



BOARD OF DIRECTORS 2018

CHARLES STONE, CHAIR
CAROLE GROOM, VICE CHAIR
JEFF GEE
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
DAVE PINE
JOSH POWELL
PETER RATTO

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS MEETING

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

WEDNESDAY, SEPTEMBER 5, 2018 – 2:00 pm

1. CALL TO ORDER/ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. CONSENT CALENDAR

ACTION

- a. Approval of Minutes of the Board of Directors Meeting of August 1, 2018
- b. Acceptance of Statement of Revenues and Expenses for July 2018

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. Safe Drivers Awards

7. BOARD MEMBER REQUESTS/COMMENTS

8. RECESS TO COMMITTEE MEETINGS

A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE*
(P. Ratto, Chair; C. Groom, R. Guilbault)

- 1. Call to Order

ACTION

- 2. Approval of Minutes of Community Relations Committee Meeting of August 1, 2018

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

INFORMATIONAL

3. Accessibility Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Quarterly Dashboard Report – April-June 2018
7. Multimodal Ridership Report – July 2018
8. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE*
(K. Matsumoto, Chair; R. Guilbault, D. Pine)**

1. Call to Order

ACTION

2. Approval of Minutes of Finance Committee Meeting of August 1, 2018

MOTIONS

3. Reauthorize Investment of Monies with Local Agency Investment Fund
4. Authorize Rejection of Bid From Bridgestone Americas Tire Operations and Award of Contract to Michelin North America for Furnishing Mileage Rental and Service of Radial Bus Tires and Wheels
5. Authorize Rejection of Bid from Frontier Building Products Pacific and Negotiation of Contract for Overhead and Mechanical Door Maintenance and Repair Services on the Open Market
6. Authorize Award of Contract to Provide Heavy-Duty Towing Services
7. Adjourn

**C. STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE/
COMMITTEE OF THE WHOLE* (J. Powell, Chair; Z. Kersteen-Tucker, D. Pine)**

1. Call to Order

ACTION

2. Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of August 1, 2018

MOTIONS

3. Approval of SamTrans Business Plan

4. Acceptance of Capital Projects Quarterly Report – 4th Quarter Fiscal Year 2018
5. Adjourn

D. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE*
(Z. Kersteen-Tucker, Chair; J. Gee, J. Powell)

1. Call to Order

ACTION

2. Approval of Minutes of Legislative Committee Meeting of August 1, 2018

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. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Multimodal Ridership Report – July 2018

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTIONS

- a. Reauthorize Investment of Monies with Local Agency Investment Fund
- b. Authorize Rejection of Bid From Bridgestone Americas Tire Operations and Award of Contract to Michelin North America for Furnishing Mileage Rental and Service of Radial Bus Tires and Wheels
- c. Authorize Rejection of Bid from Frontier Building Products Pacific and Negotiation of Contract for Overhead and Mechanical Door Maintenance and Repair Services on the Open Market
- d. Authorize Award of Contract to Provide Heavy-Duty Towing Service

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

SUBJECT DISCUSSED

- a. Acceptance of Capital Projects Quarterly Report – 4th Quarter Fiscal Year

RESOLUTION

- b. Approval of SamTrans Business Plan

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

14. GENERAL COUNSEL REPORT

15. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

- 16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, October 3, 2018 at 2:00 pm, San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA

17. ADJOURN

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6279. Agendas are available on the SamTrans Website at www.samtrans.com.

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

Upon request, the Transit District will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number, a brief description of the requested materials, and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the District Secretary at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@samtrans.com; or made by phone at 650-508-6279 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 94070-1306 at the same time that the public records are distributed or made available to the legislative body.

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

**MINUTES OF BOARD OF DIRECTORS MEETING
AUGUST 1, 2018**

MEMBERS PRESENT: J. Gee, C. Groom, R. Guilbault, Z. Kersteen-Tucker, K. Matsumoto, D. Pine, J. Powell, P. Ratto, C. Stone (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, J. Nogales-DeGuzman, J. Jest, L. Millard-Olmeda, D. Esse, C. Gumpal, J. Brook

CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

ROLL CALL

Acting District Secretary Gumpal called the roll. A quorum was present.

CONSENT CALENDAR

- Approval of Minutes of the Board of Directors Meeting of July 11, 2018
- Acceptance of Quarterly Investment Report for the Period Ending June 30, 2018
- Acceptance of Contracts Issued Between \$100,000 and \$150,000 Quarterly Report
- Information on Statement of Revenues and Expenses for the Period Ending June 30, 2018

ORDINANCE NO. 105:

- Approving Technical Corrections to Ordinance Imposing a One-half of One Percent Retail Transactions and Use Tax to Implement the San Mateo County Congestion Relief Plan – Approved

Joan Cassman, Legal Counsel, clarified that Ordinance No. 105 contains non-substantive corrections to Ordinance No. 103, which it supersedes, and language indicating that it should be attached to SamTrans Resolution No. 2018-29, "Calling a Special District Election on November 6, 2018 on a Measure Authorizing the Ordinance for Traffic Congestion and Transportation Purposes; Requesting Consolidation with the November 6, 2018 Statewide General Election; and Requesting San Mateo County's Concurrence with the Included Investment Plan."

RESOLUTIONS:

- Awarding a Contract to Constructicon Corp. dba CIC for the Submersible Turbine Pump Replacement Project – Approved by Resolution No. 2018-34
- Amending the SamTrans Codified Tariff – Approved by Resolution No. 2018-35
- Authorizing the Execution of Contracts over \$150,000 for IT License Renewals,

Maintenance Services, and Professional Services for Fiscal Year 2019 – Approved by Resolution No. 2018-36

- Authorizing the Execution of Contracts for Technology-related Products and Services to Vendors under Cooperative Purchasing Agreements for Fiscal Year 2019 – Approved by Resolution No. 2018-37

Motion/Second: Powell/Guilbault

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

REPORT OF THE CHAIR

None.

REPORT OF THE GENERAL MANAGER/CEO

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

- He thanked the County Board of Supervisors for their assistance in getting the congestion relief measure on the November ballot.
- He commended two RediCoast drivers who spotted and rescued an unconscious passenger from an overturned car in La Honda on July 31.
- He announced that the annual Roadeo would be held at North Base on Sunday, September 23 from 8:00 am -1:30 pm.

BOARD MEMBER REQUESTS/COMMENTS

Director Matsumoto requested to meet offline with a staff member to learn about the bus routes in the North County.

Director Gee announced the opening of the new Salesforce Transit Center in San Francisco on August 10 and block party on August 11.

RECESS TO COMMITTEE MEETINGS

The Board meeting recessed at 2:15 pm.

RECONVENE BOARD OF DIRECTORS MEETING

The Board meeting reconvened at 4:02 pm.

MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Ratto reported the following items:

SUBJECTS DISCUSSED:

- Accessibility Update
- Paratransit Coordinating Council Update
- Citizens Advisory Committee Update
- Market Segmentation Study Key Findings

- Mobility Management Report – ADA Paratransit
- Multimodal Ridership Report – June 2018

MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

ORDINANCE NO. 102:

- Adoption of an Ordinance Authorizing Reclassifications, Title Changes, Modification and Addition of Positions, and Effecting an Increase in the Table of Position Classifications for Administrative (Non-represented) Employees– Approved

RESOLUTIONS:

- Award of a Contract for Linda Mar Park-n-Ride Repaving Project and Amendment to Fiscal Year 2019 Capital Budget – Approved by Resolution No. 2018-38
- Award of Contracts for On-call Temporary Staffing Services – Approved by Resolution No. 2018-39
- Authorization of the Filing of Claims and Receipt of Funds for Lifeline Transportation Program Projects, the Entry into Agreements with Project Sponsors, and an Amendment to Increase the Fiscal Year 2019 Operating Budget by \$316,000 – Approved by Resolution No. 2018-40
- Authorization of the Filing of Annual Claim with Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds – Approved by Resolution No. 2018-41
- Authorization of an Amendment of the Existing Contract with MV Transportation – Approved by Resolution No. 2018-42

Motion/Second: Matsumoto/Ratto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone
Absent: None

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

Director Powell reported the following item:

SUBJECT DISCUSSED:

- SamTrans Business Plan Update

RESOLUTION:

- Adopting the Coastside Transit Study – Approved by Resolution No. 2018-43

Motion/Second: Powell/Ratto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone
Absent: None

MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Kersteen-Tucker reported the following item:

SUBJECT DISCUSSED:

- State and Federal Legislative Update and Report

RESOLUTION:

- Opposing Proposition 6 – Approved by Resolution No. 2018-44

Motion/Second: Kersteen-Tucker/Ratto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

GENERAL COUNSEL REPORT

None.

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Chair Stone said Board communications were in the reading file.

DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, September 5, 2018 at 2:00 p.m., San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA

ADJOURN

The meeting adjourned at 4:07 pm in memory of Chair Stone's mother, Mary Stone.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
JULY 31, 2018**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of July 2018 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through July 31, 2018. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances. In addition, the current forecast of Revenues and Expenses is compared to the Adopted Budget for Fiscal Year 2019.

SIGNIFICANCE

Annual Budget Amendment and Forecast: At the July 11, 2018 board meeting, as per Resolution No. 2018-27, an amendment to increase operating revenue of \$193,102 and operating expense of \$218,120 for SamTrans Adaptation and Resilience Plan were adopted and are reflected in Budget. The annual forecast is currently the same as budget and will be updated twice a year and presented at the February and April board meetings.

Year to Date Revenues: As of July year-to-date actual, the Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 15) are \$576,024 higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), SMCTA Measure A (page 1, line 5), Investment Interest (page 1, line 11) and Other Interest, Rent & Other Income (page 1, line 12), offset by decline in revenues from District ½ Cent Sales Tax (page 1, line 10) and SM County Measure A & Other (page 1, line 6) due to a reduction in paratransit funding for FY2019.

Year to Date Expenses: As of July year-to-date actual, the Total Uses of Funds (page 1, line 33) are \$2.0 million higher than the prior year-to-date actual. This is primarily due to Total Motorbus expenses which are higher by \$2.0 million (page 1 line 19) due to unfunded CalPERS and Other Post-Employment Benefits (OPEB) liability (this expense will not recur throughout the year), increase in the fringe benefit rate from 63.41 percent to 72.86 percent and a decrease in the Agency Indirect Administrative overhead recovery rate as a result of a large carryforward in FY19 from FY18.

BUDGET IMPACT

There is no budget impact for the month of July 2018.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Melanie Hartanto, Accountant
Jeannie Chen, Manager, General Ledger

650-508-6478
650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2019
July 2018**

% OF YEAR ELAPSED: **8.3%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,219,182	1,194,995	(24,187)	(2.0%)	16,457,750	16,457,750	0	0.0%
2 Local TDA and STA Funds	3,501,122	3,957,141	456,018	13.0%	47,485,688	47,485,688	0	0.0%
3 Pass through to Other Agencies	69,211	34,856	(34,356)	(49.6%)	418,268	418,268	0	0.0%
4 Operating Grants	0	0	(0)	(100.0%)	3,533,624	3,533,624	0	0.0%
5 SMCTA Measure A	761,077	924,044	162,968	21.4%	11,088,532	11,088,532	0	0.0%
6 SM County Measure A & Other	312,500	208,333	(104,167)	(33.3%)	2,500,000	2,500,000	0	0.0%
7 AB434 Funds, TA Funded Shuttle & Other	26,154	34,500	8,346	31.9%	414,000	414,000	0	0.0%
8 Subtotal - Operating Revenues	5,889,246	6,353,869	464,623	7.9%	81,897,862	81,897,862	0	0.0%
Other Revenue Sources								
10 District 1/2 Cent Sales Tax	6,173,245	6,017,139	(156,106)	(2.5%)	86,353,200	86,353,200	0	0.0%
11 Investment Interest	164,736	302,892	138,156	83.9%	2,030,000	2,030,000	0	0.0%
12 Other Interest, Rent & Other Income	688,673	756,483	67,810	9.8%	7,894,975	7,894,975	0	0.0%
13 Subtotal - Other Revenues	7,540,802	7,652,202	111,401	1.5%	96,278,175	96,278,175	0	0.0%
14								
15 Total Sources of Funds	13,430,048	14,006,072	576,024	4.3%	178,176,037	178,176,037	0	0.0%
16								
USES OF FUNDS								
Operating Expenses								
19 Motor Bus	11,560,304	13,537,081	1,976,777	17.1%	129,999,925	129,999,925	0	0.0%
20 A. D. A. Programs	1,429,022	1,345,590	(83,432)	(5.8%)	18,998,212	18,998,212	0	0.0%
21 Caltrain	514,147	636,200	122,053	23.7%	7,634,404	7,634,404	0	0.0%
22 Other Multi-modal Programs	194,208	196,882	2,674	1.4%	2,329,406	2,329,406	0	0.0%
23 Pass through to Other Agencies	69,211	34,856	(34,356)	(49.6%)	418,268	418,268	0	0.0%
24 Land Transfer Interest Expense	0	0	(0)	(25.8%)	45,716	45,716	0	0.0%
25 Total Operating Expense	13,766,892	15,750,608	1,983,716	14.4%	159,425,933	159,425,933	0	0.0%
26								
27 Total Operating Surplus/ (Deficit)	(336,845)	(1,744,536)	(1,407,692)	417.9%	18,750,104	18,750,104	0	0.0%
28								
29 Sales Tax Allocation - Capital Program	732,451	508,515	(223,936)	(30.6%)	6,102,185	6,102,185	0	0.0%
30								
31 Total Debt Service	823,359	809,476	(13,883)	(1.7%)	21,612,357	21,612,357	0	0.0%
32								
33 Total Uses of Funds	15,322,702	17,068,600	1,745,898	11.4%	187,140,475	187,140,475	0	0.0%
34								
35 PROJECTED SURPLUS/ (DEFICIT)	(1,892,654)	(3,062,528)	(1,169,874)	61.8%	(8,964,438)	(8,964,438)	0	0.0%

This report represents actuals and budgets on budgetary basis.

* Reflects Adopted Budget approved by the Board on July 11, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2019
July 2018**

% OF YEAR ELAPSED: **8.3%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,168,590	1,094,489	(74,101)	(6.3%)	15,501,882	15,501,882	0	0.0%
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	3,036,729	3,310,473	273,744	9.0%	39,725,672	39,725,672	0	0.0%
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	275,845	472,433	196,588	71.3%	5,669,191	5,669,191	0	0.0%
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	0	0	(0)	0.0%	1,448,667	1,448,667	0	0.0%
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	6,398,143	7,801,037	1,402,894	21.9%	59,827,925	59,827,925	0	0.0%
10 Accessibility Fixed Route	90,563	76,040	(14,523)	(16.0%)	1,192,913	1,192,913	0	0.0%
11 TOTAL 1/2 CENT SALES TAX	6,488,706	7,877,077	1,388,371	21.4%	61,020,838	61,020,838	0	0.0%
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	133,296	256,173	122,877	92.2%	1,630,000	1,630,000	0	0.0%
14 OTHER REVENUE SOURCES:								
15 Rental Income	125,327	125,327	0	0.0%	1,600,000	1,600,000	0	0.0%
16 Advertising Income	220,546	182,822	(37,724)	(17.1%)	1,205,307	1,205,307	0	0.0%
17 Other Income	111,264	218,288	107,024	96.2%	2,198,368	2,198,368	0	0.0%
18 TOTAL OTHER REVENUES	457,138	526,437	69,299	15.2%	5,003,675	5,003,675	0	0.0%
19 TOTAL MOTOR BUS	11,560,304	13,537,081	1,976,777	17.1%	129,999,925	129,999,925	0	0.0%
20 AMERICAN DISABILITIES ACT:								
21 Passenger Fares Redi-Wheels	50,592	100,507	49,915	98.7%	955,868	955,868	0	0.0%
22 Local TDA 4.5 Redi-Wheels	159,828	174,235	14,408	9.0%	2,090,825	2,090,825	0	0.0%
23 Local STA - Paratransit	28,721	0	(28,721)	(100.0%)	0	0	0	0.0%
24 Operating Grants	0	0	0	0.0%	2,084,957	2,084,957	0	0.0%
25 Sales Tax - District ADA Programs	353,437	275,640	(77,797)	(22.0%)	4,281,834	4,281,834	0	0.0%
26 Sales Tax - Paratransit Suppl. Coastsides	143,966	146,198	2,232	1.6%	1,830,600	1,830,600	0	0.0%
27 Interest Income - Paratransit Fund	31,440	46,719	15,279	48.6%	400,000	400,000	0	0.0%
28 SMCTA Measure A Redi-Wheels	246,930	287,844	40,914	16.6%	3,454,128	3,454,128	0	0.0%
29 SM County Measure A & Other	312,500	208,333	(104,167)	(33.3%)	2,500,000	2,500,000	0	0.0%
30 Measure M Paratransit	101,608	106,113	4,505	4.4%	1,400,000	1,400,000	0	0.0%
31 TOTAL ADA PROGRAMS	1,429,022	1,345,590	(83,432)	(5.8%)	18,998,212	18,998,212	0	0.0%
32 MULTI-MODAL TRANSIT PROGRAMS:								
33 Transfer from SMCTA for Caltrain	514,147	575,688	61,541	12.0%	6,908,256	6,908,256	0	0.0%
34 Other Sources - Caltrain	0	60,512	60,512	0.0%	726,148	726,148	0	0.0%
35 AB434 Funds, TA Funded Shuttle & Other	26,154	34,500	8,346	31.9%	414,000	414,000	0	0.0%
36 Employer SamTrans Shuttle Funds	129,928	123,933	(5,995)	(4.6%)	1,491,300	1,491,300	0	0.0%
37 Sales Tax - SamTrans Shuttle Program	26,421	16,439	(9,982)	(37.8%)	249,306	249,306	0	0.0%
38 Sales Tax - Gen. Operating Asst.	11,705	22,009	10,304	88.0%	174,800	174,800	0	0.0%
39 TOTAL MULTIMODAL	708,355	833,082	124,727	17.6%	9,963,810	9,963,810	0	0.0%
40 TOTAL REVENUES	13,697,680	15,715,752	2,018,072	14.7%	158,961,947	158,961,947	0	0.0%

