health emergency of international concern; and

WHEREAS, the U.S. Department of Health and Human Services then declared a Public Health Emergency for the United States on January 31, 2020, followed by the President of the United States declaring a National Emergency due to the COVID-19 pandemic on March 13, 2020 as well as a Major Disaster in California due to the COVID-19 pandemic on March 22, 2020; and

WHEREAS, the Governor of the State of California declared a State of Emergency as a result of the COVID-19 pandemic on March 4, 2020 and issued Executive Order No. N-33-20 (State Order) requiring all individuals to stay in their places of residence, except as needed to maintain continuity of operations of essential critical infrastructure sectors, on March 19, 2020; and

WHEREAS, on March 10, 2020, the County of San Mateo proclaimed the existence of a Local Emergency throughout the county as a result of the COVID-19 pandemic; and

WHEREAS, the San Mateo County Health Officer then declared a Local Health Emergency due to the introduction of COVID-19 in San Mateo County on March 5, 2020, and issued orders (collectively "County Order") on March 16, March 31 and April 29, 2020, directing, among other things, all individuals living in the county to shelter at their place of residence except to provide or receive essential services or engage in certain essential activities and work for essential businesses and governmental services, and effective May 3 select outdoor activities, with the latest County Order in effect through May 31, 2020; and

WHEREAS, as a result of the COVID-19 pandemic; the federal, state, and local emergency declarations; the County Orders; and the State Order, numerous additional emergency measures, such as enhanced cleaning and sanitizing, and purchase and use of additional personal protective equipment for employees and workers, have become necessary to ensure the San Mateo County Transit District (District) can continue to provide transit services in a manner that adequately protects the safety and health of its employees and the public; and

WHEREAS, the COVID-19 pandemic has dramatically reduced public transit ridership in the District and beyond, has dramatically diminished revenue sources upon which the District relies to support its services, and has caused economic hardship for countless individuals and employers, including many SamTrans and Redi-Wheels customers; and

WHEREAS, various federal, state, and local funds, including but not limited to Federal Emergency Management Agency (FEMA) funds distributed through the California Governor's Office of Emergency Services, may be available to assist the

District for expenses incurred as a result of the COVID-19 pandemic and other emergencies; and

WHEREAS, the Board of Directors desires to authorize the General Manager/CEO to submit applications, execute agreements and take such other actions as necessary and appropriate to secure funding from FEMA, the Governor's Office of Emergency Services and any other federal, state and local funding sources that may be available to reimburse and assist the District in defraying the additional costs incurred in responding to the COVID-19 Pandemic.

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

1. In light of the recitals set forth above, the Board recognizes that there is a state of emergency within the District's service area and jurisdiction resulting from the COVID-19 pandemic;
2. The General Manager/CEO is authorized to execute and provide all requisite applications, certifications, assurances and agreements to the appropriate federal, state, and local agencies for all matters pertaining to federal, state, and/or local assistance relating to the COVID-19 pandemic and other future emergencies; and
3. The General Manager/CEO, or his designee, is authorized to execute any other documents and take any other actions necessary for the District to apply for and accept disaster assistance related to the COVID-19 pandemic and other future emergencies.

Regularly passed and adopted this 6th day of May, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

RESOLUTION NO. 2020 –

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

* * *

**AUTHORIZING AND DIRECTING THE GENERAL MANAGER/CEO TO EXERCISE CERTAIN
EMERGENCY POWERS IN RESPONSE TO THE COVID-19 PANDEMIC**

WHEREAS, a novel coronavirus (COVID-19) was first detected in Wuhan, China, in late 2019 and has spread throughout the world and the United States at alarming rates; and

WHEREAS, on January 30, 2020, the World Health Organization declared the COVID-19 outbreak a public health emergency of international concern; and

WHEREAS, the U.S. Department of Health and Human Services then declared a Public Health Emergency for the United States on January 31, 2020, followed by the President of the United States declaring a National Emergency due to the COVID-19 pandemic on March 13, 2020 as well as a Major Disaster in California due to the COVID-19 pandemic on March 22, 2020; and

WHEREAS, the Governor of the State of California declared a State of Emergency as a result of the COVID-19 pandemic on March 4, 2020 and issued Executive Order No. N-33-20 (State Order) requiring all individuals to stay in their places of residence, except as needed to maintain continuity of operations of essential critical infrastructure sectors, on March 19, 2020; and

WHEREAS, on March 10, 2020, the County of San Mateo proclaimed the existence of a Local Emergency throughout the county as a result of the COVID-19 pandemic; and

WHEREAS, the San Mateo County Health Officer then declared a Local Health Emergency due to the introduction of COVID-19 in San Mateo County on March 5, 2020, and issued orders (collectively "County Order") on March 16, March 31 and April 29, 2020, directing, among other things, all individuals living in the county to shelter at their place of residence except to provide or receive essential services or engage in certain essential activities and work for essential businesses and governmental services, and effective May 3 select outdoor activities, with the latest County Order in effect through May 31, 2020; and

WHEREAS, as a result of the COVID-19 pandemic; the federal, state, and local emergency declarations; the County Orders, and the State Order, numerous additional emergency measures, such as enhanced cleaning and sanitizing, and purchase and use of additional personal protective equipment for employees, have become necessary to ensure the San Mateo County Transit District (District) can continue to provide transit services in a manner that adequately protects the safety and health of its employees and the public; and

WHEREAS, the COVID-19 pandemic has dramatically reduced public transit ridership in the District and beyond, has dramatically diminished revenue sources upon which the District relies to support its services, and has caused economic hardship for countless individuals and employers, including many SamTrans and Redi-Wheels customers; and

WHEREAS, under Public Utilities Code Section 103180 and Resolution 2013-19, the General Manager/CEO has authority to make changes to the District's routes and schedules, including route eliminations that have a duration of up to 12 months, other

than "major service changes" as defined in the District's Major Service Change Policy;
and

WHEREAS, under the District's Fare Structure adopted pursuant to Resolution 2019-29 and Federal Transit Administration Circular 4702.1B, the General Manager/CEO has authority to implement special and promotional fare discounts lasting up to six months, including delays of previously-approved fare increases; and

WHEREAS, the California Emergency Services Act (Gov. Code §§ 8550 *et seq.*) authorizes special districts to delegate additional powers to their officials to provide for the protection of life and property and provide mutual aid to other agencies during local emergencies; and

WHEREAS, the Board of Directors desires to delegate additional authority and provide further direction to the General Manager/CEO to take appropriate actions, subject to review by the Board of Directors and in compliance with applicable laws, to allow the District to respond more effectively to the rapidly changing knowledge and recommendations concerning the health risks and impacts of the COVID-19 pandemic, and the District's financial situation.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District that, for the duration of any of the above-referenced federal, state, or local COVID-19 pandemic-related emergencies or emergency orders, as may be amended from time to time, within the District's service area, the General Manager/CEO is hereby authorized and directed to:

1. Suspend any provision of the *San Mateo County Transit District Procurement Manual* for any purchase relating to the COVID-19 pandemic where

compliance with the provision would materially impede the District's ability to procure necessary materials, goods, or services;

2. Take all actions necessary and proper in response to the COVID-19 pandemic, including promulgating written orders and regulations necessary to provide for the protection of life and property pursuant to Government Code Section 8634 with the understanding that such actions include the General Manager's/CEO existing authority as recited above to alter routes and schedules in a manner that protects health and safety, while also accounting for the District's reduced revenue and demand for transit services; and to implement promotional fare reductions, including delays of previously-approved fare increases, to account for the reduced demand for transit services, the economic impacts of the COVID-19 pandemic on transit users, and the relative availability of federal and state financial assistance; and
3. Provide mutual aid to any affected area in accordance with local ordinances, resolutions, emergency plans, or agreements therefor pursuant to Section 8631 of the Government Code; and

BE IT FURTHER RESOLVED THAT the General Manger/CEO is directed to comply with all federal, state, and local laws when taking actions authorized by this resolution, and to report the impacts of such actions to the Board.

Regularly passed and adopted this 6th day of May, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2020

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

JIM HARTNETT
GENERAL MANAGER/CEO

A G E N D A

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

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

WEDNESDAY, MAY 6, 2020 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of April 1, 2020

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – March 2020
7. Adjourn

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
APRIL 1, 2020**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 2:45 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MARCH 4, 2020

Motion/Second: Collins/Powell

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

Absent: Groom

Committee Chair Fraser moved Item #3 to the end of the agenda.

4. ACCESSIBILITY UPDATE

Tina Dubost, Manager, Accessible Services, said that paratransit customers are reducing their trips as a result of the COVID-19 pandemic.

5. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, announced that the PCC planned to meet on April 13 via WebEx.

6. MULTIMODAL RIDERSHIP REPORT –FEBRUARY 2020

Jim Hartnett, CEO, said the report was in the packet and that they would have more information at the May meeting. He said that ridership had dropped 85 percent.

In response to Chair Karyl Matsumoto's question on bus schedules running as usual, Mr. Hartnett confirmed this with the exception of school trips having been eliminated. He

discussed different proposed runbook options. He said the District is examining operator levels versus ridership demand.

Public Comment:

John Baker commended all operators and mechanics who have continued to work during the pandemic.

3. PROCLAMATION IN HONOR OF SENIOR MOBILITY AMBASSADOR KEVIN POYNTZ

Committee Chair Fraser noted highlights of Mr. Poyntz's experience as a former VTA operator and Senior Mobility Ambassador for SamTrans.

7. ADJOURN

The meeting adjourned at 2:59 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

ACTION

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

SIGNIFICANCE

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

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

Minutes from the March 2020 PAL meeting are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

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

Meeting Minutes
March 10, 2020

ATTENDANCE:

Members:

Mike Levinson, Chair; Dinae Cruise, Vice-Chair; Tina Dubost, SamTrans; Sandra Lang, Community Member; Ben McMullan, CID; Sammi Riley, Consumer

Guests:

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

Absent:

Marie Violet, Dignity Health & Wellness Center
Scott McMullin, COA

WELCOME

Chair Mike Levinson called the meeting to order at 11:33 am. The meeting was held via conference call due to concerns surrounding the corona virus pandemic; a roll call was taken.

FEBRUARY PAL MINUTES

Approval of the minutes from the February meeting were postponed until the April meeting.

LEGISLATIVE UPDATE

Sandra Lang asked if any actions needed to be taken on items in the legislation list provided in the February minutes. Mike Levinson responded that committee hearings are held at the end of April so we should know more at that time.

Ben mentioned that there was a bill related to paratransit introduced last year around Disability Action Day (June). Mike thought it went for a formal vote.

SB 1376

Ben reported that he, Tina and Mike had attended the joint PAPCO and ParaTAC meeting in Oakland hosted by the Alameda County Transportation Commission on Monday, February 24. Richard Weiner was a facilitator. See Attachment B.