* Reflects Adopted Budget approved by the Board on July 11, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2019
July 2018**

% OF YEAR ELAPSED: **8.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
DISTRICT OPERATED BUSES								
1 Wages & Benefits	7,973,677	9,822,351	1,848,675	23.2%	68,742,781	68,742,781	0	0.0%
2								
3 Services:								
4 Board of Directors	3,200	3,300	100	3.1%	86,000	86,000	0	0.0%
5 Contracted Vehicle Maintenance	67,136	67,611	475	0.7%	1,302,319	1,302,319	0	0.0%
6 Property Maintenance	58,919	86,283	27,363	46.4%	1,589,000	1,589,000	0	0.0%
7 Professional Services	185,603	158,767	(26,836)	(14.5%)	4,290,020	4,290,020	0	0.0%
8 Technical Services	419,038	435,001	15,963	3.8%	8,750,264	8,750,264	0	0.0%
9 Other Services	208,959	224,765	15,806	7.6%	3,821,376	3,821,376	0	0.0%
10								
11 Materials & Supply:								
12 Fuel and Lubricants	190,160	277,675	87,515	46.0%	3,950,821	3,950,821	0	0.0%
13 Bus Parts and Materials	107,458	108,683	1,225	1.1%	2,036,780	2,036,780	0	0.0%
14 Uniforms and Driver Expense	8,157	6,159	(1,998)	(24.5%)	564,226	564,226	0	0.0%
15 Timetables and Tickets	5,000	5,000	-	0.0%	283,500	283,500	0	0.0%
16 Office Supplies / Printing	6,664	12,699	6,035	90.6%	454,234	454,234	0	0.0%
17 Other Materials and Supply	6,460	3,905	(2,555)	(39.5%)	150,300	150,300	0	0.0%
18								
19 Utilities:								
20 Telecommunications	30,234	30,875	641	2.1%	712,296	712,296	0	0.0%
21 Other Utilities	106,304	103,681	(2,623)	(2.5%)	1,058,000	1,058,000	0	0.0%
22 Insurance Costs	96,671	40,183	(56,488)	(58.4%)	3,057,336	3,057,336	0	0.0%
23 Workers' Compensation	260,961	265,918	4,957	1.9%	3,666,068	3,666,068	0	0.0%
24 Taxes and License Fees	48,126	60,467	12,341	25.6%	795,415	795,415	0	0.0%
25 Fixed Route Accessibility	90,563	76,040	(14,523)	(16.0%)	1,192,913	1,192,913	0	0.0%
26 Leases and Rentals	10,598	13,425	2,828	26.7%	185,292	185,292	0	0.0%
27 Promotional and Legal Advertising	2,124	42,328	40,203	1892.5%	1,292,750	1,292,750	0	0.0%
28 Training and Business Travel	495	6,687	6,192	1251.3%	770,855	770,855	0	0.0%
29 Dues and Membership	7,474	7,848	374	5.0%	150,483	150,483	0	0.0%
30 Postage and Other	1,427	2,318	891	62.4%	237,780	237,780	0	0.0%
31								
32 Total District Operated Buses	9,895,408	11,861,970	1,966,563	19.9%	109,140,809	109,140,809	0	0.0%
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,360,006	1,432,280	72,273	5.3%	17,265,600	17,265,600	0	0.0%
36 Other Related Costs	27,704	12,130	(15,574)	(56.2%)	464,647	464,647	0	0.0%
37 Insurance Costs	95,877	31,080	(64,798)	(67.6%)	785,990	785,990	0	0.0%
38 Coastside Services	125,838	149,310	23,472	18.7%	1,742,000	1,742,000	0	0.0%
39 Redi Coast Non-ADA	19,324	18,904	(421)	(2.2%)	266,200	266,200	0	0.0%
40 Other Related Costs	8,369	12,383	4,015	48.0%	131,293	131,293	0	0.0%
41 La Honda - Pescadero	4,988	3,675	(1,313)	(26.3%)	55,130	55,130	0	0.0%
42 SamCoast - Pescadero	22,022	15,089	(6,933)	(31.5%)	140,800	140,800	0	0.0%
43 Other Related Cost - SamCoast	766	260	(507)	(66.1%)	7,456	7,456	0	0.0%
44 Total Contracted Bus Service	1,664,896	1,675,110	10,214	0.6%	20,859,116	20,859,116	0	0.0%
45								
46 TOTAL MOTOR BUS	11,560,304	13,537,081	1,976,777	17.1%	129,999,925	129,999,925	0	0.0%

* Reflects Adopted Budget approved by the Board on July 11, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2019
July 2018**

% OF YEAR ELAPSED: **8.3%**

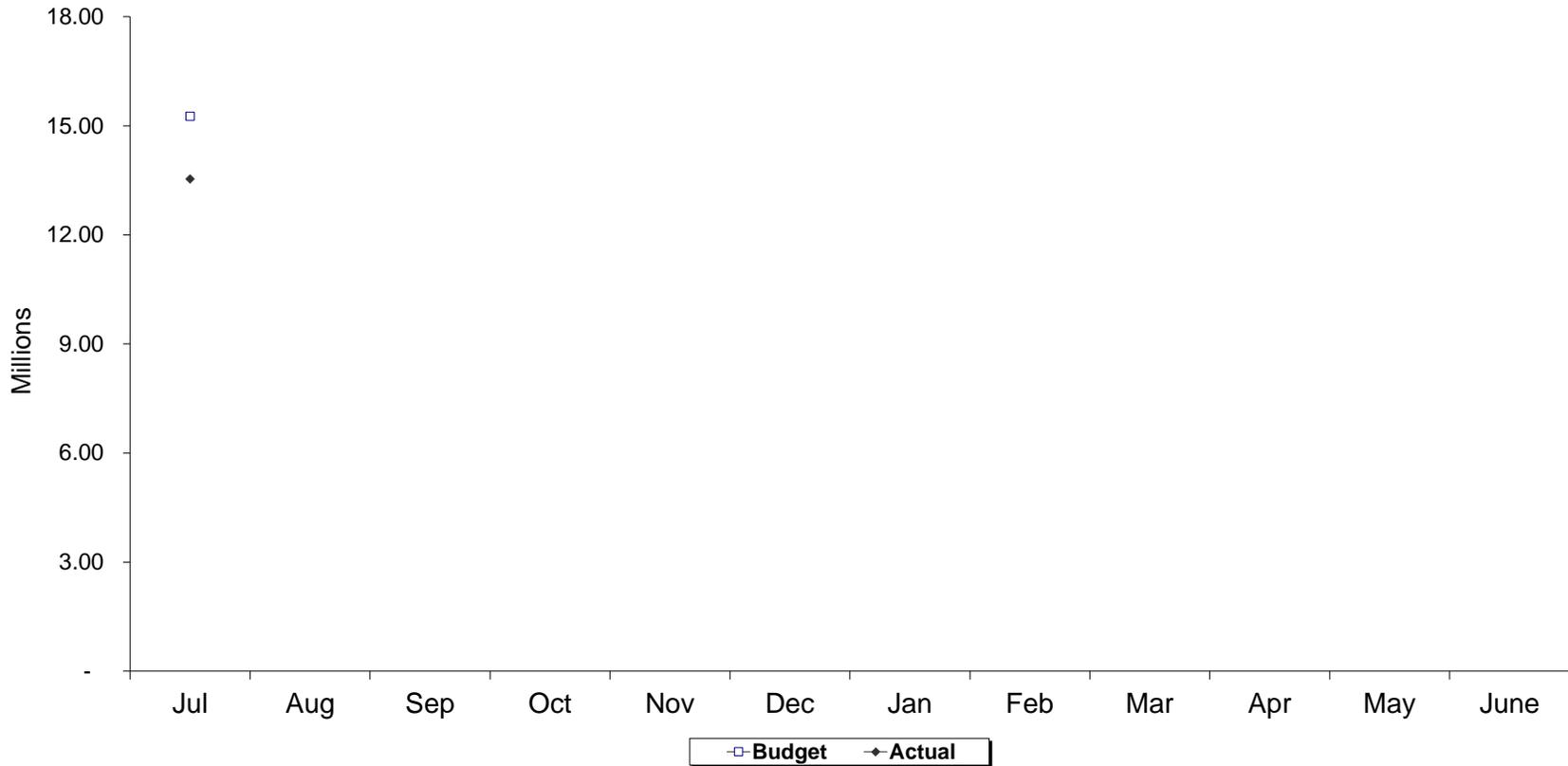
EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	325,417	427,576	102,159	31.4%	8,012,000	8,012,000	0	0.0%
Other Related Costs	232,220	251,437	19,217	8.3%	3,042,705	3,042,705	0	0.0%
ADA Sedans / Taxi Service	347,883	409,405	61,522	17.7%	3,848,426	3,848,426	0	0.0%
ADA Accessibility Support	97,628	84,760	(12,868)	(13.2%)	1,644,784	1,644,784	0	0.0%
Coastside ADA Support	143,966	146,198	2,232	1.6%	1,830,600	1,830,600	0	0.0%
Insurance Costs	281,909	26,214	(255,694)	(90.7%)	619,697	619,697	0	0.0%
TOTAL ADA PROGRAMS	1,429,022	1,345,590	(83,432)	(5.8%)	18,998,212	18,998,212	0	0.0%
MULTI-MODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	514,147	636,200	122,053	23.7%	7,634,404	7,634,404	0	0.0%
Total Caltrain Service	514,147	636,200	122,053	23.7%	7,634,404	7,634,404	0	0.0%
OTHER SUPPORT								
SamTrans Shuttle Service	182,503	174,872	(7,631)	(4.2%)	2,154,606	2,154,606	0	0.0%
Maintenance Multimodal Facilities	11,705	22,010	10,305	88.0%	174,800	174,800	0	0.0%
Total Other Support	194,208	196,882	2,674	1.4%	2,329,406	2,329,406	0	0.0%
TOTAL MULTI-MODAL PROGRAMS	708,355	833,082	124,727	17.6%	9,963,810	9,963,810	0	0.0%
TOTAL OPERATING EXPENSES	13,697,681	15,715,752	2,018,072	14.7%	158,961,947	158,961,947	0	0.0%

* Reflects Adopted Budget approved by the Board on July 11, 2018

SAN MATEO COUNTY TRANSIT DISTRICT

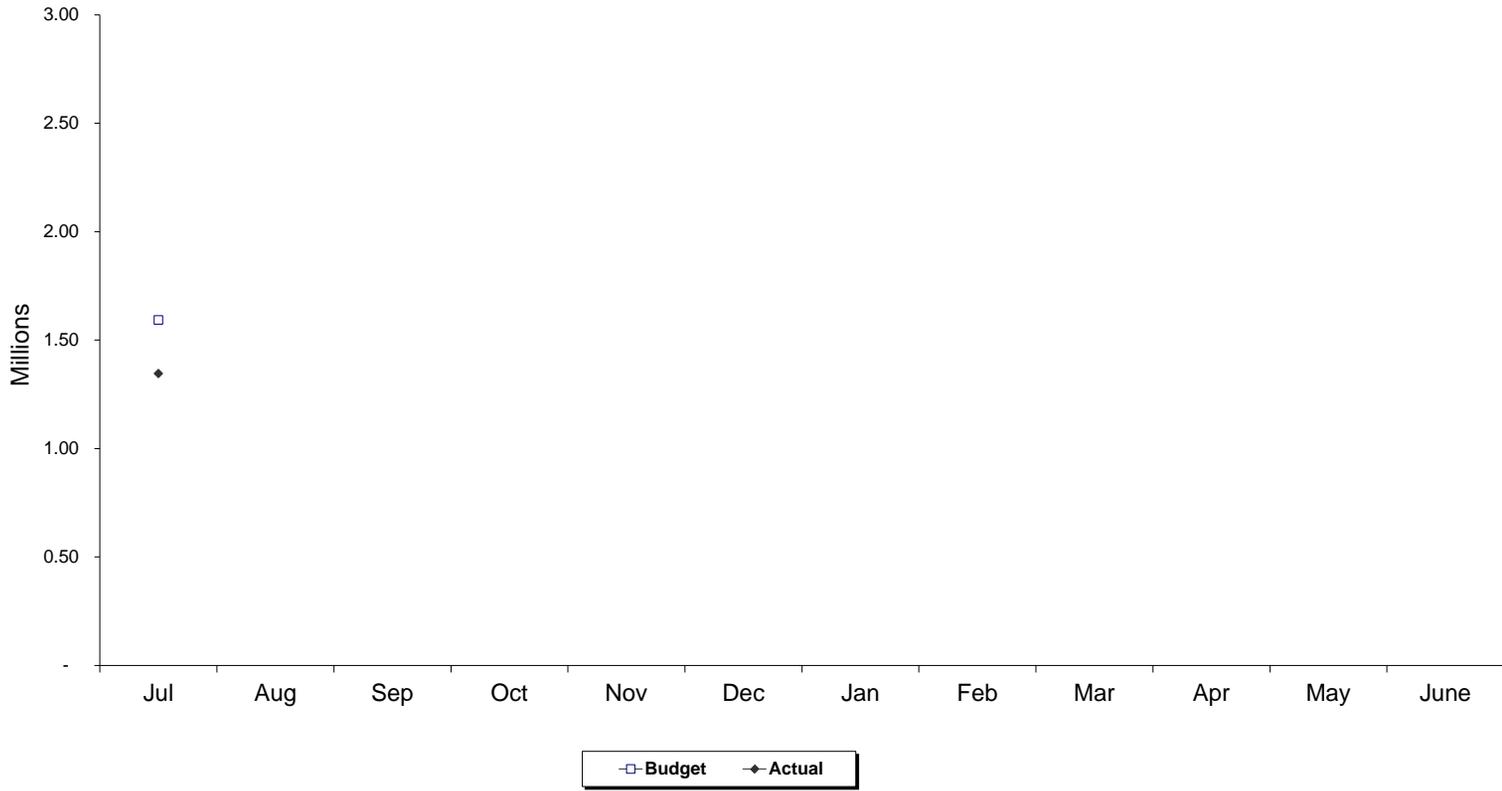
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	15,262,726												
Actual	13,537,081												
CUMULATIVE EXPENSES													
Budget	15,262,726												
Actual	13,537,081												
Variance - F(U)	1,725,645												
Variance%	11.31%												

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

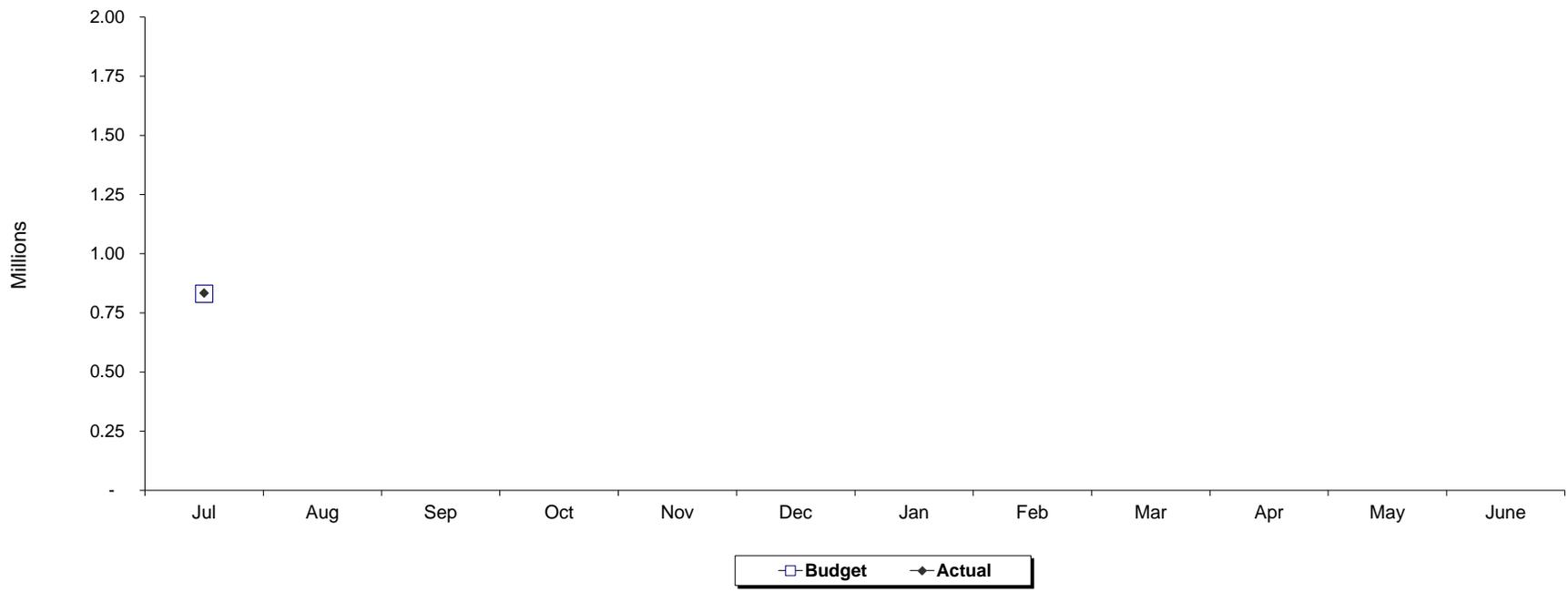


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,592,580												
Actual	1,345,590												
CUMULATIVE EXPENSES													
Budget	1,592,580												
Actual	1,345,590												
Variance - F(U)	246,990												
Variance %	15.51%												

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	830,318											
Actual	833,082											
CUMULATIVE EXPENSES												
Budget	830,318											
Actual	833,082											
Variance - F(U)	(2,764)											
Variance %	-0.33%											

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

July 31, 2018

DESCRIPTION	TOTAL INVESTMENT 7-31-18	INTEREST RECEIVABLE 6-30-18	PREPAID INT RECEIVABLE 7-31-18	INTEREST EARNED 7-31-18	INTEREST RECEIVED 7-31-18	ADJ.	INTEREST RECEIVABLE 7-31-18
RESERVE FOR CAPITAL PROJ	0.00	(0.00)	0.00	0.00	0.00	0.00	(0.00)
LAIF -- CAPITAL PROJ	78,745.41	0.00	0.00	129.83	0.00	0.00	129.83
REIMB SECURITIES FUNDS	89,500,377.78	420,898.72	0.00	178,859.30	259,920.83	(63.64)	339,773.55
LAIF -- REIMB FUNDS L76R	44,725,079.31	(0.00)	0.00	76,070.94	0.00	0.00	76,070.94
PARATRANSIT FUNDS	25,321,764.07	120,138.12	0.00	47,202.81	70,866.21	(30.00)	96,444.72
LAIF -- PARATRANSIT	1,054,859.97	0.00	0.00	1,739.12	0.00	0.00	1,739.12
BANK OF AMERICA	30,627,462.64	0.00	0.00	4,345.54	4,345.54	0.00	0.00
WELLS FARGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	8,686,043.49	13,070.04	0.00	10,741.45	13,070.04	0.00	10,741.45
Debt Service Reserves							
Held by Trustee:	3,607,603.25	0.00	0.00	0.00	0.00	0.00	0.00
	<u>203,601,935.92</u>	<u>554,106.88</u>	<u>0.00</u>	<u>319,088.99</u>	<u>348,202.62</u>	<u>(93.64)</u>	<u>524,899.61</u>

JULY 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 7/31/18	318,995.35
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(665.73)
Capital Gain(Loss)	<u>12,075.37</u>
Total Interest & Capital Gain(Loss)	<u>330,404.99</u>

YEAR TO DATE -- SUMMARY

Interest Earned	318,995.35
Add:	
CEO Interest	
Less:	
Trust Fees	(665.73)
Capital Gain(Loss)	<u>12,075.37</u>
Total Interest & Capital Gain(Loss)	<u>330,404.99</u>

Balance Per Ledger as of 7/31/18

Deferred Int Acct. 210852/3	4,345.54
Interest Acct. 409101	314,649.81
Less Trust Fees 530045	(665.73)
Gain(Loss) Acct. 405210	<u>12,075.37</u>
	<u>330,404.99</u>

Note: Total may not foot due to rounding.

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES
July 31, 2018**

PFM account # 79400100

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 6-30-18	PREPAID INT REC'VBLE 7-31-18	INTEREST EARNED 7-31-18	INTEREST RECEIVED 7-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 7-31-18	INT REC'VBLE LESS PREPAID 7-31-18	PAR VALUE
U.S. TREASURY NOTES AND BONDS																
US TREASURY NOTE	912828T8	03-25-15	64,987.30	64,466.81	04-30-19	1.250%	2.2569	136.89		69.96			(1.52)	205.33	205.33	65,000.00
US TREASURY NOTE	912828V4	12-07-15	251,702.93	249,152.85	05-31-20	1.375%	9.7396	296.98		301.93			(4.96)	593.95	593.95	255,000.00
US TREASURY NOTE	912828V2	05-18-16	775,283.20	740,156.25	07-31-20	2.000%	41.6667	6,256.91		1,291.67	7,500.00		(7.82)	40.76	40.76	750,000.00
US TREASURY NOTE	912828L32	06-29-16	417,495.32	399,125.57	08-31-20	1.375%	15.0597	1,904.98		485.45			(5.33)	2,385.10	2,385.10	410,000.00
US TREASURY NOTE	912828Q78	01-05-17	1,607,456.25	1,580,422.08	04-30-21	1.375%	62.6389	3,799.18		1,941.45			(42.21)	5,698.78	5,698.78	1,640,000.00
US TREASURY NOTE	912828R77	09-17-17	1,363,632.81	1,347,227.00	05-31-21	1.375%	53.4722	1,630.46		1,657.64			(27.17)	3,260.93	3,260.93	1,400,000.00
US TREASURY NOTE	912828D72	04-05-17	1,007,734.38	977,109.00	08-31-21	2.000%	55.5556	6,795.38		1,722.22			(9.31)	8,508.30	8,508.30	1,000,000.00
US TREASURY NOTE	912828D72	06-29-17	1,516,347.66	1,465,663.50	08-31-21	2.000%	83.3333	10,192.80		2,583.33			(13.70)	12,762.43	12,762.43	1,500,000.00
US TREASURY NOTE	912828D72	07-11-17	2,213,320.31	2,149,639.80	08-31-21	2.000%	122.2222	14,951.05		3,788.89			(21.71)	18,718.23	18,718.23	2,200,000.00
US TREASURY NOTE	912828T67	10-10-17	1,074,519.53	1,047,707.10	10-31-21	1.250%	38.1944	2,329.21		1,184.03			(19.40)	3,493.84	3,493.84	1,100,000.00
US TREASURY NOTE	912828T67	08-03-17	1,520,271.48	1,476,314.55	10-31-21	1.250%	53.8194	3,282.07		1,668.40			(27.32)	4,923.15	4,923.15	1,550,000.00
US TREASURY NOTE	912828T67	08-31-17	3,051,078.13	2,952,629.10	10-31-21	1.250%	107.6389	6,564.27		3,336.81			(54.79)	9,846.29	9,846.29	3,100,000.00
US TREASURY NOTE	912828X47	12-06-17	1,256,803.91	1,227,931.25	04-30-22	1.875%	66.1458	4,011.89		2,050.52			(44.58)	6,017.83	6,017.83	1,270,000.00
US TREASURY NOTE	912828X47	01-04-18	1,777,148.44	1,740,375.00	04-30-22	1.875%	93.7500	5,686.14		2,906.25			(63.18)	8,529.21	8,529.21	1,800,000.00
US TREASURY NOTE	912828X47	05-07-18	3,726,980.47	3,722,468.75	04-30-22	1.875%	200.5208	12,162.02		6,216.14			(135.12)	18,243.04	18,243.04	3,850,000.00
																24.08%
FEDERAL AGENCY BONDS/NOTE																
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	2,128,146.90	2,092,273.44	09-26-19	1.000%	59.1667	5,620.83		1,775.00				7,395.83	7,395.83	2,130,000.00
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	149,869.50	147,349.50	07-18-18	1.000%	4.1667	395.83		70.83	466.67		0.01	0.00	0.00	150,000.00
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	419,634.60	412,692.00	07-25-18	1.000%	11.6667	1,108.33		280.00	1,388.33			0.00	0.00	420,000.00
FHMA NOTES	3135GOTJ2	02-28-17	849,456.00	834,833.45	02-28-20	1.500%	35.4167	4,356.25		1,062.50				5,418.75	5,418.75	850,000.00
FHLMC AGENCY	3137EAF2	04-20-17	1,295,554.00	1,271,602.80	04-20-20	1.375%	49.6528	3,525.35		1,489.58				5,014.93	5,014.93	1,300,000.00
FHMA NOTES	3135GOTJ0	08-01-17	598,182.00	586,053.60	07-30-20	1.500%	25.0000	3,775.00		750.00	4,500.00			25.00	25.00	600,000.00
FHLB NOTES	3130ACE26	09-07-17	438,587.60	427,519.40	09-28-20	1.375%	16.8056	1,562.92		504.17			(0.01)	2,067.08	2,067.08	440,000.00
FHLB NOTES	3137EAEJ4	09-29-17	578,950.20	566,614.76	09-29-20	1.625%	26.1806	2,408.61		785.42				3,194.03	3,194.03	580,000.00
FHLB GLOBAL NOTE	3130ARQ55	07-15-16	2,683,581.30	2,573,615.70	07-14-21	1.125%	84.3750	14,090.63		2,531.25	15,187.50			1,434.38	1,434.38	2,700,000.00
FNMA NOTES	3135GON82	08-19-16	473,375.03	453,489.63	08-17-21	1.250%	16.4931	2,210.07		494.79				2,704.86	2,704.86	475,000.00
FNMA NOTES	3135GON82	08-19-16	1,518,823.75	1,455,940.38	08-17-21	1.250%	52.9514	7,095.49		1,588.54				8,684.03	8,684.03	1,525,000.00
																11.66%
CORPORATE NOTE																
JOHN DEERE CAPITAL CORP	24422ETM1	01-06-17	799,480.00	798,763.20	10-15-18	1.650%	36.6667	2,786.67		1,100.00				3,886.67	3,886.67	800,000.00
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	439,846.00	438,684.40	01-09-19	1.700%	20.7778	3,573.78		623.33	3,740.00			457.11	457.11	440,000.00
BEKSHIRE HATHAWAY GLOBAL N	084670BL1	12-23-16	1,810,188.00	1,790,514.00	08-14-19	2.100%	105.0000	14,385.00		3,150.00				17,535.00	17,535.00	1,800,000.00
AMERICAN HONDA FINANCE GLI	02665WAH4	12-20-16	1,808,946.00	1,792,497.60	08-15-19	2.250%	112.5000	15,300.00		3,375.00				18,675.00	18,675.00	1,800,000.00
TOYOTA MOTOR CREDIT CORP	89236TDH5	10-18-16	669,665.00	660,700.40	10-18-19	1.550%	28.8472	2,105.85		865.42			(0.01)	2,971.26	2,971.26	670,000.00
PEIZER INC CORP NOTE	717081EB5	11-21-16	1,184,146.80	1,170,346.29	12-15-19	1.700%	55.9583	895.33		1,678.75				2,574.08	2,574.08	1,185,000.00
CITIGROUP INC	172967LF6	01-10-17	899,640.00	891,427.50	01-10-20	2.450%	61.2500	10,473.75		1,837.50	11,025.00			1,286.25	1,286.25	900,000.00
MICROSOFT CORP	594918BV5	02-06-17	899,397.00	888,687.90	02-06-20	1.850%	46.2500	6,706.25		1,387.50				8,093.75	8,093.75	900,000.00
WALT DISNEY CO CORP NOTES	25468PDP8	03-06-17	379,901.20	373,959.14	03-04-20	1.950%	20.5833	2,408.25		617.50				3,025.75	3,025.75	380,000.00
APPLE INC BONDS	037833CS7	05-11-17	819,163.60	805,683.62	05-11-20	1.800%	41.0000	2,050.00		1,230.00				3,280.00	3,280.00	820,000.00
HOME DEPOT INC CORP NOTES	437076R04	06-05-17	449,739.00	441,657.00	06-05-20	1.800%	22.5000	585.00		675.00				1,260.00	1,260.00	450,000.00
MORGAN STANLEY CORP NOTE	6174467P8	11-10-16	2,009,250.00	1,874,847.60	07-24-20	5.500%	275.0000	43,175.00		8,250.00	49,500.00			1,925.00	1,925.00	1,800,000.00
CATERPILLAR FINL SERVICE NOTI	14913Q2A6	09-07-17	649,454.00	634,176.40	09-04-20	1.850%	33.4028	3,908.13		1,002.08				4,910.21	4,910.21	650,000.00
WAL-MART STORES INC CORP N	931142EA7	10-20-17	898,695.00	881,325.90	12-15-20	1.900%	47.5000	760.00		1,425.00				2,185.00	2,185.00	900,000.00
BRANCH MANKING & TRUST CO	05531FAZ6	10-26-17	449,793.00	438,462.00	02-01-21	2.150%	26.8750	4,031.25		806.25				4,837.50	4,837.50	450,000.00
IBM CORP CORP NOTES	44932HAG8	02-06-18	899,559.00	890,780.40	02-05-21	2.650%	66.2500	9,606.25		1,987.50				11,593.75	11,593.75	900,000.00
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	374,583.75	372,429.38	03-15-21	2.900%	30.2083	3,776.05		906.25			(0.01)	4,682.29	4,682.29	375,000.00
NATIONAL RURAL UTIL COOP	63743HER9	04-19-18	512,821.55	511,469.68	03-15-21	2.900%	41.4861	5,185.76		1,244.58			0.01	6,430.35	6,430.35	515,000.00
UNILEVER CAPITAL CORP NOTES	904764A20	03-22-18	721,295.25	718,062.48	03-22-21	2.750%	55.3819	5,482.81		1,661.46				7,144.27	7,144.27	725,000.00
TOYOTA MOTOR CREDIT CORP	89236TEU5	04-13-18	659,736.00	656,087.52	04-13-21	2.950%	54.0833	4,218.50		1,622.50				5,841.00	5,841.00	660,000.00
PEPSICO INC CORP NOTE	71344DX3	10-10-17	599,880.00	584,131.80	04-15-21	2.000%	33.3333	2,533.33		1,000.00				3,533.33	3,533.33	600,000.00
BANK OF AMERICA CORP	06051GFV4	11-03-17	100,776.00	98,241.80	04-19-21	2.625%	7.2917	525.00		218.75				743.75	743.75	100,000.00
HERSHEY COMPANY CORP NOTE	427866BA5	05-10-18	359,751.60	360,675.72	05-15-21	3.100%	31.0000	1,581.00		930.00				2,511.00	2,511.00	360,000.00
AMERICAN EXPRESS CO.	025816B02	05-17-18	899,847.00	901,238.40	05-17-21	3.375%	84.3750	3,712.50		2,531.25				6,243.75	6,243.75	900,000.00
CHARLES SCHWAB CORP CORP N	808513AW5	05-22-18	569,982.90	570,877.80	05-21-21	3.250%	51.4583	2,006.88		1,543.75				3,550.63	3,550.63	570,000.00
GOLDMAN SACHS GROUP CORP	3814GGQ1	11-28-16	1,765,872.00	1,677,838.40	07-27-21	5.250%	233.3333	35,933.33		7,000.00	42,000.00			933.33	933.33	1,600,000.00
BANK OF AMERICA CORP	06051GGS2	09-18-17	550,000.00	537,393.45	10-01-21	2.328%	35.5667	3,201.00		1,067.00				4,268.00	4,268.00	550,000.00
JOHN DEERE CAPITAL CORP	24422ETL3	03-15-17	448,015.50	443,521.80	01-06-22	2.650%	33.1250	5,796.88		993.75	5,962.50			828.13	828.13	450,000.00
JPMORGAN CHASE & CO CORP	46625HDJ3	05-26-17	973,638.00	973,012.40	01-24-22	4.500%	112.									