Mike asked if there would be a follow-up forum; Richard thought so but there is no time frame for this at present.

LOCAL ADVOCACY

The committee discussed the online ticket app and how it is working. Mike reported that the drivers are not seeing any indication that the fare has been paid and wondered if that should be changed. Tina said that the drivers can tell if it's a standard or Lifeline fare and that they

have received training. She asked for help in identifying any drivers that might need additional training. Sammi reported that she has used the app and not had any problems.

POLICY ISSUES – OPEN DISCUSSION

Drennen Shelton, MTC, had sent out a survey requesting topics for a forum that she is organizing for PCCs (see Attachment A.) A response is required by March 20th.

OTHER BUSINESS

Tina said that she had been advised that due to Brown Act requirements, it would not be possible to hold the scheduled PCC meeting via conference call as 72 hours' notice had not been given of the change. She will check with SamTrans' Legal department regarding requirements for future meetings.

Sandra reported that the Board of Supervisors were holding an emergency meeting about the possible closure of Seton Hospital at 3pm that day. Mike offered congratulations to Sandra on being re-elected to the Democratic Central Committee.

The next meeting will be on Tuesday, April 14th, at 11:30am.

The meeting adjourned at 12:18pm.

From: **Drennen Shelton** <DShelton@bayareametro.gov>
Date: Tue, Mar 10, 2020 at 10:12 AM
Subject: Regional PCC Meeting
To: Drennen Shelton <DShelton@bayareametro.gov>

Dear PCC Chairs and Staff,

You are receiving this email because you have been identified as the chairperson of a paratransit coordinating council, or you are identified as the staff person to a paratransit coordinating council. If your role has changed, please let me know.

MTC is interested in holding a regional PCC meeting with you! We hope to bring the PCCs from around the nine-county Bay Area so that you can meet each other, share promising practices, and talk about topics of interest to you. We are hoping to have this meeting in early June. The event will be free, and we will provide breakfast and lunch.

In order to plan for this meeting, I need to hear from you! Please answer the questions below:

1. What are the two or three biggest topics you would like to talk about at a regional PCC meeting?
2. Do you have a specific paratransit “best practice” that you would like to learn about?
3. Are you facing a specific challenge with your PCC?
4. Are there current developments in transportation that you would like to learn about?
5. Which is the best location to have a regional PCC meeting:
 - a. Berkeley
 - b. Oakland
 - c. San Francisco
 - d. Elsewhere?
6. Do you have other suggestions or advice?

I really appreciate you taking the time to provide this information, and please do not hesitate to contact me.

Thanks,
Drennen

Drennen Shelton
Planner/Analyst
(415) 778-5309, dshelton@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov
Association of Bay Area Governments
Metropolitan Transportation Commission
Bay Area Metro Center | 375 Beale Street | Suite 800 | San Francisco, CA 94105



**Annual Joint PAPCO and ParaTAC Meeting
The state of emerging mobility in Alameda County
February 24, 2020**

Three Panelists – Key points

Marilyn Golden SB 1376 - TNC Access for All Act

Disability Rights Education and Defense Fund (DREDF)

- Senate Bill 1376 – TNC Access for All Act – passed the California legislature in 2018, and applies to regulating Transportation Network Companies (TNCs) in California
- Several organizations have played a key role in shaping SB 1376, including SFMTA, LA Metro, SF Taxi Workers Alliance and other transit agencies.
- Additionally, TNCs have argued hard to contain and restrain the extent of the requirements of SB 1376, but so far the proposals put forward by the disability groups have largely been supported.

Tim McCormick-Partnering with TNCs for Subsidized Demand Response Service, Lessons Learned

Big Blue Bus

- Prior to including TNCs in Dial-A-Ride program, City of Santa Monica (Big Blue Bus) had a total of six Dial-A-Ride vans. Only had a few regular riders. Average occupancy was 1.1 passengers per hour.
- Even though they had 3,223 members, only 157 were regular riders. When implemented the TNC partnership, they kept program largely the same, 60 years or older. 10% of users needed a wheelchair accessible vehicle (WAV). The agency kept two vans on street to serve those riders' needs. In the last year of the Dial-A-Ride program they ran 21,384 trips. First year of including TNCs, saw 55,682 trips. As a result, there was a big reduction in the average cost per ride.
- Major changes with Mobility On Demand (MODE)

- unlimited capacity with TNCs
- Better customer service
- Implemented a subcontract for Lyft, subcontracting with vans
- Use the traditional call center for those who can't book on their smartphones
- So far there have been zero ride refusals
- Van now carries 10% of riders, 25% call directly for Lyft rides.
- Enrollment grew and van rides were better (off loaded a lot to Lyft). Went up to 1500 members. But since they are still only serving small portion of community, had to find a way to limit the demand.
- With a stakeholder group, made the decision to limit rides to people who were low-income (73% of ridership), raised age requirement from 60 to 65, and limited to 30 trips per month.
- 296% increase in number of people travelling at least once a month

Lessons Learned

- Implementing trainings on how to use TNCs is important
- Those who rely on vans aren't getting the same level of response time as TNCs, but much better than before they were able to offload a lot of the trips to TNCs.
- Have had public meetings – members have regained spontaneity, social status. Usage is up, keep partnerships going, and get things where they need to go.

Jonathan Steketee – GoDublin! LAVTA's TNC Partnership

LAVTA

- Transit ridership in the LAVTA service area was low and a change was necessary. There was not a lot of ridership on LAVTA's fixed route buses within the city of Dublin.
- Go Dublin – helps solve the coverage and frequency challenge. Has minimal infrastructure changes. Helps promote shared rides.
- There was a concern re: TNC's destroying transit ridership and also if partnering with TNCs is in line with LAVTA's vision?
- Program cap is at \$5 subsidy per trip
- Program performance exceeded expectations

- Go Dublin is \$3.16 per trip (compared to \$26.13 per trip before the change), daily ridership is 43 people

Lessons learned

- A promo agreement works well (Uber and Lyft participate, but any TNC can join in).
- Have ADA paratransit across the area, not just those within ¾ of a mile.
- 13% up in transit ridership
- Do have Uber WAV – people have been able to utilize this service. Fares are aligned with ambulatory shared ride. A couple of TAC members have taken it regularly and it is a game changer.
- Credit card access – still looking to improve this. American Express has a blue card (want any amount to put on a card) can put any amount on the card which is an option for unbanked customers. For customers not able to use smart phone – called GoGoGrandparent (call service center – can access the promo).
- Dublin has an enhanced ADA service available to anyone (not necessarily just those living within ¾ mile).
- Parataxi program up 6% and Dial a ride has stayed even. People are enjoying and preferring these services.

Naomi Armenta – TNC Wheelchair Accessible Vehicles (WAV) in real life (IRL) *Nelson\Nygaard Associates, Inc.*

- Naomi has been testing Uber and Lyft WAVs over the past few months to provide information for the Alameda CTC Paratransit Coordination Team. Both programs appear to be pilots. Very little in the way of official information. Completed through the app. Companies seem to be very wary to put information out there.
- Testing is centered in Alameda County
- Lyft –Drivers are only doing accessible trips 7am to 12 am. Operated in partnership with First Transit.
- Uber WAV – East Bay more relevant (vans based in Pleasanton). Don't have to change a setting to access a WAV in Uber app. Uber WAV doing all trips. In partnership with MV Transit.

- Very small sample of trips so far, but have completed trips in Alameda County, San Francisco, Washington DC. Note that Lyft was not pulling up in Nashville and Louisville.
- Wait time has been between 15-27 minutes.
- Washington D.C. has other taxi wheelchair accessible apps on the Uber app (when Naomi pulled up the Uber app).

Lessons Learned/Concerns

- Biggest challenge is the app giving redirections for the location. Hard to find an address.
- Have heard stories of trip denials. Drivers trying to get rider to cancel so it is not a mark against them.
- Vans do not have kneelers just manual ramps.
- Many drivers were new, so there is a learning curve.
- Reliability and sustainability – this is a new service, not publicized, natural for riders to have some concerns and trust that these companies will continue to provide service.
- Lyft is choosing a partner that is appropriate for the region/area. Drivers do not own the vehicles.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

April Chan
Chief Officer, Planning/Grants/TA

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

ACTION

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

SIGNIFICANCE

In light of the County Order to shelter-in-place starting in mid-March due to COVID-19, ridership across all modes experienced a significant decline. At this time, Caltrain ridership data was not immediately available for this report. The average weekday ridership across all modes (Caltrain ridership excluded) declined by 49.4 percent in the month of March 2020 compared to March 2019. The performance of the specific modes is as follows: average weekday ridership for Bus (-33.8%), Paratransit (-49.1%), Shuttles (-54.2%), and BART (-60.5%).

The total ridership across all modes for the month of March 2020 declined by 51.0 percent compared to last year, March 2019. The performance of the specific modes is as follows: monthly ridership for Bus (-37.5%), Paratransit (-47.0%), Shuttles (-55.8%), and BART (-61.1%).

Average daily ridership has decreased by approximately 75 percent since the last week of February 2020. Coincidentally, SamTrans' On-Time Performance benefited from the reduced ridership, free fares that reduced dwell times, and improved traffic conditions following the stay-at-home health order.

The Coronavirus (COVID-19) pandemic and the resulting March 17 shelter-in-place health order had a negative impact on ridership across all modes. On Wednesday, March 25, 2020, SamTrans suspended fare collection and began rear-door boarding on buses with multiple doors in its fixed route service. ADA passengers and riders needing assistance are still be able to board through the front doors.

Additionally, to address the significant decline in ridership and the closure of all non-essential businesses, SamTrans switched to a School-Day Off schedule starting Monday, March 16, 2020. Furthermore, SamTrans modified its service with new schedules implemented on Sunday, April 26, 2020, with system-wide weekday service reduced by approximately 40 percent. A number of shuttles were also suspended or partially suspended due to the COVID-29 shelter-in-place order.