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES
July 31, 2018**

PFM account # 79400100

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 6-30-18	PREPAID INT REC'VBLE 7-31-18	INTEREST EARNED 7-31-18	INTEREST RECEIVED 7-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 7-31-18	INT REC'VBLE LESS PREPAID 7-31-18	PAR VALUE
BNP PARIBAS NY BRANCH COMM	09659CKK3	01-23-18	1,772,562.00	1,791,252.00	10-19-18	0.000%		0.00		0.00				0.00	0.00	1,800,000.00
BANK OF TOKYO MITS UFJ LTD C	06538CM40	03-09-18	785,780.00	793,498.40	12-04-18	0.000%		0.00		0.00				0.00	0.00	800,000.00
ING (US) FUNDING LLC COMM P	4497W1Q82	07-02-18	2,063,542.25	2,066,851.50	03-08-19	0.000%		0.00		0.00				0.00	0.00	2,100,000.00
MUFG BANK LTD/NY COMM PAF	62479M0B2	06-15-18	833,613.42	836,826.70	03-11-19	0.000%		0.00		0.00				0.00	0.00	850,000.00
DEXIA CREDIT LOCAL SA NY COV	25214PJ80	06-26-18	1,766,875.00	1,771,158.60	03-11-19	0.000%		0.00		0.00				0.00	0.00	1,800,000.00
MUFG BANK LTD/NY COMM PAF	62479MRG0	07-20-18	980,725.00	981,625.00	04-16-19	0.000%		0.00		0.00				0.00	0.00	1,000,000.00
9.19%																
CERTIFICATION OF DEPOSIT																
CANADIAN IMPERIAL BANK NY C	13606ASZ7	12-05-16	1,199,064.00	1,197,788.40	11-30-18	1.760%	58.6667	1,877.33		1,760.00			58.67	3,696.00	3,696.00	1,200,000.00
SVENSKA HANDELSBANKENY LT	86958JHB8	01-12-17	1,800,000.00	1,794,121.20	01-10-19	1.890%	94.5000	16,254.00		2,835.00	17,104.50		94.50	2,079.00	2,079.00	1,800,000.00
BANK OF NOVA SCOTIA HOUSTC	06417GUE6	04-06-17	900,000.00	896,168.70	04-05-19	1.910%	47.7500	4,154.25		1,432.50			47.75	5,634.50	5,634.50	900,000.00
SUMITOMO MITSUI BANK NY CC	86563YVNO	05-04-17	1,500,000.00	1,495,621.50	05-03-19	2.050%	85.4167	4,954.17		2,562.50				7,516.67	7,516.67	1,500,000.00
BANK OF NOVA SCOTIA HOUSTC	06417GU22	06-07-18	899,658.00	905,559.30	06-05-20	3.080%	77.0000	1,848.00		2,310.00				4,158.00	4,158.00	900,000.00
SWEDBANK (NEW YORK) CERT D	87019U6D6	11-17-17	1,800,000.00	1,764,943.20	11-16-20	2.270%	113.5000	5,221.00		3,405.00			113.50	8,739.50	8,739.50	1,800,000.00
ROYAL BANK OF CANADA NY CD	78012UEE1	06-08-18	1,500,000.00	1,511,259.00	06-07-21	3.240%	135.0000	3,105.00		4,050.00				7,155.00	7,155.00	1,500,000.00
10.56%																
ASSET-BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION																
CITIBANK CREDIT CARD 2017-A2	17305EGA7	01-26-17	1,549,703.18	1,544,464.33	01-17-21	1.740%	74.9167	12,286.33		2,247.50	13,485.00			1,048.83	1,048.83	1,550,000.00
TOYOTA ABS 2017-A A3	89238MAD0	03-15-17	449,947.04	445,978.76	02-15-21	1.730%	21.6250	346.00		648.75	648.75			346.00	346.00	450,000.00
ALLY ABS 2017-1 A3	0200PA7	01-31-17	404,964.60	401,791.51	06-15-21	1.700%	19.1250	306.01		573.75	573.75			306.01	306.01	405,000.00
FORD ABS 2017-A A3	34531EAD8	01-25-17	1,199,995.56	1,186,918.80	06-25-21	1.670%	55.6667	890.67		1,670.00	1,670.00			890.67	890.67	1,200,000.00
TOYOTA ABS 2017-B A3	89190BAD0	05-17-17	1,799,861.94	1,777,655.34	07-15-21	1.760%	88.0000	1,408.00		2,640.00	2,640.00			1,408.00	1,408.00	1,800,000.00
ALLY ABS 2017-2 A3	02007HAC5	03-29-17	1,444,829.63	1,432,415.50	08-15-21	1.780%	71.4472	1,143.16		2,143.42	2,143.42			1,143.16	1,143.16	1,445,000.00
HONDA AUTO 2017-2 A3	43814PAC4	09-29-17	329,964.26	324,662.88	09-18-21	1.790%	16.4083	213.31		492.25	492.25			213.31	213.31	330,000.00
JOHN DEERE ABS 2017-B A3	47788BAD6	07-18-17	599,956.08	590,981.04	10-15-21	1.820%	30.3333	485.33		910.00	910.00			485.33	485.33	600,000.00
AMERICAN EXPRESS ABS 2017-4	02582JHG8	05-30-17	679,891.06	674,711.98	12-15-21	1.640%	30.9778	495.64		929.33	929.33			495.64	495.64	680,000.00
CITIBANK ABS 2017-A3 A3	17305EGB5	05-22-17	902,403.00	884,769.39	04-07-22	1.920%	48.0000	4,032.00		1,440.00				5,472.00	5,472.00	900,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	284,979.51	282,028.05	04-15-22	2.660%	21.0583	336.93		631.75	631.75			336.93	336.93	285,000.00
TAOT 2018-A A-3	89238BAD4	01-31-18	449,994.83	444,789.63	05-16-22	2.350%	29.3750	470.00		881.25	881.25			470.00	470.00	450,000.00
AMXCA 2018-1 A	02582JHQ6	03-31-18	1,509,824.69	1,503,377.44	10-17-22	2.670%	111.9917	1,791.87		3,359.75	3,359.75			1,791.87	1,791.87	1,510,000.00
ALLYA 2018-2-A3	02004VAC7	04-30-18	649,881.96	648,489.92	11-15-22	2.920%	52.7222	843.56		1,581.67	1,581.67			843.56	843.56	650,000.00
CCCT 2018-A1 A1	17305EGK5	01-31-18	899,875.44	888,017.22	01-20-23	2.490%	62.2500	9,399.75		1,867.50	10,582.50			684.75	684.75	900,000.00
GMCAR 2018-3 A3	36255JAD6	07-18-18	399,906.72	399,267.64	05-16-23	3.020%	33.5556	0.00		436.22	436.22			436.22	436.22	400,000.00
CARMAX AUTO OWNER TRUST	14313FAD1	07-25-18	419,942.75	419,942.75	06-15-23	3.350%	39.0833	0.00		234.50	234.50			234.50	234.50	420,000.00
15.38%																
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																
FANNIE MEA	3136AQDQ0	10-30-15	265,541.39	261,720.94	09-01-19	1.646%	12.0208	365.56		360.62	389.86		24.30	360.62	360.62	262,908.63
FANNIE MEA	3136AQDQ0	10-30-15	3,631.99	3,595.98	07-25-18	1.646%	0.1644	0.00		0.00				0.00	0.00	3,595.98
FNA 2014-M6 A2	3136AJ7G5	12-15-16	1,796,727.41	1,740,263.65	05-25-21	2.679%	131.0547	4,147.37		3,931.64	4,223.86		75.77	3,930.92	3,930.92	1,761,092.80
FNA 2014-M6 A2	3136AJ7G5	12-15-16	98,940.00	96,977.72	07-25-18	2.679%	7.2168	0.00		0.00				0.00	-	96,977.72
FNA 2018-MS A2	3136B1XP4	04-30-18	611,934.60	606,891.84	09-25-21	3.560%	59.3333	1,780.00		1,780.00	1,780.00			1,780.00	1,780.00	600,000.00
FHLMC MULTIFAMILY STRUCTUF	3137BM6P6	04-09-18	453,832.03	448,964.42	08-25-22	3.090%	38.6250	1,158.75		1,158.75	1,158.75			1,158.75	1,158.75	450,000.00
3.38%																
CASH AND CASH EQUIVALENTS																
MONEY MARKET FUND	31846V534		376,472.14	376,472.14				2,741.36		363.98	2,741.36			363.98	363.98	0
LAIF			44,725,079.31	44,725,079.31				(0.00)		76,070.94	0.00		-	76,070.94	76,070.94	44,725,079.31
MATURED/CALLED																
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	(149,869.50)	(147,349.50)	07-18-18											(150,000.00)
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	(419,634.60)	(412,692.00)	07-25-18											(420,000.00)
ING (US) FUNDING LLC COMM P	4497W1G26	10-13-17	(1,779,040.00)	(1,800,000.00)	07-02-18											(1,800,000.00)
BANK OF TOKYO MITS UFJ LTD C	06538CGL9	10-24-17	(987,745.56)	(1,000,000.00)	07-20-18											(1,000,000.00)
FANNIE MEA	3136AQDQ0	10-30-15	(3,631.99)	(3,595.98)	07-25-18											(3,595.98)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(98,940.00)	(96,977.72)	07-25-18											(96,977.72)
TOTAL LAIF			44,725,079.31	44,725,079.31												
TOTAL A/C 121100 & 112010			90,948,259.40	89,500,377.78												90,889,001.43
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			<u>90,948,259.40</u>	<u>89,500,377.78</u>				<u>420,898.72</u>	<u>0.00</u>	<u>178,859.30</u>	<u>259,920.83</u>		<u>(63.64)</u>	<u>339,773.56</u>	<u>339,773.56</u>	<u>90,889,001.43</u>

SAN MATEO COUNTY TRANSIT DISTRICT
 RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
 July 31, 2018

US Bank Account #19-516531

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7-31-18	MATURITY/CALL DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 6-30-18	PREPAID INT REC'VBLE 7-31-18	INTEREST EARNED 7-31-18	INTEREST RECEIVED 7-31-18	ADJ.	INTEREST REC'VBLE 7-31-18	INT REC'VBLE LESS PREPAID 7-31-18	PAR VALUE
CASH AND CASH EQUIVALENTS																
FIRST AMER US TREASURY MM	31846V534		8,206,937.83	8,206,937.83					9,458.30		10,260.30	9,458.30		10,260.30	10,260.30	
LAIF			78,745.41	78,745.41					0.00		129.83			129.83	129.83	78,745
TOTAL LAIF			78,745.41	78,745.41												
TOTAL A/C 121100 & 112010			0.00	0.00												
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			<u>0.00</u>	<u>0.00</u>					<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
July 31, 2018
PFM Account #79400200**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST RECVBLE 6-30-18	PP INTEREST RECVBLE 7-31-18	INTEREST EARNED 7-31-18	INTEREST RECEIVED 7-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST RECVBLE 7-31-18	INT REC'BLE LESS PREPAID 7-31-18	PAR VALUE
U.S. TREASURY NOTES AND BONDS																
US TREASURY NOTE	912828VF4	12-07-15	197,414.06	195,414.00	05-31-20	1.375%	7.6389	232.92		236.81			(3.88)	465.85	465.85	200,000.00
US TREASURY NOTE	912828VP2	05-18-16	558,203.91	532,912.50	07-31-20	2.000%	30.0000	4,504.97		930.00	5,400.00		(5.62)	29.35	29.35	540,000.00
US TREASURY NOTE	912828L32	06-29-16	81,462.50	77,878.16	8-31-20	1.375%	3.0556	372.20		94.72			(1.54)	465.38	465.38	80,000.00
US TREASURY NOTE	912828B90	10-05-16	181,323.24	171,752.88	02-28-21	2.000%	9.7222	1,169.84		301.39			(6.57)	1,464.67	1,464.67	175,000.00
US TREASURY NOTE	912828Q78	01-05-17	475,375.78	467,380.92	04-30-21	1.375%	18.5243	1,123.54		574.25			(12.48)	1,685.31	1,685.31	485,000.00
US TREASURY NOTE	912828D72	04-05-17	251,933.59	244,277.25	08-31-21	2.000%	13.8889	1,698.89		430.56			(2.38)	2,127.07	2,127.07	250,000.00
US TREASURY NOTE	912828D72	06-29-17	454,904.30	439,699.05	08-31-21	2.000%	25.0000	3,058.02		775.00			(4.29)	3,828.72	3,828.72	450,000.00
US TREASURY NOTE	912828D72	07-11-17	528,178.71	512,982.23	08-31-21	2.000%	29.1667	3,567.68		904.17			(5.00)	4,466.85	4,466.85	525,000.00
US TREASURY NOTE	912828T67	10-10-17	488,417.97	476,230.50	10-31-21	1.250%	17.3611	1,058.76		538.19			(8.84)	1,588.11	1,588.11	500,000.00
US TREASURY NOTE	912828T67	08-03-17	514,930.66	500,042.03	10-31-21	1.250%	18.2292	1,111.67		565.11			(9.25)	1,667.52	1,667.52	525,000.00
US TREASURY NOTE	912828T67	08-31-17	688,953.13	666,722.70	10-31-21	1.250%	24.3056	1,482.24		753.47			(12.34)	2,223.36	2,223.36	700,000.00
US TREASURY NOTE	912828X47	12-06-17	296,882.81	290,062.50	04-30-22	1.875%	15.6250	947.69		484.38			(10.54)	1,421.53	1,421.53	300,000.00
US TREASURY NOTE	912828X47	01-04-18	543,017.58	531,781.25	04-30-22	1.875%	28.6458	1,737.43		888.02			(19.30)	2,606.15	2,606.15	550,000.00
US TREASURY NOTE	912828X47	05-07-18	1,306,863.28	1,305,281.25	04-30-22	1.875%	70.3125	4,264.61		2,179.69			(47.39)	6,396.91	6,396.91	1,350,000.00
																25.79%
FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION																
FANIE MAE	3136AQDQ0	10-30-15	76,343.16	75,244.77	09-01-19	1.646%	3.4560	105.10		103.68	112.09		6.99	103.68	103.68	75,586.23
FANIE MAE	3136AQDQ0	10-30-15	1,044.19	1,033.84	07-25-18	1.646%	0.0473	0.00		0.00				0.00	0.00	1,033.84
FNA 2014-M6 A2	3136AJ7G5	12-15-16	494,100.03	478,572.50	05-25-21	2.679%	36.0400	1,140.53		1,081.20	1,161.56		20.83	1,081.00	1,081.00	484,300.52
FNA 2014-M6 A2	3136AJ7G5	12-15-16	27,208.50	26,668.87	07-25-18	2.679%	1.9846	0.00		0.00	0.00			0.00	0.00	26,668.87
FN 2018-MS A2	3136B1XP4	04-30-18	168,282.02	166,895.26	09-25-21	3.560%	16.3167	489.50		489.50	489.50			489.50	489.50	165,000.00
FHLMC MULTIFAMILY STRUCTURED P I 3137BM6P6		04-09-18	131,107.03	129,700.83	08-25-22	3.090%	11.1583	334.75		334.75	334.75			334.75	334.75	130,000.00
																3.33%
CORPORATE NOTE																
JOHN DEERE CAPITALCORP	24422ETM1	01-06-17	199,870.00	199,690.80	10-15-18	1.650%	9.1667	696.67		275.00				971.67	971.67	200,000.00
TOYOTA MOTOR CREIDIT CORP	89236TDM4	01-09-17	119,958.00	119,641.20	01-09-19	1.700%	5.6667	974.67		170.00	1,020.00			124.67	124.67	120,000.00
BERKSHIRE HATHAWY INC.	084670BL1	12-23-16	502,830.00	497,365.00	08-14-19	2.100%	29.1667	3,995.83		875.00				4,870.83	4,870.83	500,000.00
AMERICAN HONDA FINANCE GLOBAL F 02665WAH4		12-20-16	502,485.00	497,916.00	08-15-19	2.250%	31.2500	4,250.00		937.50				5,187.50	5,187.50	500,000.00
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-16	199,900.00	197,224.00	10-18-19	1.550%	8.6111	628.61		258.33				886.94	886.94	200,000.00
PEIZER INC CORP NOTE	717081EB5	11-21-16	329,762.40	325,919.22	12-15-19	1.700%	15.5833	249.33		467.50				716.83	716.83	330,000.00
CITIGROUP INC	172967LF6	01-10-17	249,900.00	247,618.75	01-10-20	2.450%	17.0139	2,909.38		510.42	3,062.50		(0.01)	357.29	357.29	250,000.00
MICROSOFT CORP	594918BV5	02-06-17	249,832.50	246,857.75	02-06-20	1.850%	12.8472	1,862.85		385.42			(0.01)	2,248.26	2,248.26	250,000.00
WALT DISNEY CO CORP NOTES	25468DP8	03-06-17	99,974.00	98,410.30	03-04-20	1.950%	5.4167	633.75		162.50				796.25	796.25	100,000.00
APPLE INC BONDS	037833CS7	05-11-17	224,770.50	221,071.73	05-11-20	1.800%	11.2500	562.50		337.50				900.00	900.00	225,000.00
HOME DEPOT INC CORP NOTES	43707BQ4	06-05-17	124,927.50	122,682.50	06-05-20	1.800%	6.2500	162.50		187.50				350.00	350.00	125,000.00
MORGAN STANLEY CORP NOTE	6174467P8	11-10-16	558,125.00	520,791.00	07-24-20	5.500%	76.3889	11,993.06		2,291.67	13,750.00		(0.01)	534.72	534.72	500,000.00
CATERPILLAR FINL SERIVE NOTE	1491302A6	09-07-17	184,844.60	180,496.36	09-04-20	1.850%	9.5069	1,112.31		285.21				1,397.52	1,397.52	185,000.00
WAL-MART STORES INC CORP NOTE	931142EA7	10-20-17	249,637.50	244,812.75	12-15-20	1.900%	13.1944	211.11		395.83				606.94	606.94	250,000.00
BRANCH MANKING & TRUST CORP NO 05531FAZ2		10-26-17	124,942.50	121,795.00	02-01-21	2.150%	7.4653	1,119.79		223.96				1,343.75	1,343.75	125,000.00
IBM CORP CORP NOTES	44932HAG8	02-06-18	249,877.50	247,439.00	02-05-21	2.650%	18.4028	2,668.40		552.08			0.01	3,220.49	3,220.49	250,000.00
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	99,889.00	99,314.50	03-15-21	2.900%	8.0556	1,006.94		241.67				1,248.61	1,248.61	100,000.00
NATIONAL RURAL UTIL COOP	63743HER9	04-19-18	149,365.50	148,971.75	03-15-21	2.900%	12.0833	1,510.42		362.50				1,872.92	1,872.92	150,000.00
UNILEVER CAPITAL CORP NOTES	904764AZ0	03-22-18	198,978.00	198,086.20	03-22-21	2.750%	15.2778	1,512.50		458.33				1,970.83	1,970.83	200,000.00
TOYOTA MOTOR CREDIT CORP NOTES	89236TEU5	04-13-18	179,928.00	178,932.96	04-13-21	2.950%	14.7500	1,150.50		442.50				1,593.00	1,593.00	180,000.00
PEPSICO INC CORP NOTE	71344DX3	10-10-17	164,967.00	160,636.25	04-15-21	2.000%	9.1667	696.67		275.00				971.67	971.67	165,000.00
BANK OF AMERICA CORP	06051GFW4	11-03-17	25,194.00	24,560.45	04-19-21	2.625%	1.8229	131.25		54.69				185.94	185.94	25,000.00
HERSHEY COMPANY CORP NOTES	427866BA5	05-10-18	99,931.00	100,187.70	05-15-21	3.100%	8.6111	439.17		258.33				697.50	697.50	100,000.00
AMERICAN EXPRESS CO.	025816BU2	05-17-18	249,957.50	250,344.00	05-17-21	3.375%	23.4375	1,031.25		703.13				1,734.38	1,734.38	250,000.00
CHARLES SCHWAB CORP CORP NOTES	808513AW5	05-22-18	159,995.20	160,246.40	05-21-21	3.250%	14.4444	563.33		433.33			0.01	996.67	996.67	160,000.00
GOLDMAN SACHS GROUP CORP	3814GGQ1	11-28-16	496,651.50	471,892.05	07-27-21	5.250%	65.6250	10,106.25		1,968.75	11,812.50			262.50	262.50	450,000.00
BANK OF AMERICA CORP	06051GS52	09-18-17	160,000.00	156,332.64	10-01-21	2.328%	10.3467	931.20		310.40				1,241.60	1,241.60	160,000.00
JOHN DEERE CAPITALCORP	24422ETL3	03-15-17	114,492.85	113,344.46	01-06-22	2.650%	8.4653	1,481.42		253.96	1,523.75			211.63	211.63	115,000.00
JPMORGAN CHASE & CO CORP NOTES	46625HJD3	05-26-17	270,455.00	258,059.00	01-24-22	4.500%	31.2500	4,906.25		937.50	5,625.00			218.75	218.75	250,000.00
BANK OF AMERICA CORP	06051GHH5	05-17-18	75,000.00	74,932.65	05-17-22	3.499%	7.2896	320.74		218.69				539.43	539.43	75,000.00
																25.25%
COMMERCIAL PAPER																
ING (US) FUNDING LLC COMM PAPER	4497W1G26	10-13-17	494,177.78	500,000.00	07-02-18	0.000%		0.00		5,822.22	5,822.22			0.00	0.00	500,000.00
BNP PARIBAS NY BRANCH COMM PAPI 09659SCHU5		12-01-17	493,475.00	499,224.00	08-28-18	0.000%		0.00		0.00				0.00	0.00	500,000.00
BANK OF TOKYO MITSU UFJ LTD COMN 06538CM40		03-19-18	343,778.75	347,155.55	12-04-18	0.000%		0.00		0.00				0.00	0.00	350,000.00

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
July 31, 2018
PFM Account #79400200**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 7-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST RECVBLE 6-30-18	PP INTEREST RECVBLE 7-31-18	INTEREST EARNED 7-31-18	INTEREST RECEIVED 7-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST RECVBLE 7-31-18	INT REC'BLE LESS PREPAID 7-31-18	PAR VALUE
ING (US) FUNDING LLC COMM PAPER	4497W1082	03-19-18	589,583.50	590,529.00	03-08-19	0.0000%		0.00		0.00				0.00	0.00	600,000.00
MUFG BANK LTD/NY COMM PAPER	62479MQB2	06-15-18	392,288.67	393,800.80	03-11-19	0.0000%		0.00		0.00				0.00	0.00	400,000.00
DEXIA CREDIT LOCAL SA NY COMM PA	25214PJ80	06-26-18	490,798.61	491,988.50	03-18-19	0.0000%		0.00		0.00				0.00	0.00	500,000.00
9.14%																
CERTIFICATE OF DEPOSIT																
CANADIAN IMPERIAL BANK NY CD	13606A5Z7	12-05-16	249,805.00	249,539.25	11-30-18	1.7600%	12.2222	391.11		366.67			12.22	770.00	770.00	250,000.00
SVENSKA HANDELSBANKEN NY LT CD	86958JHB8	01-12-17	500,000.00	498,367.00	01-10-19	1.8900%	26.2500	4,515.00		787.50	4,751.25		26.25	577.50	577.50	500,000.00
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-06-17	250,000.00	248,935.75	04-05-19	1.9100%	13.2639	1,153.96		397.92			13.26	1,565.14	1,565.14	250,000.00
SUMITOMO MITSUI BANK NY CD	86563YVNO	05-04-17	500,000.00	498,540.50	05-03-19	2.0500%	28.4722	1,651.39		854.17				2,505.56	2,505.56	500,000.00
BANK OF NOVA SCOTIA HOUSTON CD	06417GU22	06-07-18	249,905.00	251,544.25	06-05-20	3.0800%	21.3889	513.33		641.67				1,155.00	1,155.00	250,000.00
SWEDBANK (NEW YORK) CERT DEPOS	87019UGD6	11-17-17	500,000.00	490,262.00	11-16-20	2.2700%	31.5278	1,450.28		945.83			31.53	2,427.64	2,427.64	500,000.00
ROYAL BANK OF CANANDA NY CD	78012UEE1	06-08-18	425,000.00	428,190.05	06-07-21	3.2400%	38.2500	879.75		1,147.50				2,027.25	2,027.25	425,000.00
10.41%																
FEDERAL AGENCY BOND/NOTE																
FNMA NOTES	3130A9EP2	09-09-16	664,421.45	653,221.52	09-26-19	1.0000%	18.4722	1,754.86		554.17				2,309.03	2,309.03	665,000.00
FNMA NOTES	3130A9EP2	09-09-16	24,978.00	24,558.25	07-18-18	1.0000%	0.6944	65.91		11.80	77.78		0.07	(0.00)	(0.00)	25,000.00
FNMA NOTES	3130A9EP2	09-09-16	109,904.55	108,086.00	07-25-18	1.0000%	3.0556	290.34		73.33	363.61		(0.06)	0.00	0.00	110,000.00
FNMA NOTES	3135GOT29	02-28-17	214,862.40	211,163.76	02-28-20	1.5000%	8.9583	1,101.87		268.75				1,370.62	1,370.62	215,000.00
FHLMC AGENCY	3137EAEF2	04-20-17	348,803.00	342,354.60	04-20-20	1.3750%	13.3681	949.13		401.04				1,350.17	1,350.17	350,000.00
FNMA NOTES	3135GOT60	08-01-17	149,545.50	146,513.40	04-20-20	1.5000%	6.2500	943.75		187.50	1,125.00			6.25	6.25	150,000.00
FHLB NOTES	3130ACEZ6	09-08-17	84,727.15	82,588.98	09-28-20	1.5000%	3.5417	301.93		106.25			(8.86)	399.32	399.32	85,000.00
FHLMC NOTES	3137EAEJ4	09-29-17	164,701.35	161,192.13	09-29-20	1.5000%	6.8750	685.21		206.25			17.19	908.65	908.65	165,000.00
FHLB GLOBAL NOTE	3130A8QS5	7-15-16	516,837.88	495,659.32	07-14-21	1.1250%	16.2500	2,713.75		487.50	2,925.00			276.25	276.25	520,000.00
FNMA NOTES	3135GON82	8-19-16	597,658.06	572,829.00	08-17-21	1.2500%	20.8333	2,791.67		625.00				3,416.67	3,416.67	600,000.00
10.70%																
ASSET BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION																
CITIBANK ABS 2017-A2 A2	1730SEGA7	01-26-17	449,913.83	448,392.87	01-17-21	1.7400%	21.7500	3,567.00		652.50	3,915.00			304.50	304.50	450,000.00
TOYOTA ABS 2017-A A3	89238MADO	03-15-17	124,985.29	123,882.99	02-15-21	1.7300%	6.0069	96.11		180.21	180.21			96.11	96.11	125,000.00
ALLY ABS 2017-1 A3	02007PAC7	01-31-17	114,989.95	114,088.95	06-15-21	1.7000%	5.4306	86.89		162.92	162.92			86.89	86.89	115,000.00
FORD ABS 2017-A A3	34531EAD8	01-25-17	349,998.71	346,184.65	06-25-21	1.6700%	16.2361	259.78		487.08	487.08			259.78	259.78	350,000.00
TOYOTA ABS 2017-B A3	89190BADO	05-17-17	499,961.65	493,793.15	07-15-21	1.7600%	24.4444	391.11		733.33	733.33			391.11	391.11	500,000.00
ALLY ABS 2017-2 A3	02007HACS	03-29-17	399,952.84	396,516.40	08-15-21	1.7800%	19.7778	316.44		593.33	593.33			316.44	316.44	400,000.00
HAROT 2017-3 A3	43814PAC4	09-29-17	99,989.17	98,382.69	09-18-21	1.7900%	4.9722	64.64		149.17	149.17			64.64	64.64	100,000.00
JOHN DEERE ABS 2017-B A3	47788BAD6	07-18-17	169,987.56	167,444.63	10-15-21	1.8200%	8.5944	137.51		257.83	257.83			137.51	137.51	170,000.00
AMERICAN EXPRESS ABS 2017-4 A	02582JHG8	05-30-17	199,967.96	198,444.70	12-15-21	1.6400%	9.1111	145.84		273.33	273.33			145.84	145.84	200,000.00
CITIBANK ABS 2017-A3 A3	1730SEGB5	05-22-17	250,667.50	245,769.28	04-07-22	1.9200%	13.3333	1,120.00		400.00				1,520.00	1,520.00	250,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	79,994.25	79,165.77	04-15-22	2.6600%	5.9111	94.58		177.33	177.33			94.58	94.58	80,000.00
TAOT 2018-A A-3	89238BAD4	01-31-18	124,998.56	123,552.68	05-16-22	2.3500%	8.1597	130.56		244.79	244.79			130.56	130.56	125,000.00
AMXCA 2018-1 A	02582JHQ6	03-21-18	424,950.66	423,136.04	10-17-22	2.6700%	31.5208	504.33		945.62	945.63		0.01	504.33	504.33	425,000.00
ALLYA 2018-2 A3	02004VAC7	04-30-18	184,966.40	184,570.21	11-15-22	2.9200%	15.0056	240.09		450.17	450.17			240.09	240.09	185,000.00
CCCI 2018-A1 A1	1730SEGK5	01-31-18	249,965.40	246,671.45	01-20-23	2.4900%	17.2917	2,611.04		518.75	2,939.58			190.21	190.21	250,000.00
GMCAR 2018-3 A3	36255JAD6	07-18-18	119,972.02	119,780.29	05-16-23	3.0200%	10.0667	0.00		130.87	130.87			130.87	130.87	120,000.00
CARMAX AUTO OWNER TRUST	1730SEGK5	07-25-18	109,985.01	109,985.01	06-15-23	3.3500%	10.2361	0.00		61.42				61.42	61.42	110,000.00
15.39%																
CASH AND CASH EQUIVALENTS																
MONEY MARKET FUND	31846V534		102,633.52	102,633.52				870.38		117.17	870.38			117.17	117.17	0
LAIF			1,054,859.97	1,054,859.97				0.00		1,739.12				1,739.12	1,739.12	1,054,860
MATURED/CALLED																
FANIE MAE	3136AQDQ0	10-30-15	(1,044.19)	(1,033.84)	07-25-18											(1,033.84)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(27,208.50)	(26,668.87)	07-25-18											(26,668.87)
ING (US) FUNDING LLC COMM PAPER	4497W1G26	10-13-17	(494,177.78)	(500,000.00)	07-02-18											(500,000.00)
FNMA NOTES	3130A9EP2	09-09-16	(24,978.00)	(24,558.25)	07-18-18											(25,000.00)
FNMA NOTES	3130A9EP2	09-09-16	(109,904.55)	(108,086.00)	07-25-18											(110,000.00)
TOTAL LAIF			1,054,859.97	1,054,859.97												
TOTAL A/C 122010			25,735,573.39	25,321,764.07												25,704,886.75
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			25,735,573.39	25,321,764.07				120,138.13	0.00	47,202.81	70,866.21	0.00	(30.00)	96,444.74	96,444.74	25,704,886.75

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR JULY 2018

BUDGET AMENDMENTS

Amount	Line Item			Description
Jul-18 \$ 193,102	Operating Grants Revenue	\$ 218,120	Motor Bus Expense	Climate Adaptation Planning Grant -Increase in Operating Revenues (\$193,102) and Expense (\$218,120) resulting in offset (\$25,018) to be funded by District Sales Tax
\$ 25,018	General Operating Assistance			Additional District Sales Tax Funding
<u>\$ 218,120</u>	Total	<u>\$ 218,120</u>	Total	

BUDGET REVISIONS

Amount	Line Item			Description
Jul-18 \$ (100,000)	Promotional & Legal Advertising	\$ 100,000	Other Services	Reclass Communication 090300 Promotion Events to Other Services
\$ (4,100)	Training & Business Travel	\$ 4,100	Shuttle Services	Reclass 080301 training into Shuttle services
\$ (8,600)	Training & Business Travel	\$ 8,600	CUB - Other Related	Reclass CC020601 training to CUB Oth related costs
\$ (37,526)	Wages & Benefits	\$ 37,526	ADA Sedans & Taxis Services	Reclass CC 050100 W&B in ADA Accessibility
<u>\$ (150,226)</u>	Total	<u>\$ 150,226</u>	Total	

SAN MATEO COUNTY TRANSIT DISTRICT
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2019
July 2018

8/27/18 2:44 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2018:					
1st Quarter	21,495,463	1st Quarter	19,203,000	(2,292,463)	19,203,000
2nd Quarter	22,409,567	2nd Quarter	24,290,962	1,881,395	24,290,962
3rd Quarter	18,912,692	3rd Quarter	23,363,553	4,450,861	23,363,553
4th Quarter	21,842,278	4th Quarter	6,671,548	(15,170,730)	6,671,548
FY2018 Total	84,660,000	FY2018 Total	73,529,063	(11,130,937)	73,529,063
FY2019:					
Jul. 18	6,017,139	Sep. 18			6,017,139
Aug. 18	6,017,139	Oct. 18			6,017,139
Sep. 18	8,022,799	Nov. 18			8,022,799
3 Months Total	20,057,077		0	0	20,057,077
Oct. 18	6,908,256	Dec. 18			6,908,256
Nov. 18	6,908,256	Jan. 19			6,908,256
Dec. 18	8,648,652	Feb. 19			8,648,652
6 Months Total	42,522,241		0	0	42,522,241
Jan. 19	6,805,453	Mar. 19			6,805,453
Feb. 19	6,805,453	Apr. 19			6,805,453
Mar. 19	7,044,605	May 19			7,044,605
9 Months Total	63,177,752		0	0	63,177,752
Apr. 19	6,793,353	Jun. 19			6,793,353
May 19	6,793,353	Jul. 19			6,793,353
Jun. 19	9,588,742	Aug. 19			9,588,742
FY2019 Total	86,353,200	FY2019 Total	0	0	86,353,200
6,017,139		1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
<u>6,017,139</u>		YTD Actual Per Statement of Revenue & Expenses			



MEMORANDUM

BOARD OF DIRECTORS 2018

CHARLES STONE, CHAIR
CAROLE GROOM, VICE CHAIR
JEFF GEE
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
DAVE PINE
JOSH POWELL
PETER RATTO

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #6
SEPTEMBER 5, 2018

Date: August 29, 2018
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

JULY 2018 Summary

For the month of July 2018, the Operations Training Department implemented an "Accident Awareness & Reduction" campaign. The campaign raised the awareness of right-side fixed object collisions. The safe driving practice recommended keeping a four-foot curbside clearance for: car doors, pedestrians, and right-hand turns. In addition to being mindful of the bus overhang when pulling out of the service area, and aware of trees and branches adjacent to the roadway.