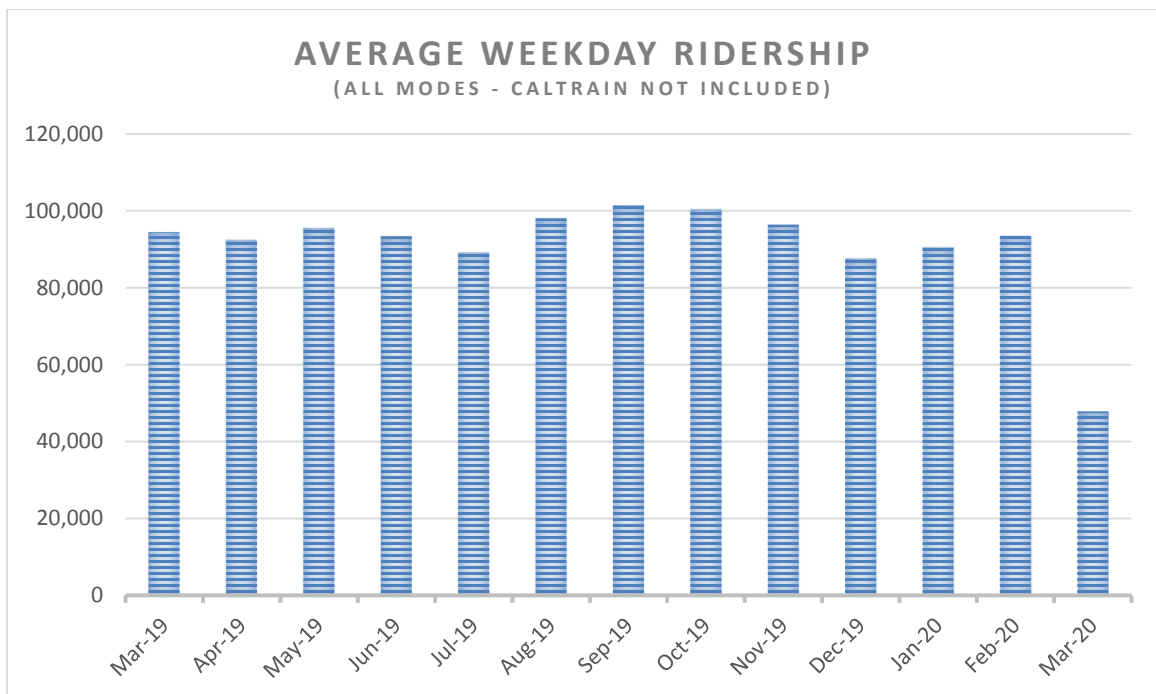
AVERAGE WEEKDAY RIDERSHIP (AWR): March 2020 compared to March 2019

**Table A
Average Weekday Ridership**

March 2020 Average Weekday Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	36,110	35,930	23,790	-33.8%
Paratransit	1,170	1,140	580	-49.1%
Shuttles	12,430	12,370	5,660	-54.2%
Subtotal	49,710	49,440	30,030	-39.3%
BART Extension (No Daly City)	45,520	45,010	17,780	-60.5%
Grand Total	95,230	94,450	47,810	-49.4%
Weekdays	22	21	22	

March 2020 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	36,820	35,330	35,350	0.1%
Paratransit	1,210	1,150	1,050	-8.7%
Shuttles	11,710	11,350	10,920	-3.8%
Subtotal	49,730	47,830	47,320	-1.1%
BART Extension (No Daly City)	47,140	45,820	42,160	-8.0%
Grand Total	96,880	93,640	89,480	-4.4%

Chart A



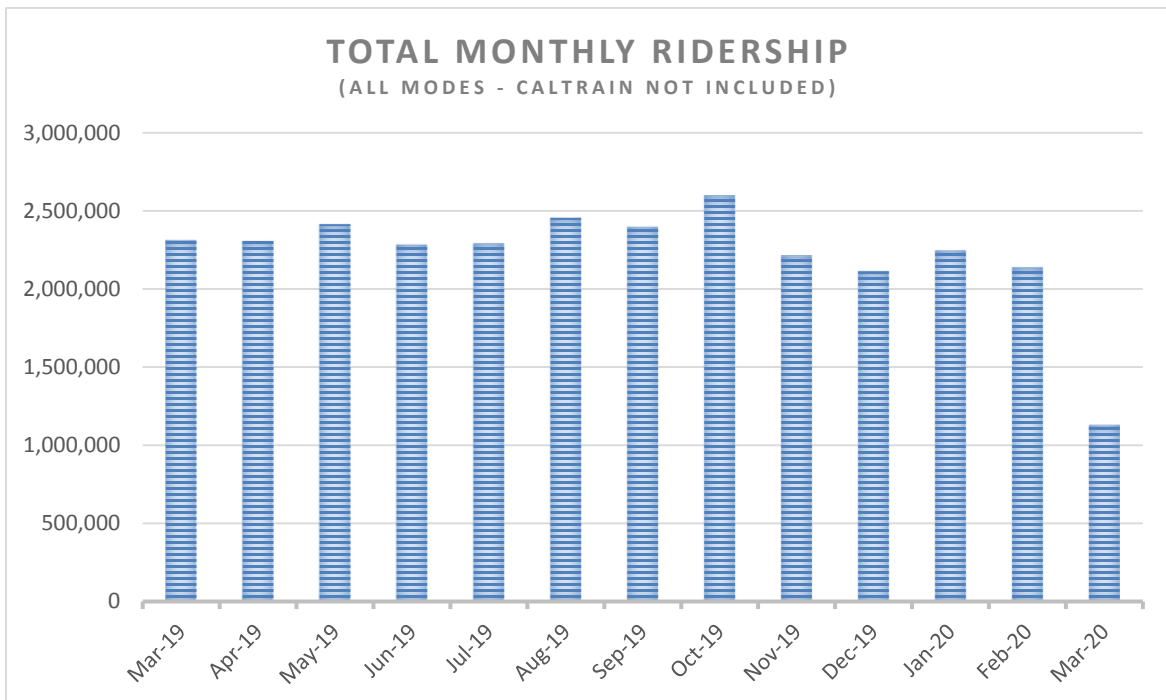
MONTHLY TOTAL RIDERSHIP: March 2020 compared to March 2019

Table B
Total Monthly Ridership

March 2020 Total Monthly Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	942,620	912,340	570,520	-37.5%
Paratransit	29,450	28,360	15,040	-47.0%
Shuttles	271,720	259,410	114,730	-55.8%
Subtotal	1,243,780	1,200,100	700,280	-41.6%
BART Extension (No Daly City)	1,168,100	1,113,350	433,430	-61.1%
Grand Total	2,411,880	2,313,450	1,133,710	-51.0%
Weekdays	22	21	22	

March 2020 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	8,403,640	8,010,180	7,988,030	-0.3%
Paratransit	265,850	253,860	234,720	-7.5%
Shuttles	2,235,670	2,170,450	2,089,280	-3.7%
Subtotal	10,905,160	10,434,500	10,312,040	-1.2%
BART Extension (No Daly City)	10,495,860	10,102,310	9,279,720	-8.1%
Grand Total	21,401,020	20,536,810	19,591,760	-4.6%

Chart B



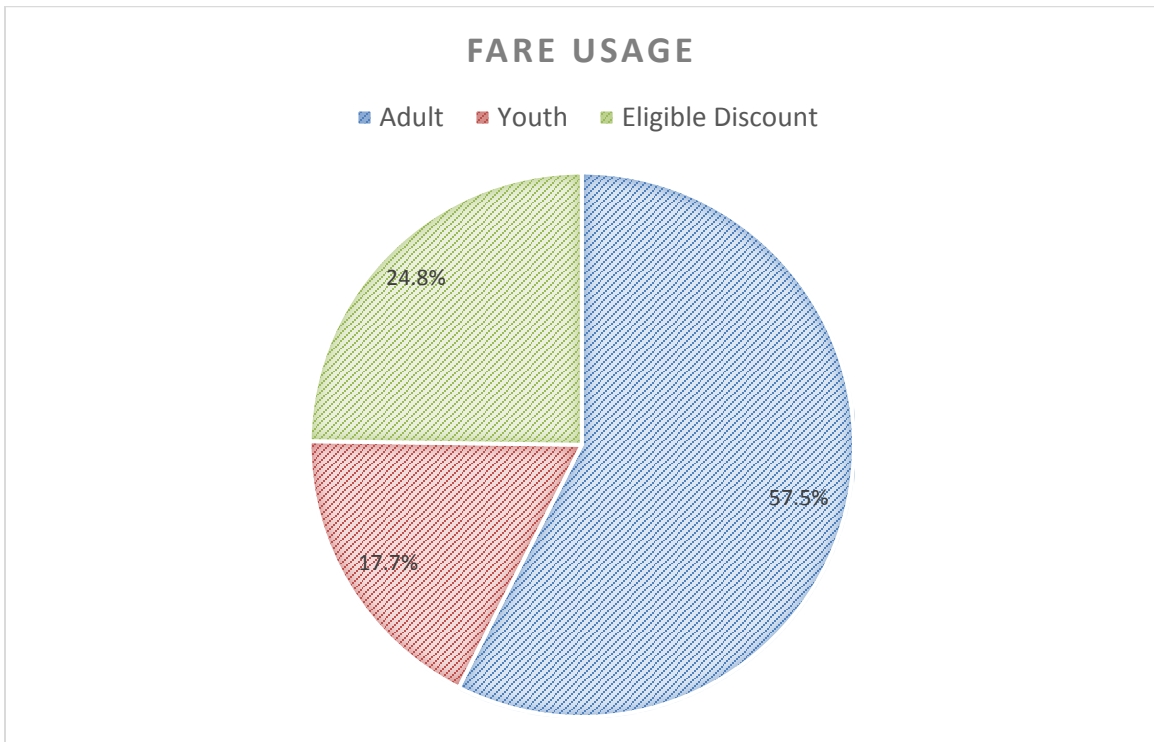
SAMTRANS BUS FARE USAGE: March 2020

Table C illustrates the number of riders by fare category for the month of March 2020, 2019 and 2018. The ridership numbers in this table do not include Dumbarton Express ridership and the rural demand-response service (not to be confused with the SamTrans OnDemand service in Pacifica's Linda Mar area).