Human Capital Investment

Table with 3 columns: Activity, July 2017, July 2018. Rows include New Bus Operator Trainees, Part to Full-time Bus Operator, DMV mandated training, Bus Operator retraining, Maintenance training, Professional Development, and Total Hours.

- Class 153 graduated four Bus Operator Trainees on July 27. Class 154 started on August 3 with six new trainees. Class 155 started on August 24 with 12 trainees.
The Bus Operator attrition rate increased from two per month to nearly three per month. In response, the District has implemented smaller and more frequent trainee classes.

Bus Transportation:

- ECR-Rapid - This new service compliments the ECR service, launched on June 24 to provide semi-express bus service to major bus stops and train stations along the El Camino Real corridor. This pilot program is being evaluated for possible adjustments inclusive of extending service to Palo Alto and Stanford.

- **SFO Connector** – This new service was also launched on June 24 to provide a direct 10-15 minute shuttle trip between Millbrae and SFO.
- The District hosted two Transit Safety Institute (TSI) courses for SamTrans and other transit agencies in the Bay Area; Fundamentals Bus Investigation, and Rail Collision Investigations.
- Manager, Transit Operations Training, Lou Doll, and Maintenance Instructor Transit Operations Training, John Roberts, were invited to present at the National Transit Institute (NTI) Trainers Workshop in November in Seattle. The session is titled “Developing a Meaningful Maintenance Training Program”, and their presentation will reflect SamTrans’s efforts to retain highly trained Maintenance employees for advanced bus technologies. NTI is associated with Rutgers University, New Jersey and is in partnership with FTA sponsored training programs.

Fixed-route Bus Service/Ridership

	<u>July 2017</u>	<u>July 2018</u>
• Trips that did not operate (DNO)	2	29
• On-time Performance, goal is 85%:		
➤ Directly operated service	83.6%	83.2%
➤ Contracted bus service	77.8%	74.3%
➤ Coastside service	81.4%	75.4%
➤ Combined service	82.2%	80.8%
• Vehicle Revenue Miles	508,389	543,745
• Complaints per million trips	113	169
• Ridership		
➤ AWR	32,480	30,660
➤ Total Trips	840,600	809,460
• In FY 2018 SamTrans’ DNO average was 58 per month. The DNO increase from the prior year is a reflection of Bus Operator shortages. Smaller and more frequent Bus Operator Trainee classes and the contractor aggressively hiring of new Bus Operators is expected to improve the system DNO performance.		
• The District’s On Time Performance (OTP) is below the 85 percent goal. Traffic congestion and construction along El Camino Real and other high traffic areas were contributing factors for the lower than expected OTP. SamTrans made changes to the August Runbook to help offset the traffic congestion delays and is continuing to monitor individual routes for additional changes as needed.		

Maintenance Department

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

	<u>July 2017</u>			<u>July 2018</u>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	456,955	19	24,050	475,917	19	25,048
Paratransit	141,170	2	70,585	126,848	3	42,283

SamTrans Social Media

	<u>July 2017</u>	<u>July 2018</u>
Monthly Impressions:	465,335	484,083 (Facebook, Twitter, Instagram, LinkedIn)
Monthly Interactions:	4,793	7,219
Monthly New Followers:	69	261

- SamTrans social media messaged a variety of topics including: Route SFO Connector, GUM, ECR Rapid, Clipper Card, 4th of July Service, blogs, weekly contests, Menlo Summer Fest and other events.
- SamTrans also messaged the Bayshore Emergency Training exercise, which included the San Francisco and San Mateo counties. There were nearly 200 participants including first responders, volunteers, evaluators, observers, FTA, and Transit America Services Incorporated (TASI).

Paratransit Service/Ridership

	<u>July 2017</u>	<u>July 2018</u>
• On-time Performance, goal is 90.0%		
➤ Redi-Wheels	90.6%	91.4%
➤ RediCoast	97.0%	96.9%
• Ridership		
➤ AWR	1,230	1,210
➤ Total Trips	29,370	28,440
➤ Free trips on fixed-route buses	43,891	44,502
• SamTrans provided 511,818 free Paratransit trips on fixed-route buses in FY 2018, which was an increase of 26,176 or 5.4 percent over FY 2017. Including the free fixed-route bus trips, SamTrans provided a total 866,498 Paratransit trips in FY 2018, which is an increase of 19,476 or 2.3 percent over FY 2017.		
• SamTrans provides “free” fixed-route bus rides for Paratransit registrants, which is not a universal practice in public transportation. Many other transit agencies charge Paratransit customers an Eligible Discount Fare or offer free fixed-route trips only during off-peak hours. Effective July 1, 2007 SamTrans offered free fixed-route bus service at all times and on all routes for Paratransit registrants (Resolution 2007-36, adopted June 13, 2007).		



AGENDA

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

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

WEDNESDAY, SEPTEMBER 5, 2018 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of August 1, 2018

INFORMATIONAL

3. Accessibility Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Quarterly Dashboard Report – April-June 2018
7. Multimodal Ridership Report – July 2018
8. Adjourn

Committee Members: Peter Ratto (Chair), Carole Groom, Rose Guilbault

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
AUGUST 1, 2018**

Committee Members Present: P. Ratto (Committee Chair), C. Groom, R. Guilbault

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, Z. Kersteen-Tucker, K. Matsumoto, D. Pine, J. Powell, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, J. Nogales-DeGuzman, J. Jest, L. Millard-Olmeda, D. Esse, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Peter Ratto called the meeting to order at 2:15 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 11, 2018

Motion/Second: Pine/Kersteen-Tucker

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

ACCESSIBILITY UPDATE

Tina Dubost, Manager, Accessible Transit Services, said they recently met with the paratransit eligibility contractor, Care Evaluators, to discuss software updates and the paratransit program.

PARATRANSIT COORDINATING COUNCIL (PCC) UPDATE

Ben McMullen, PCC Chair, said they recently took part in a Caltrain emergency preparedness drill. He noted that PCC was participating in the Transition to Independence Fair in October, as well as Seniors on the Move.

CITIZENS ADVISORY COMMITTEE UPDATE

Committee Chair Ratto referenced the written report provided in the packet. There was no discussion on the item.

MARKET SEGMENTATION STUDY KEY FINDINGS

Julian Jest, Market Research Analyst, presented an overview of his research on the composition of SamTrans bus ridership as well as the reasons that non-riders or former riders choose not to use transit.

Director Gee asked if the survey asked if the cost of gas was a factor in deciding to ride transit. Director Pine asked if multimodal trips were considered in the survey. Director Kersteen-Tucker

asked about the percentage of riders surveyed who own a cell phone. Mr. Jest said these specific factors were not covered by the survey. Mr. Hartnett said that SamTrans has access to general data showing the percentage of cell phone users.

Committee Chair Ratto commended the routes to SFO and the 511 and Google trip planning apps.

MOBILITY MANAGEMENT REPORT – ADA PARATRANSIT

David Olmeda, Chief Operating Officer, Bus, gave a presentation about the Americans with Disabilities Act and its implications for SamTrans paratransit services.

Tina Dubost, Manager, Accessible Transit Service, said that eligibility for the paratransit service is based on the inability to use fixed-route service some or all of the time and is not based on income but that there is a low-income paratransit fare option.

Director Powell asked if there was a map showing the paratransit service area. Mr. Olmeda said that it mirrors the fixed route area, but offered to provide a map specific to paratransit. Ms. Dubost said she would provide the Board with a link to the map.

MULTIMODAL RIDERSHIP REPORT – JUNE 2018

Mr. Olmeda said the report concludes performance reporting for the 2018 fiscal year. He said the report indicates a decrease in ridership and said he was optimistic about new route changes improving ridership.

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 650-508-6279 or by email to board@samtrans.com.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

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

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

The minutes of the July 10 PCC and PAL meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

Prepared By: Jim Rusconi, Acting Accessibility Coordinator 650-508-6335
Project Manager: Tina Dubost, Manager, Accessible Transit Services 650-508-6247

**SAN MATEO COUNTY PCC
POLICY-ADVOCACY-LEGISLATIVE
(PAL) COMMITTEE**

**MEETING MINUTES
11:30 a.m. - 12:30 p.m.
July 10, 2018**

ATTENDANCE: Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, Commission on Aging (COA); Benjamin McMullan, Center for Independence of Individuals with Disabilities (CID); Alex Madrid, (CID).

GUESTS: David Koffman, Nelson/Nygaard; Lorna Rodriguez-Wong, PCC Staff; Lynn Spicer, First Transit; Jim Rusconi, SamTrans; Jamie Lewis, Consumer.

ABSENT: Dinae Cruise, Vice-Chair; Aki Eejima, Consumer; Richard Weiner, Nelson/Nygaard.

WELCOME:

Mike called the meeting to order at 11:40 a.m. and welcomed all to the PAL meeting.

JUNE PAL MINUTES:

Ben motioned to approve the June Meeting Minutes and Alex seconded the motion. The minutes were approved without changes.

LEGISLATIVE UPDATE:

Tina provided an update about the Get Us Moving project. After extensive outreach and input from the Stakeholders and Technical Advisory Groups, a draft expenditure plan was developed. Tina thanked Mike and Sandra for their participation in the Stakeholder Advisory Group (SAG). The final expenditure plan will go to the SamTrans Board of Directors tomorrow. If approved and with consent of the San Mateo County Board of Supervisors, a ballot measure for the sales tax will be placed on the November ballot.

Tina followed up on a previous question posed last month. Can the Board of Supervisors make any changes to the proposed expenditure plan? Tina said that the Board of Supervisor has a choice to concur or not concur with the expenditure plan as it stands. The Board cannot make any changes.

Tina provided the current percentage proposal for the expenditure plan: Public Transit 50%, Regional Connections 10%, highways and Interchanges 22.5%, local safety and pothole repairs 12.5%, and bicycle and pedestrian 5%.

Sandra commented on how the process was well facilitated, very straight-forward and transparent. Sandra was able to keep up on the social equity issues in relation to people who are physically challenged. Mike commented that they were provided statistical information on individual cities and their transportation needs. Discussions

covered whether some of these communities had adequately prepared for transportation requirements. Some of SAG members might have disagreed with adding 0.5% on some of the allocations considering that amount would be about \$12 million dollars of lost transportation funding to other uses. This sales tax ballot will need 2/3 of the vote in order to pass. Mike added that funding is projected at \$2.4 billion dollars over a 30 year timeframe. The most important issue was to get the public to get out and vote for this measure.

Jamie Lewis, Consumer, asked if she could get flyers to bring to senior centers to inform them of the importance of this ballot measure. The seniors are a good part of the vote. Tina made it clear that SamTrans, as a government agency, would not be involved. Sandra mentioned that the Commission on Aging would get involved for their interest in the senior community. David mentioned once the Board of Supervisors approves the plan, an organization will be developed to support the passing of the ballot measure. Alex asked if the ballot measure was anticipated to pass. Tina thought that the latest test polling projected 67% approval. Mike thought in order for a ballot to pass with an increase in taxes, the test polling should be in the seventies or eighties to pass in the real polling. Sandra said the League of Women Voters was represented at the SAG meeting. The League can be instrumental in providing information to the voters. Lorna mentioned that organizations such as unions provide ballot suggestions to their members especially on a ballot with many measures. Jim mentioned that it was important to get people to register and actually vote.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:

Jamie Lewis, Consumer, lives at the Oceanview Apartments in Pacifica where Redi-Wheels drivers and Serra Cab drivers have two locations for pick-up. Jamie stated that she had been marked a “no-show” because of conflict on the pick-up location. A meeting was held with Jim Rusconi at the apartments. Operations deemed that both locations were safe. She brought up a second issue. She said that on her last cab trip with her care attendant, the attendant was refused access to the Serra cab as a “plus one”. Jaime said the problem appears to be communications between dispatch and the Redi-Wheels or Serra drivers on pick-up information. Tina and Lynn said that they would get the information in order to follow-up on these issues with Jamie. Jamie stated she is frustrated since she regularly relies on the transit service due to her disabilities and that she does not feel that the complaint system works anymore.

Ben gave a brief update on the TNC accessibility bill from Senator Hill. This bill would regulate TNC’s and encourage TNCs to provide more accessible vehicles. Mike asked if Senator Hill’s Office could come in and speak at a future PCC meeting.

OTHER BUSINESS:

The PCC will meet today from 1:30-3:30 p.m.

The next PAL meeting is scheduled for Tuesday, September 11, 2018 from 11:30 a.m. to 12:30 p.m.

The meeting adjourned at 12:35 p.m.

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

MEETING MINUTES

1:30 p.m. - 3:30 p.m.

July 10, 2018

ATTENDANCE: Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, COA; Benjamin McMullan, Center for Independence of Individuals with Disabilities (CID); Aki Eejima, Consumer; Marie Violet, Dignity Health; Barbara Kalt, Rosener House; Susan Capeloto, Department of Rehabilitation; Nancy Keegan, Sutter Health Senior Focus; Alex Madrid, CID; Monica Colondres; Community Resident; Judy Garcia, Consumer.

GUESTS: David Koffman, Nelson-Nygaard; Lorna Rodriguez-Wong, PCC Staff; Mark Weinstein, First Transit; Henry Silva, SamTrans; Talib Salamin, Serra Taxi Cab; Patty Smith, Consumer; Margo Ross, SamTrans; Jamie Lewis, Consumer; Patti Smith, Consumer; Larry Riegler, San Mateo County Commission on Disabilities; Eve, Consumer.

ABSENTEES: Dinae Cruise, Vice-Chair; Carmen Santoni, Catholic Charities; Valerie Campos, Vista Center for the Blind and Visually Impaired; Richard Weiner, Nelson-Nygaard; (Member Attendance-13 , Quorum-Yes)

WELCOME/INTRODUCTION:

Mike called the meeting to order at 1:45 p.m. and welcomed all to the PCC Meeting. Mike wanted to let people know that a separate letter from the SAG meeting was provided last night. Copies are provided and will be discussed and voted on later in the meeting. Mike provided an update on the current Vice-Chair, Dinae Cruise, who has been in the hospital lately. She is doing better and is still interested in the Vice Chair position.

APPROVAL OF THE MAY MINUTES:

Mike moved to approve the May Meeting Minutes and Sandra seconded the motion. Mike provided changes to the May Meeting minutes. Ben requested that the date for the October event be changed to October 20th. All voted to accept the meeting minutes with changes.