Table C
Bus Riders by Fare Category

Fare Category	March 2018	March 2019	March 2020
Adult	464,308	453,135	326,934
Youth	238,645	219,391	100,948
Eligible Discount	236,382	236,786	141,026
Total	939,335	909,312	568,908

Chart C



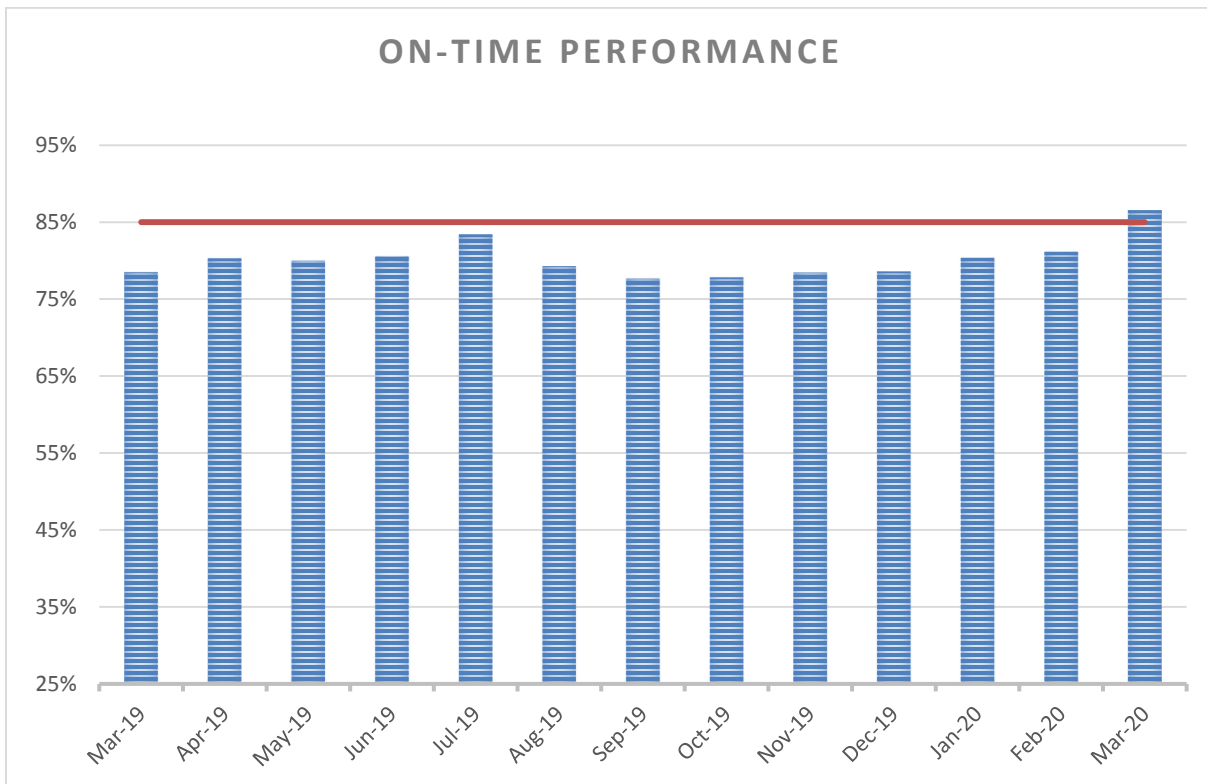
ON-TIME PERFORMANCE: March 2020

On-Time Performance (**OTP**) – is calculated by evaluating all the time points within the route's schedules across the system for late, early, and on-time arrival and departure. A route is *late* if it exceeds 5 minutes. A route is considered *early* if it departs 30 seconds ahead of schedule. SamTrans' OTP goal is 85.0 percent.

The On-Time Performance for March 2020 was **87.6 percent**.

Following the stay-at-home order, which barred all but essential travel, car traffic plunged dramatically, by almost 50 percent on certain weekdays, according to the transportation research firm INRIX. On-Time Performance benefited from the improved traffic conditions in the region.

Chart D



SamTrans Digital Metrics - MAR 2020



New Followers

+88

Mar 20 - 10,411

Feb 20 - 10,323

Mar 19 - 8,947

Top Tagged Issues

1. CORONA (12)

2. Route SFO (2)

3. Media Mention (1)

SamTrans.com Sessions

Mar 20 - 78,583

Feb 20 - 117,850

Mar 19 - 129,332

Social Engagement

Video Views

14,611 (Feb: 1,204)

Content Impressions

815,286 (Feb: 186K)

Interactions

16,054 (Feb: 4,406)

Yelp & FB Rating

1.0 (of 5 stars)

(1 March review)



@SamTrans

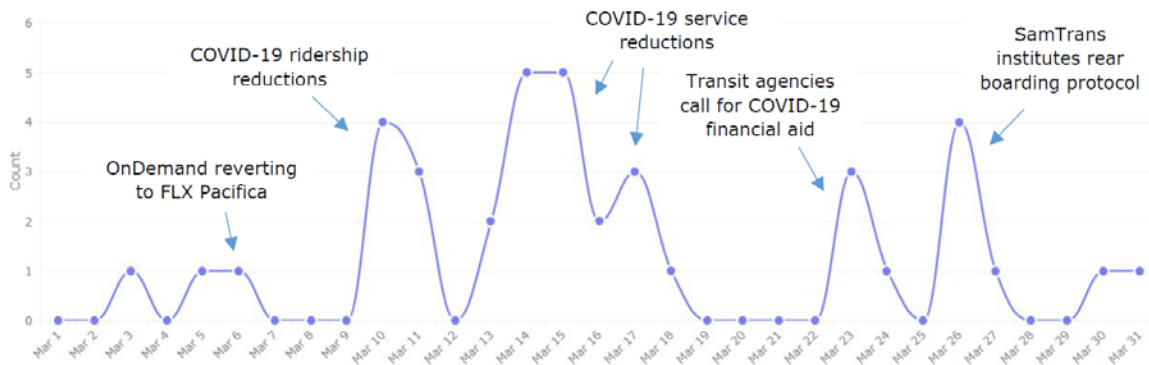


@gosamtrans



@samtrans

SamTrans News Coverage Report – March 2020



Total # of articles: 39 (compared to 3 in February)

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

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



BOARD OF DIRECTORS 2020

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

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

WEDNESDAY, MAY 6, 2020 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of April 1, 2020
3. Award of Contract for South Base Bus Facility Gas Line Replacement Project

INFORMATIONAL

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

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

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
APRIL 1, 2020**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 2:59 pm, and Items #2 through #8 were heard first before action was taken in one motion.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MARCH 4, 2020

3. MEMBER AGENCY APPROVAL OF CALTRAIN SALES TAX BALLOT MEASURE UNDER SENATE BILL 797

Seamus Murphy, Chief Communications Officer, provided a presentation.

Director Dave Pine said the preparation for a one-eighth sales tax measure should be done carefully and be ready to go when needed.

Public Comment:

- Roland Lebrun, San Jose, proposed a compromise involving AB 1487.
- Adina Levin, Friends of Caltrain, requested equity in expenditures and policies.

Director Rose Guilbault spoke in support of the opportunity to preserve a spot on the ballot and trusted the JPB to make the right decision at their May Board meeting.

Committee Member Charles Stone said that equity needs to be valued in the plan and that the District should publicly make it clear that funding contributions must continue. He said the need for revenue will increase the longer the crisis continues.

Committee Chair Powell said that he supported maintaining the flexibility to be able to move forward if needed in November.

Committee Member Ron Collins said he supported the measure, but also supported the District keeping all its options open.

Director Pine asked Mr. Murphy about how the expenditure plan was put together. Mr. Murphy explained how the plan prioritizes the funds of the measure for State of Good Repair (SOG) for Caltrain. He said the expenditure plan is essentially the Caltrain Business Plan.

4. AUTHORIZATION OF THE FILING AND EXECUTION OF A FUNDING APPLICATION FOR THE US-101 EXPRESS BUS PILOT PROJECT AND ANNUAL CAP AND TRADE AUTHORIZED AGENT FORMS AND CERTIFICATIONS AND ASSURANCES

Peter Skinner, Director, Grants and Fund Management, presented a staff report.

5. AUTHORIZE THE RECEIPT OF SAN MATEO COUNTY SHUTTLE PROGRAM FUNDS

Margo Ross, Director, Bus Transportation, presented a staff report.

6. ADOPTION OF DEBT POLICY

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

7. REPEAL FUEL HEDGING POLICY, ADOPT DIESEL FUEL HEDGING PROGRAM TO MAINTAIN A FUTURES ACCOUNT TO ACQUIRE, HOLD AND DISPOSE OF DIESEL FUTURES CONTRACTS AND AUTHORIZE EXECUTING COMMODITY FUTURES ACCOUNTS

Mr. Hansel provided the presentation on a managed program to limit the volatility of fuel pricing.

In response to Committee Member Collins' questions, Mr. Hansel confirmed that the District would lock in a price for a specific period of time, and that there is definitely an opportunity cost risk, which falls outside the parameters of an investment policy.

8. AUTHORIZING EXAMINATION OF ALL DISTRICT TRANSACTIONS AND USE TAX RECORDS BY HDL FOR SALES TAX AUDIT PURPOSES

The Board voted to approve Items #2 through #8:

Motion/Second: Stone/Collins

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

Absent: Groom

9. ADJOURN

The meeting adjourned at 4:01 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 SOUTH BASE BUS FACILITY GAS LINE
REPLACEMENT PROJECT**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a single source contract to Bellanti Plumbing, Inc. of South San Francisco, California (Bellanti) for the total amount of \$342,500 for the South Base bus facility gas line replacement project (Project); and
2. Authorize the General Manager/CEO, or his designee, to execute a contract with Bellanti in full conformity with the terms and conditions of the contract documents and in a form approved by legal counsel.

SIGNIFICANCE

Currently, staff working at South Base have limited access to heat in office and workspaces and limited hot water due to the need to replace the gas line. In the short-term, portable showers and heaters have been put into place while a longer-term solution is sought. Pursuant to the Board's direction under Resolution 2020-9, staff determined a single source solicitation was appropriate for the repair work to resolve this situation as quickly as possible and curtail the negative impacts on working conditions for staff.

BUDGET IMPACT

Funding to support this procurement is available from savings in Sales Tax funding on three Capital Projects that were approved by the Board in Fiscal Year 2018.

BACKGROUND

During Fall 2019, there were several natural gas leaks at South Base. Staff determined that continued gas line repairs were no longer practical, and took precautions to cap the main gas line. On March 4, 2020, by Resolution 2020-9, the Board declared that an emergency exists concerning the conditions at South Base, ratified an emergency

procurement process for the natural gas line replacement, and authorized staff to obtain quotes to complete the repairs from one or more contractors.

Under an existing San Mateo County Transit District (District) contract for on-call general engineering services, Group 4 Architecture, Research & Planning Inc. completed the design and technical specifications for the Project at the end of March. Subsequently, staff requested a bid and negotiated a contract with Bellanti for the Project.

Company	Bid Amount
Independent Cost Estimate	\$611,987
1. Bellanti, South San Francisco	\$342,500

Bellanti submitted all required bid documentation, including evidence of appropriate licenses, to complete the Project. The bid was approximately 44 percent less than the independent cost estimate, which staff believes is due to the current environment for essential construction work.

Bellanti is a certified Small Business Enterprise with the California Department of General Services. Staff contacted Bellanti's references and confirmed its experience and competency. Bellanti has successfully completed projects for Mills Hospital, Saint Francis High School, and Burlingame School District. Bellanti has completed several plumbing projects for the District where the work was completed as scheduled and within budget. Based upon these findings, staff concludes that Bellanti is appropriately qualified and capable of meeting the requirements of the contract and is a responsible contractor.

Award of this contract will provide the District with a qualified contractor for the Project, which is anticipated to reach substantial completion in October 2020 and final acceptance in November 2020.

STRATEGIC INITIATIVE:

Strategic Action 2-13: Invest in improvements to our facilities and fleets that conserve natural resources, reducing waste and controlling costs.

Procurement Administrator III: Quoc Truong	650-508-7732
Project Managers: John Seybert, Manager, Facilities	650-622-7813
Greg Moyer, Director of Facilities	650-508-7987

RESOLUTION NO. 2020 -

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

* * *

**AWARDING A CONTRACT TO BELLANTI PLUMBING, INC.
FOR THE SOUTH BASE BUS FACILITY GAS LINE REPLACEMENT PROJECT
FOR A TOTAL AMOUNT OF \$342,500**

WHEREAS, by Resolution 2020-9, the Board of Directors of the San Mateo County Transit District (Board) declared that an emergency exists concerning the condition of the natural gas line at South Base, authorized staff to obtain quotes to complete the emergency repairs from one or more contractors, and return to the Board with a recommendation to award the construction contract; and

WHEREAS, staff issued an Invitation For Bid (IFB) to Bellanti Plumbing, Inc. of South San Francisco, California (Bellanti) to replace a natural gas line at South Base; and

WHEREAS, in response to the IFB, Bellanti submitted a bid; and

WHEREAS, staff and legal counsel have reviewed the single bid and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, staff conducted a cost analysis and determined the bid to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board award a contract to Bellanti for the total amount of \$342,500.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract to Bellanti Plumbing, Inc. of South San Francisco, California for the South Base natural gas line replacement for a total

amount of \$342,500; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or his designee, to execute a contract with Bellanti 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 6th day of May, 2020, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

Staff will provide an update on:

1. A proposed action by the San Mateo County Transit District (District) to designate the San Mateo County Transportation Authority (TA) to administer one half of the Measure W sales tax revenues;
2. The TA's recently adopted Strategic Plan, which addresses how the TA will administer one half of the District's Measure W revenues under the Measure W Congestion Relief Plan (Plan);
3.
 - a. The TA's role in the financing of the U.S. 101 Express Lanes Project (Project),
 - b. The TA's plans to issue bonds to finance a loan for construction of the Project, and
 - c. Two associated agreements the District will be requested to approve in support of such financing.

No action is proposed for this May 6 Board of Directors (Board) meeting. Staff will return to the Board with a request for action in June as detailed further, below.

SIGNIFICANCE

Measure W

The District's Measure W sales tax and its associated Congestion Relief Plan (Plan) was approved by voters in November 2018, and tax collection commenced in July 2019. The tax is expected to generate revenues of \$80 million annually for allocation on a percentage basis over the 30-year life of the Plan as follows:

	Highway / Interchange	Local Safety / Pothole	Bicycle / Pedestrian	Regional Connections	Public Transit
Percent	22.5 %	12.5 %	5 %	10 %	50 %
Projected Funding	\$540M	\$300M	\$120M	\$240M	\$1,200M

Measure W provides that the District will administer the half of the revenues dedicated for "Public Transit." Measure W also provides that the District *may* designate the TA to administer the other half of the revenues. The District and the TA each have included one half of the Measure W tax revenues in their Fiscal Year (FY) 2019-20 budgets, and have begun to collect, plan for, and expend the funds accordingly. Though its intent is evidenced in the District's budget documents, the District has not yet taken formal action to designate the TA as administrator of half of the Measure W revenues, nor to dedicate Measure W revenues for allocation by the TA.

At this time, staff recommends that the Board take action in June to designate the TA to administer one-half of the Measure W revenues in accordance with the Plan, for so long as the TA is in existence.

TA Strategic Plan 2020-24

The TA was created with the passage of a 30-year half-cent sales tax (Measure A) by San Mateo County voters in 1988. The voters then extended the tax (and the TA) for an additional 25 years (until 2033) by passing a new Measure A in 2004. The 2004 Measure A requires the TA to adopt strategic plans every five years to guide allocations of sales tax revenues in compliance with the 2004 Transportation Expenditure Plan.

The TA adopted a five-year Strategic Plan at its December 2019 Board of Directors meeting. The Strategic Plan 2020-24 updated the policy framework and program guidance for implementing the Measure A 2004 Transportation Expenditure Plan. The Strategic Plan also established guidance for administration of one-half of the Measure W Plan, as described above, and operationalizes the Core Principles included in Measure W. The Strategic Plan was developed with extensive community engagement and input, which kicked off in March 2019 and included 12 Stakeholder and Technical Advisory Group (SAG and TAG) meetings, five meetings of an Ad Hoc Committee of the TA's Board of Directors, a public survey that received over 2,500 responses, and a multitude of public meetings and events including a virtual town hall, a presentation to the San Mateo County Board of Supervisors, and three TA Board meetings. The Strategic Plan 2020-24 can be viewed on the TA's website at http://www.smcta.com/about/Strategic_Plan_2020-2024.html.

U.S. 101 Express Lanes Project

The 101 Express Lanes Project, which is jointly sponsored by Caltrans, the City/County Association of Governments of San Mateo County (C/CAG) and the TA, will result in the creation of 44 miles (22 miles in each direction) of new express lanes on the 101 corridor in San Mateo County between the San Mateo - Santa Clara County line and I-380. The Project will incentivize the use of public transit, carpools, and other shared-ride options, while also creating a new revenue stream from individuals willing to pay a fee to drive in the express lanes. In June 2019, the San Mateo County Express Lanes Joint Powers Agency (SMCELJPA) was established as the owner of the express lanes facility; SMCELJPA's board is comprised of members of the C/CAG and TA Boards.

The current Project budget is \$580.9 million. Though the Project has received substantial State funds, Regional Bridge Tolls and private sector support, the TA has provided a grant of \$30.5 million in Measure A funds, and also has authorized loans totaling approximately \$90 million to complete the Project and support SMCELJPA's and the express lanes' initial

operations and maintenance. Repayment of the loans from future toll revenues will be subject to terms and conditions to be negotiated between the TA and the SMCELJPA.

The TA plans to issue sales tax revenue bonds (Bonds) in the Summer of 2020 to fund a capital loan to SMCELJPA for the Project described above. To ensure the highest ratings, the TA desires for the Bonds to be secured by and payable from sales tax revenues from Measure A and from the TA's share of Measure W.

As Measure W is a District tax, staff will be asking the District Board to approve the following agreements at its June meeting:

- A sales tax administration agreement among the District, the California Department of Tax and Fee Administration (CDTFA) and Bank of New York Mellon Trust Company (BNY). This agreement will replace the District's current agreement with CDTFA for collection of the Measure W sales taxes with a restated agreement directing CDTFA to send Measure W sales tax revenues to BNY rather than directly to the District.
- A Sales Tax Agreement among the District, the TA and BNY. This agreement will irrevocably direct BNY to (i) remit 50% of the Measure W revenues to the District, (ii) deposit 40% to a bond trustee-administered account for the Bonds, and (iii) remit the remaining 10% to the TA to issue to the cities and counties consistent with the formula established for Local Safety / Pothole Funds.

BUDGET IMPACT

There is no budget impact associated with this item. All transaction costs associated with the proposed TA bonds and trust accounts will be paid by the TA as Project financing costs.

BACKGROUND

On November 6, 2018, the voters of San Mateo County approved Measure W, including the 2018 San Mateo County Congestion Relief Plan. Measure W is a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and will expire June 30, 2049. Though the District is imposing the tax and administering investments in the County Public Transportation Systems Program Category in the associated Congestion Relief Plan, the TA is responsible for administering the other program categories, which include: Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief Improvements; Bicycle and Pedestrian Improvements; and Regional Transit Connections.

Prepared by: Connie Mobley-Ritter, Director, Treasury
Shayna van Hoften, Legal Counsel

650-508-7765
415-995-5880



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, MAY 6, 2020 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of April 1, 2020

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

BOARD OF DIRECTORS 2020

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

JIM HARTNETT
GENERAL MANAGER/CEO

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
APRIL 1, 2020**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: R. Guilbault, K. Matsumoto, D. Pine, J. Powell, C. Stone

Other Board Members Absent: C. Groom

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

1. CALL TO ORDER

Committee Chair Ron Collins called the meeting to order at 4:01pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MARCH 4, 2020

Motion/Second: Fraser/Ratto

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

Absent: Groom

3. STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation, which included the following: the passing of a \$2 trillion funding bill, of which \$1.3 billion has been allocated to Bay Area transportation; there is no current state funding that benefits public transit. She said the proponents of FASTER Bay Area announced that they will not be pursuing putting a measure on the November 2020 ballot.

The Board voted to support AB 2121 regarding traffic safety monitoring and SB 797 regarding funding for transit-oriented housing and housing infrastructure.

Motion/Second: Fraser/Pine

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

Absent: Groom

4. 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.

LEGISLATIVE ITEM #3
MAY 6, 2020

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The 2020 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

SamTrans As of April 14, 2020 Federal Transportation Report

President Trump Signs \$2 Trillion Coronavirus Rescue Package Into Law

President Donald Trump signed the “Coronavirus Aid, Relief and Economic Security (CARES) Act into law on March 27, providing the largest ever injection of federal cash into the economy to stave off the total economic collapse in the wake of the coronavirus (COVID-19) pandemic crisis. The rescue package provides more than \$2 trillion in loans and grants to major industries and small businesses, taxpayers, state and local governments, and public services. The package included funding for transit: \$25 billion for transit infrastructure to remain available until expended, to prevent, prepare for, and respond to coronavirus. Funds were allocated through the Federal Transit Administration (FTA) formula programs. The San Francisco-Oakland Urbanized Area (includes SamTrans) received \$822,593,563 on Thursday, April 2.

- \$13.9 billion for [Section 5307 Urbanized Area Formula Program Grants](#)
- \$1.8 billion [Section 5311 Formula Grants for Rural Areas](#)
- \$7.6 billion for [Section 5337 State of Good Repair](#)
- \$1.7 billion for Section 5340 Fast Growth-High Density Grants

Funding is “available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency... beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.”

The operating expenses are not required to be included in a transportation improvement program (TIP), long-range transportation and statewide transportation plans, or a statewide transportation improvement program (STIP). The federal share can be 100 percent.

Congress COVID-19 Response: Rounds 1 & 2

President Trump signed the first COVID-19 response legislation, the “Coronavirus Preparedness and Response Supplemental Appropriations Act” ([H.R. 6074](#)) into law on March 6. The bill provided \$8.3 billion in emergency funding for federal agencies and their efforts to address the crisis. Funding was allocated for issues such as:

- Developing, manufacturing, and procuring vaccines and other medical supplies;
- Grants for state, local, and tribal public health agencies and organizations;
- Loans for affected small businesses;
- Evacuations and emergency preparedness activities at U.S. embassies and other State Department facilities; and

- Humanitarian assistance and support for health systems in the affected countries.

President Trump signed the second round of emergency response legislation, the “Families First Coronavirus Response Act” ([H.R. 6201](#)), into law on March 18. The bill expands benefits for paid sick and family leave, provides tax credits and free COVID-19 testing, expands food assistance, and provides Medicare expansions.