APPROVAL OF THE JUNE MINUTES:

Ben moved to approve the June Meeting Minutes and Sandra seconded the motion. The minutes were approved without changes. Nancy Keegan abstained from the vote.

COMMITTEE REPORTS

A. POLICY ADVOCACY- LEGISLATIVE COMMITTEE (PAL)

Tina provided an update on the Get Us Moving project. After extensive outreach, public comment, and input from the Stakeholders and Technical Advisory Groups (SAG and TAG) an expenditure plan was developed. Tina thanked Mike and Sandra for their participation in the SAG group. The final expenditure plan will go to the SamTrans Board of Directors tomorrow. If approved and with consent of the San Mateo County Board of Supervisors, a ballot measure for the sales tax will be placed on the November ballot.

Tina followed up on a previous question posed last month – “Can the Board of Supervisors make any changes to the proposed expenditure plan?” Tina said that the Board of Supervisors has a choice to concur or not agree with the expenditure plan as it stands. The Board cannot make any changes.

Tina provided the current percentage proposal for the expenditure plan packet: Public Transit 50%, Regional Connections 10%, highways and Interchanges 22.5%, local safety and pothole repairs 12.5%, and bicycle and pedestrian 5%.

Sandra commented on how the process was well facilitated, very straight-forward and transparent. Sandra was able to keep up on the social equity issues in relation to people who are physically challenged. Mike commented that they were provided statistical information on individual cities and their transportation needs. Discussions covered whether some of these communities had adequately prepared for transportation requirements. Some of the SAG members might have disagreed with adding 0.5% on some of the decided allocations; that amount would be about \$12 million dollars of lost transportation funding. This sales tax ballot will need 2/3 of the vote in order to pass. Mike added that funding is projected at \$2.4 billion dollars over a 30 year timeframe.

Jamie Lewis, Consumer, asked if she could get flyers to bring to senior centers to inform them of the importance of this ballot measure. The seniors are a good part of the vote. Tina made it clear that SamTrans, a government agency, would not be involved. Sandra mentioned that the Commission on Aging would get involved for their interest in the senior community. David mentioned once the Board of Supervisors approves the plan, an organization will be developed to support the passing of the ballot measure. Alex asked if the ballot measure was anticipated to pass. Tina thought that the latest test polling projected 67% approval. Mike thought in order for a ballot to pass with an increase in taxes, the test polling should be in the seventies or eighties to pass in the real polling. Sandra said the League of Women Voters were represented at the SAG meeting. The League can be instrumental in providing information to the voters. Lorna mentioned that organizations such as unions provide ballot suggestions to their members, especially a ballot with many measures. Jim mentioned that it was important to get people to register and actually vote.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:

Ben gave a brief update on the TNC accessibility bill from Senator Hill. This would be to regulate and encourage TNCs to provide more accessible vehicles. Mike asked if Senator Hill's office could send someone to speak at one of the future PCC meetings.

B. GRANT/BUDGET REVIEW

No Updates.

With the fiscal year ending, Barbara would like to see the budget review in September from SamTrans and Nelson/Nygaard. Tina said that the SamTrans budget is approved and on the website.

C. EDUCATION COMMITTEE

Sammi reported that she, Mike and Lorna represented the PCC at the CID's Emergency Preparedness event on June 18th at the Little House Activity Center in Menlo Park.

Sammi and Lorna attended a meeting with residents from the Oceanview Apartments on June 20th in Pacifica to address concerns with Redi-Wheels. Jim Rusconi from SamTrans also attended to listen to the residents' issues. The main points taken from the meeting were the pick-up and drop off point, timeliness and the driver's behavior. Eve, resident of the Oceanview Apartment, spoke first. She stated that she was over an hour late due to a driver's previous ride. She stated that this is not an isolated issue. She said that if she is dropped off late, she may be late for her return pick up, which could result in a no-show or late cancel. Tina assured Eve that if she was running late for any reason, she should call the Redi-Wheels Dispatcher to explain. When she is ready to depart, she can call to request a "go-back". Redi-Wheels will then schedule another trip on the next available vehicle. Aki asked if Eve called dispatch for a current ETA when it appeared her ride was running late. Eve said she called but always seems to receive a "canned" response such as "The driver will be there in 15 minutes." Aki asked if Eve has filled out a yellow comments card or called the 800 number to complain about the ride. Eve said until the June 20th meeting, she did not know there were those options to report her ride issues.

Jamie Lewis states that she does not get accurate ETA's from the dispatcher.. Tina promised to respond to Jamie regarding her complaints.

Judy had an issue with a ride regarding her pick-up in Menlo Park Senior Center after the Emergency Preparedness event.

The next Education Committee meeting via conference call will be on Friday, August 3rd from 1:00-1:30pm

D. EXECUTIVE COMMITTEE

Barbara presented the slate of nominees: for Chair, Ben McMullin and for Vice-Chair, Dinae Cruise. All voted unanimously for Ben and Dinae. These people will take over for the September meeting.

Mike and Sandra then presented the current letter from the TEAMC to the Stakeholders Advocacy Group (SAG). The letter reviews the core principles discussed and addresses accountability and the oversight committee group. The letter makes recommendations for the percentages for each category. TEAMC wanted make sure that this plan is

equitable, sustainable, and addresses transportation congestion. TEAMC asked the PCC to support the letter to the SamTrans Board. Mike wanted to know if the PCC, as an advocacy group, wanted to endorse this letter, bring up their own independent letter, or not support the TEAMC letter. Monica thought that this letter would address the disabled community specifically, but the PCC should still support the letter. Barbara submitted a motion to support the letter at the SamTrans Board meeting. Monica seconded the motion. The PCC members voted to support the letter. Tina abstained. Monica suggested that Mike state that if the ballot is passed, the PCC might be part of the oversight committee.

Nancy brought up the issue regarding items that may or may not be included, due to confidentiality or any other problems, in the meeting minutes. Mike announced that there will be a meeting with Tina, Ben, Mike, and Richard prior to the September 11th PAL meeting to discuss this matter.

CONSUMER CORPS REPORT

Through attrition, we lost one member but gained 4 new members during the second quarter. The consumers' reports were turned in too late for a quarterly report to be provided. The report will be ready in September.

SAMTRANS/REDI-WHEELS REPORT:

A. Operational Report

The Coastside Transportation Committee (CTC) meeting was held June 14th during which the Coastside Transit Study was reviewed. More consumers than usual attending this meeting.

Tina said that Caltrain is preparing for their Annual Emergency Exercise. They would like people with disabilities to attend. Tina had limited event information at this time. The Emergency Exercise event is scheduled for Thursday, July 19th, during the mid-morning in northern San Mateo County. Tina said that those who are interested will need to sign up ahead of time. More specific information will be forwarded at a later date. Tina thanked Ben and Sammi for offering to attend this exercise.

B. Performance Summary

Tina compared data from May 2017 to May 2018. Ridership is down. The Total Trips Served is down 4.5%. Average weekly ridership is down 5%. Taxi ridership is 32% of the total trips provided. Van trips and agency trips account for the decline. The number of individuals riding in May 2018 is about the same, indicating people are taking fewer trips. The On-Time Performance is 90% which meets the standard.

Alex asked if there had been any updates on retraining of the customer service staff, specifically dispatch and reservationist. Mark said that the management is using approximately 5 customer service videos for training. It takes a half hour for each module with follow-up questions. They are fitting it into their schedule between their regularly scheduled duties. Alex thanked Mark for the update.

C. Monthly Redi-Wheels Comment Statistics Report

Redi-Wheels received 23 compliments in April and 19 valid complaints. The top complaints were on-time performance and driver conduct. Service related complaints were 0.62 per thousand trips. The SamTrans standard is no more than 2.5 per thousand trips.

Comment Cards are available on the buses. There is no logical place to put the comment cards on mini vans. Riders must ask for the cards on the mini vans and Serra taxis. They can also make comments by calling 800-660-4287 and email: rediwheels@samtrans.com. The 800 number is posted in and outside of the vehicles. Monica made recommendations on better ways to keep the vehicles stocked with comment cards. Tina or Mark will follow-up on this point.

Mike asked how SamTrans determines valid and invalid complaints for the comment report. SamTrans staff reviews the complaint and try to substantiate the information. If staff cannot, the comment is viewed as invalid. Mike's point was to see if a consumer's complaint was listed as invalid when it was just not confirmed.

D. Safety Report

Mark Weinstein said that there were 7 noted incidents: 3 preventable (2 Redi-Wheel and 1 Taxi) and 4 non-preventable.

LIAISON REPORTS:

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

The next CTC meeting is scheduled for September 13th from 9:30-11:00 a.m. at 925 Main Street in Half Moon Bay.

B. AGENCY

Agencies have not met since the last PCC meeting.

C. ERC

No meeting scheduled.

D. COMMISSION ON AGING (COA)

Sandra reported that the COA met on July 9th. The topic was addressing the digital divide for seniors. Tina will be addressing the COA Transportation Committee at the next meeting on July 18th. The Middle Income Senior Committee encourages San Mateo County to relook at the resources available to address middle income seniors.

E. COMMISSION ON DISABILITIES (COD)

Ben reported on the COD general meeting with a presentation on "Person to Person Language." The COD had a Transportation Committee where Mike gave an overview of the PCC. The COD is working on organizing the In-Home Support Services (IHSS) focus groups in the fall. They hope to develop into a town hall and further legislation.

F. CENTER FOR THE INDEPENDENCE OF INDIVIDUALS WITH DISABILITIES (CID)

Ben said an emergency preparedness event was held on June 18th at the Little House Activity Center in Menlo Park with attendance of 45-50 people. The next Emergency Preparedness Event will be held on November 9th in San Bruno. The details will be distributed at a later date. The next movie event, as part of the Series to Create Community Conversation is on July 27th.

OTHER BUSINESS

Marie Violet, from Department of Rehabilitation, introduced a new program to provide services for students. This program addresses job exploration for young adults from the age of 16-21 years old. This program provides adults with counseling in preparation for the job experience, work readiness and self-advocacy. It is time limited. Information can be found online at the website. This focus is directed toward young people with disabilities and employment. Marie also added that her San Mateo office is hiring a number of positions.

The next PAL and PCC meetings will be held on Tuesday, September 11, 2018. The PAL Committee will meet from 11:30 a.m. to 12:30 p.m. and the PCC will meet from 1:30 p.m. to 3:30 p.m.

MEETING ADJOURNED at 3:30 p.m.

**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: **QUARTERLY DASHBOARD REPORT: APRIL- JUNE 2018**

ACTION

These reports are for informational purposes only. No policy action is required.

SIGNIFICANCE

The Dashboard displays key performance indicators of the SamTrans fixed-route bus service. It is used as a tool to communicate to the operations staff the safety, quality, and productivity of SamTrans bus service.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on ridership, safety, quality of service, and comparative economic data for the quarter April-June 2018.

STRATEGIC INITIATIVE

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

This month's presentation will be presented via PDF.

Prepared by: Ryan Cruz, Scheduler Planner

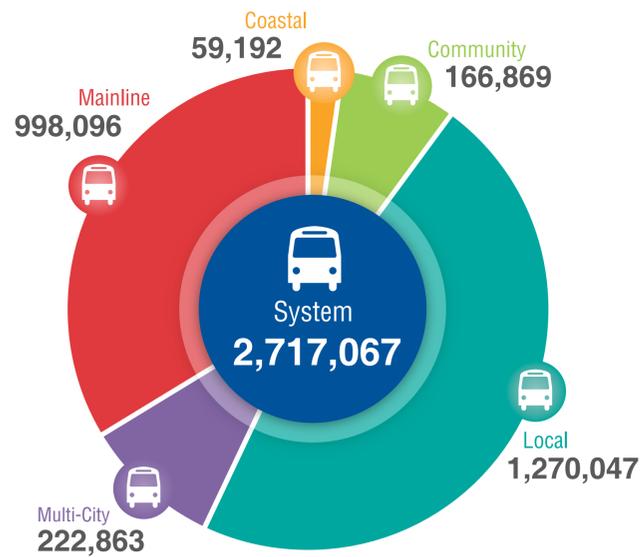
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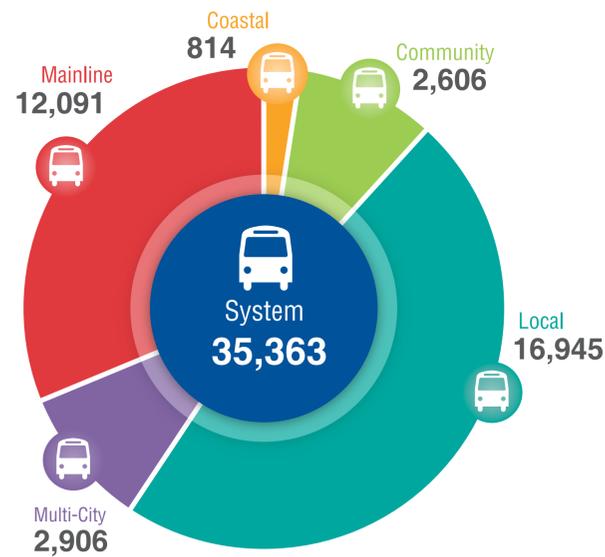
2018 SamTrans Service Statistics

Quarterly Report (April - June)

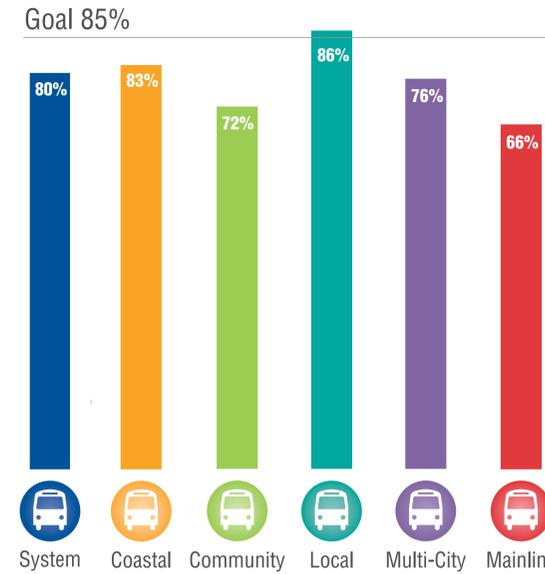
TOTAL PASSENGERS



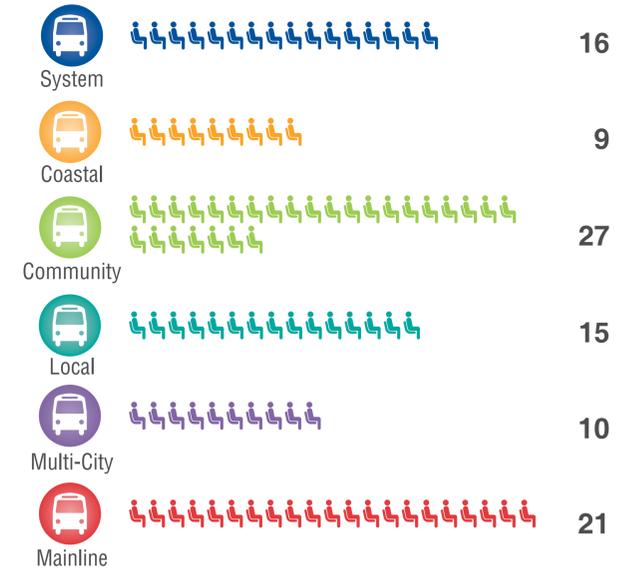
AVERAGE WEEKDAY RIDERSHIP



WEEKDAY ON-TIME PERFORMANCE



WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



Coastal: Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 16, 17, FLXP...)
Community: Infrequent, community-specific routes which do not operate during off-peak hours. (Routes 11, 43, 58 etc...)
Local: Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods. (Routes 110, 120, 250, 280, etc...)

Multi-City: Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, KX, etc...)
Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & EGR)

TOTAL MILES TRAVELED



PREVENTABLE ACCIDENTS



MILES BETWEEN PREVENTABLE ACCIDENTS



SERVICE CALLS



MILES BETWEEN SERVICE CALLS



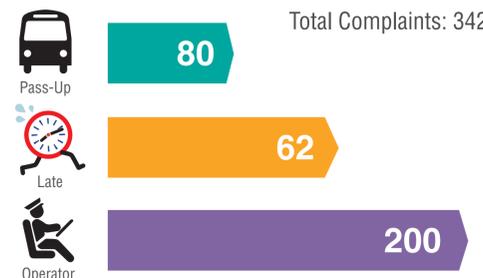
DID NOT OPERATE



DID NOT OPERATE/100,000 Trips



TOP 3 COMPLAINTS



COMPLAINTS/100,000 Boardings



FAREBOX RECOVERY RATIO



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – JULY 2018**

ACTION

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

SIGNIFICANCE

Average weekday ridership across all modes experienced a decrease of 1.8 percent. Average weekday ridership for Bus (-5.6%), Paratransit (-1.6%), Shuttles (-4.7%), and BART (-3.7%) experienced ridership losses; however, Caltrain (+2.2%) grew its average weekday ridership. Overall, the system monthly ridership increased by 0.4 percent in July 2018 compared to July 2017. Ridership on the weekend also increased. Service changes occurred in June 2018 with the introduction of the Route ECR-Rapid and Route SFO. Further service adjustments were implemented in August 2018 with service improvements to schools and other scheduling enhancements such as the Routes KX/398 merger.