House Democrats Consider Fourth Legislative Response to Pandemic

On Wednesday, April 8, House Speaker Nancy Pelosi (D-CA) and Senate Minority Leader Chuck Schumer (D-NY) shared congressional Democrats’ priorities for the next bill that they are calling the interim Emergency Coronavirus Relief legislation:

- \$250 billion in assistance to small businesses;
- \$100 billion for hospitals, community health centers and health systems, including production and distribution of national rapid testing and Personal Protective Equipment (PPE);
- \$150 billion for state and local governments to manage this crisis and mitigate lost revenue; and
- 15 percent increase to the maximum SNAP benefit.

On Thursday, April 9, Senate Majority Leader Mitch McConnell (R-KY) tried to fast-track a vote on legislation that would only provide the \$250 billion for the small business assistance, and the Senate Democrats objected.

Majority Leader McConnell has not ruled out cutting a deal with Democrats. Minority Leader Schumer said that he had a constructive call with Treasury Secretary Mnuchin who said that he will begin discussions with House and Senate Democrats and Republicans leadership on this interim Emergency Coronavirus Relief legislation. Minority Leader Schumer said, "There's no reason why we can't come to a bipartisan agreement by early next week [week of April 13]".

If Congress is able to pass this interim emergency relief bill, Pelosi said that she then would like to work on CARE 2 which would expand and extend funding in the CARES Act. Hopefully, following this bill, Congress will be able to then work on an infrastructure stimulus bill.

Speaker Pelosi has previously said that infrastructure stimulus bill should include at least \$760 billion over five years for transportation, water, broadband – plus \$10 billion for community health centers and more for housing and education – as a way to strengthen U.S. infrastructure and the economy. House Democrats will use their infrastructure framework, that was released on January 29, as a base for the bill, the “[Moving Forward Framework](#)”.

House Transportation and Infrastructure Subcommittee Discusses Funding a Robust Freight and Passenger Rail Network

On March 4, the House Committee on Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials conducted a [hearing](#) entitled “Funding a Robust Freight and Passenger Rail Network.” Subcommittee members discussed a need to modernize fleet and services for long-term vitality of the nation’s rail infrastructure and facilitating interoperability of passenger and freight rail systems. There was a general bipartisan consensus regarding the federal government’s essential role in investing in rail infrastructure.

Democrats on the subcommittee highlighted how moving freight by rail instead of trucks lowers greenhouse gas emissions to demonstrate that investing in rail aligns with climate priorities. Rep. Lloyd Smucker (R-PA) touted his bill, the “American Railroads Act” ([H.R. 5947](#)), that makes [Rail Rehabilitation Improvement Financing](#) (RRIF) more accessible. The industry panelists stressed the need for the federal government to invest in rail infrastructure, like funding grants such as BUILD and INFRA. Some panelists urged Congress to increase Section 130 Railway-Highway Crossings program incentive payments from the current \$7,500 cap to \$100,000; and make the Section 45G short-line tax credit extension permanent.

Witnesses included:

- **Mr. Stephen Gardner**, Senior Executive Vice President and Chief Operating and Commercial Office, Amtrak [[Testimony](#)]
- **Dr. Sandra Bury**, Mayor, Village of Oak Lawn, Illinois [[Testimony](#)]
- **Mr. Kevin Corbett**, President and Chief Operating Office, NJ TRANSIT Corporation [[Testimony](#)]
- **Mr. Rob Shanahan**, Assistant to the President, Brotherhood of Maintenance of Way Employees Division – International Brotherhood of Teamsters [[Testimony](#)]
- **Mr. Kevin Artl**, President and Chief Operating Officer, American Council of Engineering Companies of Illinois [[Testimony](#)]
- **Mr. Ian Jeffries**, President, Association of American Railroads [[Testimony](#)]

Senate Banking Committee Reviews Threats Posed by State-Owned and State-Supported Enterprises to Public Transportation

The Senate Committee on Banking, Housing, and Urban Affairs held a [hearing](#) March 5 to discuss the national security threats posed to U.S. transportation networks by state-owned enterprises in China. The hearing focused on two companies, state-owned CRRC rail manufacturer and the state-subsidized BYD electric bus manufacturer. Namely, the panel discussed the potential for surveillance of Americans by the Chinese government and remote control of autonomous vehicles (AVs) produced by these companies.

Senator John Cornyn (R-TX), one of the hearing witnesses, mentioned the potential for spyware, “The potential for an adversarial state actor to monitor the movements of American citizens,

hack personal or government-issued devices, and collect intelligence on our military is a major security concern. Allowing American trains and buses to become Trojan horses for these technologies on American soil is unacceptable.”

Congress enacted a provision, as part of the FY 2020 National Defense Authorization, bans transit agencies from using Federal Transit Administration (FTA) funds to purchase buses or rail cars from manufacturers owned or subsidized by the Chinese government. The ban will take effect on December 20, 2021.

Senate Banking Committee Chairman Mike Crapo (R-ID), Senate Banking Committee Ranking Member Sherrod Brown (D-OH), House Transportation & Infrastructure Committee Chairman Peter DeFazio (D-OR), and House Transportation & Infrastructure Committee Ranking Member Sam Graves (R-MO) wrote a letter to Department of Transportation Secretary Elaine on January 31 stating “Some of the key restrictions will not become fully effective until late 2021, but all public transportation agencies should be made aware of the new law so they can best plan rolling stock procurements. We urge you to publish information online or issue a ‘Dear Colleague’ letter to FTA grant recipients explaining the recent statutory changes to procurement policy.”

Witnesses included:

- **Senator John Cornyn**, (R-TX) [[Testimony](#)]
- **Senator Tammy Baldwin**, (D-WI) [[Testimony](#)]
- **Mr. Michael O’Malley**, President, Railway Supply Institute [[Testimony](#)] [[Testimony](#)]
- **Mr. Scott Paul**, President, Alliance for American Manufacturing [[Testimony](#)]
- **Ms. Emily de la Bruyere**, Principal, Horizon Advisor [[Testimony](#)]
- **Mr. Frank J. Cilluffo**, Director, McCrary Institute for Cyber and Critical Infrastructure Security and, Center for Cyber and Homeland Security, Auburn University [[Testimony](#)]

Grant Opportunities

- **BUILD**: \$1 billion available. Applications due May 18, 2020.
- **DHS – Transit Security Grant Program**: \$88 million available. Applications due April 15.
- **America's Marine Highway Grant Program**: \$10 million available. Applications due April 10.
- **Accelerating Innovative Mobility (AIM) Challenge Grants**: \$11 million available. Applications due May 18.



April 10, 2020

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – May 2020**

General Update

On March 16, in an effort to contain the spread of COVID-19, the California Legislature elected to work remotely until April 13 (note: the Legislature was scheduled to be on Spring Recess from April 2-13). On April 3, the scheduled return date was extended to May 4. However, in the coming weeks, the Legislature is likely to hold hearings related to COVID-19. Legislative offices continue to conduct business remotely and members continue to meet on issues via conference call and web-based tools. Prior to the scheduled return, the Legislature, along with Governor Newsom's Administration, will determine whether it is safe to reconvene or if the Legislature should continue to work remotely for a longer period. The delayed return date is having an impact on many of the policy bills introduced earlier this year. Some committee chairs have begun to signal their desire to see only essential bills heard – bills dealing with COVID-19 response, wildfire recovery, and housing & homelessness.

Governor's Department of Finance Signals Tough Economic Times Ahead

The Department of Finance signaled that the state's fiscal outlook will be significantly impacted by COVID-19 and issued a letter to all agency and department heads, and a similar letter to legislative leaders. The letter states, in part:

"Due to rapidly deteriorating economic conditions resulting from the COVID-19 pandemic, the Department of Finance now anticipates potentially significant corresponding reductions to expected revenues. The impact on revenues could be immediate, affecting the 19-20 fiscal year, and will certainly produce impacts for the upcoming 2020-21 fiscal year and beyond.

As a result, the Department of Finance will now reevaluate all budget changes within the context of a workload budget, based on the merits of each proposal, and ultimately subject to the availability of funding."

The Legislature is required by the State Constitution to pass a budget by June 15. We presume the Legislature will reconvene and send a workload budget to the Governor as part of a very constrained budget process leading up to adoption of the 2020-21 State Budget with very little room, if any, for new programs. The state's tax filing deadline has been extended to July 15 and as a result, the revenue projections for the coming fiscal year will not be known until late-July or early-August.

COVID-19 Significantly Impacting Bay Area Transit

The COVID-19 outbreak and subsequent social distancing/shelter in place protocols have wreaked havoc on Bay Area transit systems. Most systems are seeing ridership drops of 60-90 percent (Caltrain is around 95 percent and SamTrans close to 75 percent) and operations have been scaled back substantially. However, because transit is a lifeline service, systems are expected to keep running. The California Transit Association's (CTA) initial estimates revealed that transit agencies required *at least* \$1 billion in new emergency state funding to offset an actual and anticipated four to six months of direct costs and passenger fare revenue losses associated with COVID-19, starting from the time the first county-level shelter at home orders were issued. The funding need is pronounced at every transit agency in the state; however, it is especially acute for several of the state's largest transit agencies, specifically those which rely on farebox and user revenues disproportionately to support their operating budgets – e.g. BART, Caltrain, and the transit services operated by the Golden Gate Bridge, Highway and Transportation District. After significant work by the Bay Area transit systems, MTC, and CTA, California was able to secure approximately \$3.7 billion for transit relief as part of the federal CARES Act. Of that amount, roughly \$1.3 billion will flow to the MTC region. Transit systems are now working with the Legislature and the Administration to look at what other measures can be moved forward that would provide funding flexibility and/or statutory or regulatory relief.

ARB Considers Postponing Deadline for ICT Regulation Rollout Plan

In response to the COVID-19 pandemic, the California Air Resources Board (ARB) is exploring options to postpone the Innovative Clean Transit regulation's submittal deadline for rollout plans by large agencies to December 31, 2020. Without the postponement, rollout plans from large agencies would be due to ARB on June 30, 2020. ARB has articulated that they fully understand and agree with the need for the postponement and we anticipate the matter will be resolved in the next month.

Bills of Interest

Free Transit Legislation

There are several pieces of legislation that would require transit agencies to offer free transit to a specific segment of the population, or risk losing access to state funding. Three bills are currently in process – AB 1350 (Gonzales), AB 2012 (Chu), and AB 2176 (Holden) – and would all target specific transit ridership demographics: riders under the age of 18; seniors 65 and older; and college students, respectively. The California Transit Association has been surveying transit systems to get a better understanding of the fiscal impacts the bills will have. We believe the authors of the bills recognize the fiscal strain the legislation would place on transit systems and will need to scale back the bills. Assembly Members Gonzalez and Chu have indicated they do not intend to move their respective bills forward. With the recent COVID-19 impact on transit, it is hard to fathom a path forward for the remaining bill (AB 2176) in its current form.

FASTER Bay Area / Seamless Bay Area

As the Board is aware, there has been a significant effort in the Bay Area to implement a new funding source for transportation by way of a nine-county sales tax measure that would generate an estimated \$100 billion over 40 years, known as FASTER Bay Area. The measure is proposed to fund primarily large-scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). After a lot of deliberation and stakeholder engagement, it became clear that it would be a challenge to finalize the plan in time for the November 2020 ballot. The COVID-19 outbreak only made matters worse as the Bay Area's economy and transportation system have been hit hard. On March 17, the FASTER proponents released a document stating:

*FASTER will continue to work towards passing legislation to authorize a Bay Area ballot initiative **but we will no longer be proposing that it be eligible for the November 2020 ballot.** This change will give us more time to work with the Bay Area's transit operators, elected officials, stakeholders, and the broader public.*

Given all that's happening with COVID-19, it is unlikely that SB 278 (Beall) will move forward this year. However, Senator Beall may still have an interest in setting up a 2022 ballot measure.

In addition to FASTER Bay Area, stakeholders in the Bay Area have been pushing for several policy changes meant to improve the operation and effectiveness of the region's transit agencies. Known as Seamless Bay Area, the proposal initially planned to require transit agencies to set region-wide fares and coordinate scheduling, system mapping, and data collected/shared. However, recently the author has decided to pursue fewer elements of the original proposal, creating a regional transit task force to further study and make recommendations on the items above and to require MTC, along with transit systems, to develop a regional mapping and wayfinding system. AB 2057 (Chiu), currently a "spot bill," will need to be amended to contain these provisions.

Statewide Competitive Grant Programs

At the request of SamTrans Staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

Transit and Intercity Rail Capital Program (TIRCP)

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

Important Dates:

January 2020 – Applications Due

April 2020 – CalSTA Award Announcement (may be delayed)

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

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

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 2020 – Program Adoption

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

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

Important Dates:

October 2019 – Guidelines Adopted
January 2020 – Applications Due
June 2020 – Program Adoption

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

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

Important Dates:

January 2020 – Guidelines Adopted
June 2020 – Applications Due
December 2020 – Program Adoption

**Note: the CTC is currently in the process of changing the schedule for most of the programs above as a result of the COVID-19 outbreak.*

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

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

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

Status: [Funding cycle open](#)

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

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

Current Guidelines: Found [here](#)

Status: [Funding cycle open](#)

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

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

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

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

Alternative and Renewable Fuel and Vehicle Technology Program – Medium and Heavy-Duty Zero-Emission Vehicle and Infrastructure Concept (Up to \$47.5 million in FY 2019-20)

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In 2019, the California Energy Commission circulated a funding concept, which could provide up to \$47.5 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure).

Current Guidelines: Concept found [here](#)

Status: Concept under review, solicitation expected Q1 2020

Grade Separation Funding

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

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

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

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

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

**San Mateo County Transit District
State Legislative Matrix 4/14/20**

Bill ID/Topic	Location	Summary	Position
AB 145 Frazier D High-Speed Rail Authority: Senate confirmation.	In the Senate Rules Committee, pending referral to policy committee.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.	Watch

San Mateo County Transit District State Legislative Matrix 4/14/20

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

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 992 Mullin D</p> <p>Open meetings: local agencies: social media.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

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; this is a 2-Year bill and might not move.</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 and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 1142 Friedman D</p> <p>Regional transportation plans: transportation network companies.</p>	<p>In the Senate Appropriations Committee; this is a 2-Year bill and might not move.</p>	<p>Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1286 Muratsuchi D</p> <p>Shared mobility devices: agreements.</p>	<p>In the Senate Judiciary Committee; this is a 2-Year bill and might not move.</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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1350 Gonzalez D</p> <p>Free youth transit passes: eligibility for state funding.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p>Watch</p>
<p>AB 1991 Friedman D</p> <p>Transit and Intercity Rail Capital Program: passenger tramways.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 1992 Friedman D</p> <p>Transportation: transportation infrastructure: climate change.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state’s limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council’s report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission’s revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2012 Chu D</p> <p>Free senior transit passes: eligibility for state funding.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>	<p>Watch</p>
<p>AB 2057 Chiu D</p> <p>San Francisco Bay area: public transportation.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area.</p>	<p>Watch</p>
<p>AB 2121 Friedman D</p> <p>Traffic safety.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2020</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2176 Holden D</p> <p>Free student transit passes: eligibility for state funding.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2237 Berman D</p> <p>Bay area county transportation authorities: contracting.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.</p>	<p>Supported March 2020</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2249 Mathis R</p> <p>High-speed rail: legislative oversight.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes. The bill would require the authority to submit to the committee on a monthly basis certain information relating to the authority's ongoing operations in the development and implementation of intercity high-speed train service, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2262 Berman D</p> <p>Regional transportation plans: sustainable communities strategies: zero-emission vehicle readiness plan.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law requires the sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. After adopting a sustainable communities strategy, existing law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. Existing law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require each sustainable communities strategy to also include a zero-emission vehicle readiness plan, as specified. By imposing new requirements on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2307 Bonta D</p> <p>Public employment: labor relations: release time.</p>	<p>In the Assembly Public Employment and Retirement Committee.</p>	<p>This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others; and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction.</p> <p>This bill reintroduces AB 314 (Bonta) from 2019.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2433 Cooper D</p> <p>Local public employee organizations.</p>	<p>In the Assembly Public Employment and Retirement Committee.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2542 Kalra D</p> <p>Local transportation funds: State Transit Assistance Program: reports.</p>	<p>In the Assembly Public Employment and Retirement Committee.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2730 Cervantes D Paratransit providers.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law defines a paratransit vehicle as a passenger vehicle, except as provided, that is operated for hire by a business, nonprofit organization, or the state, or a political subdivision of the state utilizing drivers who receive compensation for their services and who spend a majority of their workweek operating a passenger vehicle and that is regularly used to provide transportation services to specified individuals, including, but not limited to, persons with a developmental disability. Existing law requires the Department of Transportation to provide technical assistance to paratransit providers who may wish to explore coordination strategies but lack the capability to develop and implement those strategies. Existing law required, on or before July 31, 2015, the Office of Emergency Services to update the State Emergency Plan to include proposed best practices for local governments and nongovernmental entities to use to mobilize and evacuate people with disabilities and others with access and functional needs during an emergency or natural disaster. This bill would express the intent of the Legislature to enact legislation that would establish memoranda of understanding and mutual aid agreements with paratransit providers to aid in the evacuation of the access and functional needs population in an emergency.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2772 Reyes D</p> <p>Alternative and Renewable Fuel and Vehicle Technology Program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. The bill would revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors. The bill instead would create a list of projects that the commission would be authorized to make eligible for funding, as specified. The bill would require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2873 Kalra D</p> <p>Public transit operators: bus procurement: new technology considerations.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design. This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2943 Ting D</p> <p>Surplus property: disposal.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2987 Flora R</p> <p>Local agency public contracts: bidding procedures.</p>	<p>In the Assembly Local Government Committee.</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2992 Weber D</p> <p>Employment practices: leave time and unemployment benefits.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>(1)Existing law, the Moore-Brown-Roberti Family Rights Act, or the California Family Rights Act (CFRA), makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. Existing law makes this leave available to an employee with more than 12 months of service with the employer and at least 1,250 hours of service with the employer within the last 12 months. Existing law creates an exception to this provision, by prescribing that it is not an unlawful employment practice for an employer to refuse to grant a request for family care and medical leave by an employee if the employer employs less than 50 employees within 75 miles of the worksite where that employee is employed. This bill would delete that exception. The bill would require an employer to allow family and medical leave of up to 12 workweeks in any 12-month period, if the employer employs 50 or more employees within 75 miles of the worksite where the employee is employed, 6 workweeks in any 12-month period for family care or medical leave, if the employer employs at least 20 but not more than 49 employees within 75 miles of the worksite where the employee is employed, and 2 workweeks in any 12-month period for family care or medical leave, if the employer employs at least one but not more than 19 employees within 75 miles of the worksite where the employee is employed. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3100 Garcia, Eduardo D</p> <p>Self-generation incentive program.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law, until January 1, 2026, requires electrical corporations to administer, subject to commission supervision, a self-generation incentive program to increase the development of distributed generation resources and energy storage technologies. Existing law requires the commission to allocate at least 10% of the annual collection for the self-generation incentive program in the 2020 calendar year for the installation of energy storage and other distributed energy resources for customers that operate critical facilities or critical infrastructure serving communities in high fire threat districts to support resiliency during a deenergization event. This bill would make nonsubstantive revisions to the requirement that the commission allocate at least 10% of the annual collection for the self-generation incentive program in the 2020 calendar year for the installation of energy storage and other distributed energy resources for customers that operate critical facilities or critical infrastructure serving communities in high fire threat districts to support resiliency during a deenergization event.</p>	<p>Watch</p>
<p>AB 3128 Burke D</p> <p>Electricity: deenergization events: fuel cells.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3213 Rivas, Luz D</p> <p>High-Speed Rail Authority: high-speed rail service: priorities.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.</p>	<p>Watch</p>
<p>AB 3256 Garcia, Eduardo D</p> <p>Climate risks: bond measure.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide direct primary election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. This bill would state the intent of the Legislature to enact a bond measure that would address climate risks to the State of California.</p>	<p>Watch</p>
<p>AB 3278 Patterson R</p> <p>High-speed rail.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law defines certain terms in that regard. This bill would make nonsubstantive changes to these definitions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3335 Friedman D</p> <p>California Environmental Quality Act: transit priority projects.</p>	<p>Introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.</p>	<p>Watch</p>

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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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 5 Gonzalez D</p> <p>Worker status: employees and independent contractors.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (<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 for purposes of the provisions of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration shall be considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation or business. The bill, notwithstanding this provision, would provide that any statutory exception from employment status or any extension of employer status or liability remains in effect, and that if a court rules that the 3-part test cannot be applied, then the determination of employee or independent contractor status 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 (<i>Borello</i>). The bill would exempt specified occupations from the application of <i>Dynamex</i>, and would instead provide that these occupations are governed by <i>Borello</i>. These exempt occupations would include, among others, licensed insurance agents, certain licensed health care professionals, registered securities broker-dealers or investment advisers, direct sales salespersons, real estate licensees, commercial fishermen, workers providing licensed barber or cosmetology services, and others performing work under a contract for professional services, with another business entity, or pursuant to a subcontract in the construction industry.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 51 Gonzalez D</p> <p>Employment discrimination: enforcement.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment as a condition of employment, continued employment, or the receipt of any employment-related benefit. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 252 Daly D</p> <p>Department of Transportation: environmental review process: federal program.</p>	<p>Signed by Governor Newsom.</p>	<p>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.</p>	<p>Supported May 2019</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 314 Bonta D</p> <p>Public employment: labor relations: release time.</p>	<p>Vetoed by Governor Newsom.</p>	<p>Current law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those activities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 752 Gabriel D</p> <p>Public transit: transit stations: lactation rooms.</p>	<p>Signed by Governor Newsom.</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 specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 784 Mullin D</p> <p>Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Signed by Governor Newsom.</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 transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2019</p>
<p>AB 851 Cooper D</p> <p>Drug masking products.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law generally prohibits the unauthorized use, possession, and sale of controlled substances, and regulates programs and facilities that provide treatment and other services to persons affected by narcotic, alcohol, and other drug abuse. Under existing law, it is unlawful to deliver, furnish, or transfer, possess with intent to deliver, furnish, or transfer, or manufacture with intent to deliver, furnish, or transfer, drug paraphernalia, as defined, knowing, or under circumstances where a person reasonably should know, that it will be used to engage in specified acts relating to controlled substances. This bill would prohibit a person from distributing, delivering, or selling, or possessing with intent to distribute, deliver, or sell, a drug masking product. The bill would define a “drug masking product” to mean synthetic urine, as defined, or any other substance designed to be added to human urine or hair for the purpose of defrauding an alcohol or drug screening test.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 1486 Ting D</p> <p>Surplus land.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. Existing law defines “exempt surplus land” to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term “district” includes all districts within the state, and that this change is declaratory of existing law. The bill would revise the definition of “surplus land” to mean land owned in fee simple by any local agency, for which the local agency’s governing body takes formal action, in a regular public meeting, declaring, supported by written findings, that the land is surplus and is not necessary for the agency’s use, as defined. The bill would provide that “surplus land” for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for future development, as specified. The bill would also broaden the definition of “exempt surplus land” to include specified types of lands. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>AB 1487 Chiu D</p> <p>San Francisco Bay area: housing development: financing.</p>	<p>Signed by Governor Newsom.</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 Bay Area Housing Finance Authority (hereafter the authority) and would state that the authority's purpose is to raise, administer, and allocate funding for affordable housing in the San Francisco Bay area, as defined, and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The bill would provide that the governing board of the Metropolitan Transportation Commission serve as the governing board of the authority. The bill would require the authority board to provide for regular audits of the authority, including an independent financial and performance audit for bonds secured by ad valorem property taxes, 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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 25 Caballero D</p> <p>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds.</p>	<p>In the Assembly Natural Resources Committee; this is a 2-year bill and might not move.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that are funded, in whole or in part, by specified public funds or public agencies and that meet certain requirements. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program. The bill would require the Judicial Council, by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 43 Allen D</p> <p>Carbon intensity and pricing: retail products.</p>	<p>In the Assembly Revenue and Taxation Committee; this is a 2-Year bill and might not move.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.</p>	<p>Watch</p>
<p>SB 146 Beall D</p> <p>Peninsula Rail Transit District.</p>	<p>In the Assembly Transportation Committee; this is a 2-Year bill and might not move.</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>
<p>SB 147 Beall D</p> <p>High-Speed Rail Authority.</p>	<p>In the Assembly Transportation Committee; this is a 2-Year bill and might not move.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 278 Beall D</p> <p>Metropolitan Transportation Commission.</p>	<p>In the Assembly, pending referral to policy committee.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region. This bill contains other related provisions and other existing laws.</p> <p>This bill was the legislative vehicle for the FASTER Bay Area framework and expenditure plan.</p>	<p>Watch</p>
<p>SB 336 Dodd D</p> <p>Transportation: fully-automated transit vehicles.</p>	<p>In the Assembly Transportation Committee; this is a 2-Year bill and might not move.</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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 664 Allen D</p> <p>Electronic toll and transit fare collection systems.</p>	<p>In the Assembly Privacy and Consumer Protection Committee; this is a 2-Year bill and might not move.</p>	<p>(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle’s use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities. The bill would limit the above-described authorization to those operators engaged in an interstate interoperability program. The bill would assert that these provisions are declarative of existing law. This bill contains other related provisions and other existing laws.</p>	<p>Supported August 2019</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 757 Allen (D)</p> <p>State Highways: Relinquishments</p>	<p>In the Assembly Rules Committee, pending referral to policy committee.</p>	<p>The bill would require Caltrans, not later than April 1, 2021, and biennially thereafter, to make a specified report to the California Transportation Commission (CTC) on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment.</p> <p>Rather than needing piece meal bills for each jurisdiction, the bill would also authorize the CTC to relinquish a portion of a state highway to a county or city, if Caltrans and the county or city concerned have entered into an agreement providing for the relinquishment of a portion of a state highway, within the territorial limits of the county or city, that is not an interstate highway and does not facilitate the interregional movement of people and goods, as determined in the report. The bill would also require that the relinquishment of those routes and segments is subject to certain conditions, including that the department complete a specified cost-benefit analysis and that the commission hold a public hearing on the proposed relinquishment.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 795 Beall D</p> <p>Affordable Housing and Community Development Investment Program.</p>	<p>In the Senate Governance and Finance 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. Among other things, the bill would require that an applicant certify that a skilled and trained workforce, as defined, will be used to complete the project if the plan is approved, except as specified. The bill would also require the Department of Housing and Community Development to certify to the committee whether the housing element of the applicant, if applicable, is in substantial compliance with specified law and whether any rezoning of sites required by law have been completed. By requiring the applicant and the department to make these certifications, the bill would expand the scope of the crime of perjury. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2020</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 931 Wieckowski D</p> <p>Local government meetings: agenda and documents.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require, if the local agency has an internet website, a legislative body or its designee to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. The bill would require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by electronic mail or by other electronic means, the legislative body or its designee to send by electronic mail a copy of the agenda or a website link to the agenda and mail a copy of all other documents constituting the agenda packet in accordance with the mailing requirements. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 988 McGuire D</p> <p>Aviation fuel.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Existing law requires a seller or person subject to sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. Existing law provides that if the California Department of Tax and Fee Administration (the department) finds that a person’s failure to make a timely return or payment is due to reasonable cause and circumstances beyond the person’s control, and occurred notwithstanding the exercise of ordinary care and the absence of willful neglect, the person shall be relieved of the penalties for failing to file a return. This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to a penalty of \$5,000. The bill would exempt from those penalties a person who fails to file a return or provides information or files an inaccurate return, if that person’s failure is due to reasonable cause and circumstances beyond the person’s control, notwithstanding the exercise of ordinary care and the absence of willful neglect. The bill would require the department to collect and disseminate, as specified, information from those information returns and calculate the amount of revenue collected from the sale, storage, use, or consumption of aviation fuel in the state. This bill would also require the department to report corresponding tax revenue information to local tax entities.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1215 Stern D</p> <p>Electricity: microgrids: grant program.</p>	<p>In the Senate Governmental Organization Committee.</p>	<p>(1)The California Emergency Services Act establishes the Office of Emergency Services in the office of the Governor and provides that the office is responsible for the state’s emergency and disaster response services for natural, technological, or manmade disasters and emergencies. This bill would establish the Local Government Deenergization Event Resiliency Program, to be administered by the Office of Emergency Services, to support state and local government efforts to enhance public safety, protect vulnerable populations and individuals, and improve resiliency in response to deenergization events. The bill would establish the Local Government Deenergization Event Resiliency Fund and would continuously appropriate the moneys in the fund for expenditure for purposes of the bill. The bill would transfer an unspecified sum from the General Fund to the fund, thereby making an appropriation. The bill would allocate unspecified sums from the fund to local governments, joint powers authorities, and special districts for various purposes relating to microgrid projects. The bill would also require the office to offer planning grants and technical assistance to local governments to assist in identifying microgrid projects within their jurisdictions, as provided, and would require an identified microgrid project to satisfy specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1258 Stern D</p> <p>California Climate Technology and Infrastructure Financing Act.</p>	<p>In the Senate Business, Professions and Economic Development Committee.</p>	<p>Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other assistance for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1283 Beall D</p> <p>Transit buses: Counties of Monterey and Santa Cruz.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1291 Committee on Transportation Federal Statewide Transportation Improvement Program: submissions.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies. Existing law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the department for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 1314 Dodd D Community Energy Resilience Act of 2020.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council various duties, including managing and awarding grants and loans to support the planning and development of sustainable communities, as provided. This bill, the Community Energy Resilience Act of 2020, would require the council to develop and implement a grant program for local governments to develop community energy resilience plans. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1330 Umberg D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>In the Senate Rules Committee, pending referral to policy 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, on or after January 1, 2021, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. This bill would take effect immediately as a tax levy.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1363 Allen D</p> <p>Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the State Air Resources Board, no later than September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, those greenhouse gas emission reduction targets approved by the state board. This bill would also require the state board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SCA 1 Allen D</p> <p>Public housing projects.</p>	<p>In the Assembly, pending referral to policy committee.</p>	<p>The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.</p>	<p>Watch</p>

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State Legislative Matrix 4/14/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 50 Wiener D</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>Died on the Senate Floor.</p>	<p>(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>SB 127 Wiener D</p> <p>Transportation funding: active transportation: complete streets.</p>	<p>Vetoed by Governor Newsom.</p>	<p>Existing law provides that the Department of Transportation has full possession and control over the highways of the state and is responsible for preparing the State Highway Operation and Protection Program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Existing law also creates the California Transportation Commission, with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of state transportation funds for state transportation improvement projects. Existing law requires the department, in consultation with the commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Existing law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. The bill would require the department to include complete streets elements in the asset management plan, as specified.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>SB 128 Beall D</p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program.</p>	<p>Supported May 2019</p>

San Mateo County Transit District State Legislative Matrix 4/14/20

Bill ID/Topic	Location	Summary	Position
<p>SB 277 Beall D</p> <p>Road Maintenance and Rehabilitation Program: Local Partnership Program.</p>	<p>Vetoed by Governor Newsom.</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 annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds into the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to distribute the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in consultation with transportation planning agencies, county transportation commissions, and other local agencies, to develop separate guidelines for the distribution or allocation of the funds in each subaccount that, among other things, establish the types of eligible projects consistent with specified requirements. In order to receive a distribution of funds from the Local Partnership Formula Subaccount from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a description of a project nominated to be funded with the funds, including the project's status and the amount of eligible local matching funds the eligible entity is committing to the project. The bill would require the commission to review the accompanying documentation for nominated projects to ensure that each nominated project meets certain requirements, and would require that projects determined to meet those requirements be deemed eligible for funding.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 4/14/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 397 Glazer D</p> <p>Public transit operators: passengers with pets: evacuation orders.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law imposes various requirements on transit operators. Existing law prohibits a person from doing any of specified acts with respect to the property, facilities, or vehicles of a transit district, including, among other things, interfering with the operator or operation of a transit vehicle, or impeding the safe boarding or alighting of passengers. This bill would require the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>