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2017, FY2018, and FY2019.

Table "B" summarizes the total monthly ridership figures for all SamTrans transportation modes. Chart "B" features total ridership year-to-date for FY2017, FY2018, and FY2019. Tables "A" and "B" also provide the corresponding data for the Bay Area Rapid Transit (BART) San Francisco International Airport Extension as a separate line.

Table "C" details the number of riders for each fare category for SamTrans fixed route for the month and calendar year-to-date.

Table "D" details total and average daily ridership by day type (i.e. Weekdays, Weekends, and Holidays).

Table "E" provides additional information regarding SamTrans performance standards, including Average Weekday Ridership, On-Time Performance, and Token Usage (adult and youth).

AVERAGE WEEKDAY RIDERSHIP – JULY 2018 COMPARED TO JULY 2017

Grand Total – 155,720 a decrease of 1.8 percent

Bus – 30,660, a decrease of 5.6 percent

Paratransit – 1,210, a decrease of 1.6 percent

Shuttles – 11,480, a decrease of 4.7 percent

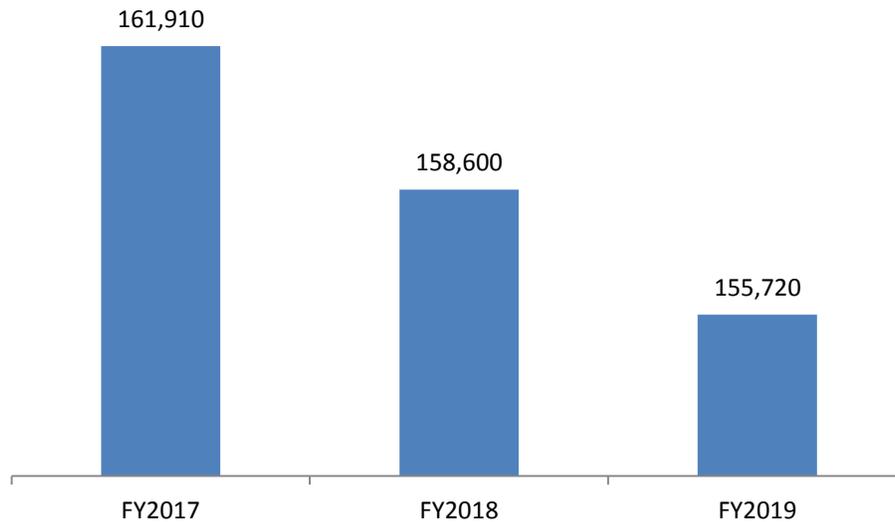
Caltrain – 64,440, an increase of 2.2 percent

**Table A
Average Weekday Ridership**

July 2018 Average Weekday Ridership				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	34,690	32,480	30,660	-5.6%
Paratransit	1,230	1,230	1,210	-1.6%
Shuttles	12,270	12,040	11,480	-4.7%
Caltrain	62,290	63,070	64,440	2.2%
Total	110,480	108,820	107,780	-1.0%
BART Extension (No Daly City)	51,430	49,780	47,940	-3.7%
Grand Total	161,910	158,600	155,720	-1.8%
Weekdays	20	20	20	

July 2018 Year-to-date				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	34,690	32,480	30,660	-5.6%
Paratransit	1,230	1,230	1,210	-1.6%
Shuttles	12,270	12,040	11,480	-4.7%
Caltrain	62,290	63,070	64,440	2.2%
Total	110,480	108,820	107,780	-1.0%
BART Extension (No Daly City)	51,430	49,780	47,940	-3.7%
Grand Total	161,910	158,600	155,720	-1.8%

Chart A
Grand Total Average Weekday Ridership (FYTD)



MONTHLY TOTAL RIDERSHIP – JULY 2018 COMPARED TO JULY 2017

The following summary and figures include total ridership for all modes of transportation for which SamTrans is responsible. These numbers are a gross count of each boarding across all modes and all service days for the month of July for the past three fiscal years.

Grand Total – 3,958,120 an increase of 0.4 percent

Bus – 809,460, a decrease of 3.7 percent

Paratransit – 28,440, a decrease of 3.2 percent

Shuttles – 238,980, a decrease of 0.7 percent

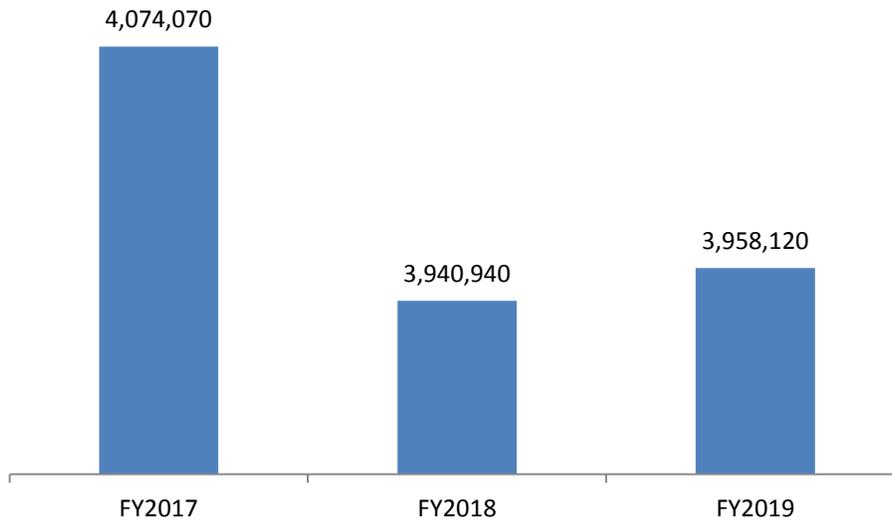
Caltrain – 1,676,040, an increase of 3.7 percent

**Table B
Total Monthly Ridership**

July 2018 Total Monthly Ridership				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	900,470	840,600	809,460	-3.7%
Paratransit	29,040	29,380	28,440	-3.2%
Shuttles	253,370	240,590	238,980	-0.7%
Caltrain	1,632,080	1,615,570	1,676,040	3.7%
Total	2,814,970	2,726,130	2,752,920	1.0%
BART Extension (No Daly City)	1,259,100	1,214,810	1,205,210	-0.8%
Grand Total	4,074,070	3,940,940	3,958,120	0.4%
Weekdays	20	20	20	

July 2018 Year-to-date				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	900,470	840,600	809,460	-3.7%
Paratransit	29,040	29,380	28,440	-3.2%
Shuttles	253,370	240,590	238,980	-0.7%
Caltrain	1,632,080	1,615,570	1,676,040	3.7%
Total	2,814,970	2,726,130	2,752,920	1.0%
BART Extension (No Daly City)	1,259,100	1,214,810	1,205,210	-0.8%
Grand Total	4,074,070	3,940,940	3,958,120	0.4%

**Chart B
Grand Total Ridership (FYTD)**



The following summaries illustrate the number of riders by fare category and by day type for the month of July 2018. These numbers do not include Dumbarton ridership and rural On-Demand service previously reflected under the Paratransit ridership.

**Table C
Bus Riders by Fare Category**

Fare Category	Weekday	Saturday	Sunday	Holiday	Total
Adult Cash	110,213	14,443	14,866	2,749	142,271
Adult Pass	327,780	37,706	38,690	7,608	411,785
Youth Cash	60,864	5,934	5,723	1,078	73,599
Youth Pass	26,833	1,731	1,730	349	30,642
Eligible Discount	114,662	14,647	15,384	2,980	147,673
Total	640,352	74,462	76,393	14,764	805,970

	July 2016	July 2017	July 2018	2018 Calendar Year-to-Date
Adult Cash	191,128	160,740	142,271	978,406
Adult Pass	442,888	407,439	411,785	3,168,192
Youth Cash	82,347	82,178	73,599	792,856
Youth Pass	36,893	38,799	30,642	273,390
Eligible Discount	143,598	147,639	147,673	985,606
Total	896,853	836,795	805,970	6,198,447

**Table D
SamTrans Bus Ridership Summary**

July 2018 SamTrans Ridership Summary		
By day type:	Total Riders	Average Daily Riders
Weekdays	640,352	30,493
Saturdays	74,462	18,615
Sundays	76,393	15,279
Holiday(s)	14,764	14,764
Total	805,970	25,999

**Table E
Bus Performance Standards***

		AWR	OTP	Tokens	
				Adult	Youth
July	2017	32,293	82.20%	25,159	4,828
August	2017	36,201	79.33%	26,583	18,075
September	2017	44,590	78.38%	27,967	34,211
October	2017	40,861	80.14%	28,492	27,678
November	2017	37,807	79.72%	25,213	23,789
December	2017	35,258	78.90%	22,431	21,234
January	2018	34,180	81.47%	22,164	20,410
February	2018	36,263	78.69%	24,017	21,234
March	2018	35,985	79.55%	26,025	25,612
April	2018	35,513	80.57%	27,234	20,230
May	2018	37,829	78.47%	23,583	34,316
June	2018	33,156	78.58%	15,537	14,986
July	2018	30,493	80.80%	16,025	5,780

*Does not include Dumbarton service

PERFORMANCE CATEGORY DESCRIPTION

AWR (Average Weekday Ridership) - measures average ridership on a weekday basis for the month

OTP (On Time Performance) - sampling thousands of schedules in the system for late, early, and on-time arrival and departure

Tokens - total of Adult and Youth token usage for the month

SAMTRANS PROMOTIONS – JULY 2018

Summer Youth Pass –The Summer Youth Pass wrapped up sales on July 20. Total front desk sales were 502 and 526 online for a total of 1,028 passes. This shows an 8.3 percent decrease in sales from online and fronts desk compared to 2017. Passes purchases through the online store showed a slight decreased of 4.9 percent indicating that most customers are still purchasing the pass online. Next year, SamTrans is expecting the SYP to be available for purchase on the new SamTrans Mobile App adding even more options that are convenient to buy and use SamTrans fare media. Total sales numbers do not include school outlet sales, which will be available in late September after passes are returned and reconciled.

Partnership

Family. Fitness. Fun. – On Saturday, July 21, SamTrans sponsored the Family. Fitness. Fun. Expo held at Washington Park in Burlingame. The event promotes the importance of physical education and healthy living for all ages. As a sponsor, SamTrans staff hosted a booth to provide information about many Bay Area public transit options for youth, adult, seniors and veterans. SamTrans promoted the summer fest with sponsorship print ads, mention on collateral material and organizer’s website. Internal communications included PeninsulaMoves Blog and organic social media posts.

Youth Marketing Outreach Highlights

SamTrans staff hosted a “How to Ride” Workshop with teens that will use promotional SamTrans Summer Youth Passes for upcoming fieldtrips within San Mateo County. Staff will be teaching teens how to trip plan and get around San Mateo County.

July was also used to finalize plans for the Youth Ambassador Program. The Youth Ambassador Program webpage is now live. On this page, you will be able to read about the program and have the ability to download the .pdf application or fill out an online application by clicking sign up to volunteer on the bottom of the page.

SamTrans July 2018 Social Media Analytics – On SamTrans social media we messaged a variety of topics including Route SFO, GUM, ECR Rapid, Clipper Card, 4th of July Service, blogs, weekly contests, Menlo Summer Fest and other events. We also messaged the agencies own interests around Job openings, Bayshore Emergency Training, and a few service announcements.

SamTrans Digital Metrics - JULY 2018



New Followers

+261

July 18 - 9451

June 18 - 9190

Top Tagged Issues

1. Route SFO

2. Delay

3. Multiple Topics

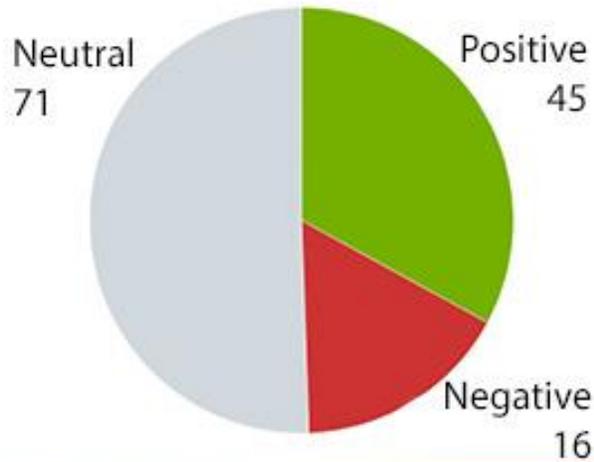
SamTrans.com Pageviews

July 18 - 162,598

June 18 - 163,919

July 17 - 147,265

Social Sentiment



June Yelp & FB Rating



(3 July reviews)

Prepared by: Alex Lam, Senior Planner 650-508-6227
Jeremy Lipps, Social Media Officer 650-508-7845
James Namba, Marketing Specialist 650-508-7924
Christina Contreras, Marketing Outreach Coordinator 650-508-7763



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, SEPTEMBER 5, 2018 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

ACTION

2. Approval of Minutes of Finance Committee Meeting of August 1, 2018

MOTIONS

3. Reauthorize Investment of Monies with the Local Agency Investment Fund
4. Authorize Rejection of Bid From Bridgestone Americas Tire Operations and Award of Contract to Michelin North America for Furnishing Mileage Rental and Service of Radial Bus Tires and Wheels
5. Authorize Rejection of Bid from Frontier Building Products Pacific and Negotiation of Contract for Overhead and Mechanical Door Maintenance and Repair Services on the Open Market
6. Authorize Award of Contract to Provide Heavy-Duty Towing Services
7. Adjourn

Committee Members: Karyl Matsumoto (Chair), Rose Guilbault, Dave Pine

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
JULY 11, 2018**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, Z. Kersteen-Tucker, J. Powell, P. Ratto, C. Groom, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, J. Nogales-DeGuzman, J. Jest, L. Millard-Olmeda, D. Esse, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Matsumoto called the meeting to order at 2:59 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 11, 2018

Motion/Second: Ratto/Stone

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

Awarding a Contract for Linda Mar Park-n-Ride Repaving Project and Amendment to Fiscal Year 2019 Capital Budget

Julie Taylor, Director of Contracts and Procurement, provided a summary of the contract to repave the Linda Mar Park-n-Ride to be awarded to Interstate Paving.

Motion/Second: Stone/Ratto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

Awarding Contracts for On-call Temporary Staffing Services

Ms. Taylor summarized the terms of the contract to be awarded with the 11 firms outlined in the resolution. She said that HR would provide periodic reports on staffing assignments.

Motion/Second: Guilbault/Gee

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

Authorizing the Filing of Claims and Receipt of Funds for Lifeline Transportation Program Projects, the Entry into Agreements with Project Sponsors, and an Amendment to Increase the Fiscal Year 2019 Operating Budget by \$316,000

Motion/Second: Stone/Gee

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

Authorizing the Filing of Annual Claim with Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds

Motion/Second: Gee/Stone

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

Adopting an Ordinance Authorizing Reclassifications, Title Changes, Modification and Addition of Positions, and Effecting an Increase in the Table of Position Classifications for Administrative (Non-represented) Employees

Juliet Nogales-DeGuzman, Manager, Employee Services, requested that the Committee recommend that the Board approve the salary ordinance in support of the District's 2015-2019 Strategic Plan. She said the purpose of the salary ordinance is to improve organizational performance and address the goals associated with managing changes in the workforce.

Motion/Second: Stone/Ratto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

Authorizing Amendment of the Existing Contract with MV Transportation

Derek Hansel, Chief Financial Officer, gave an overview of the amendment to the contract that was originally entered into in 2013. He noted that due to a variety of conditions such as the booming economy, the growth in private bus transportation, and minimum wage increases, MV Transportation had been losing money and has had difficulty recruiting and retaining staff. Mr. Olmeda said the amended contract would allow the District to make evaluations and assessments about how to move forward in the current marketplace.

Ms. Cassman noted that the text of Amendment No. 3 was in the reading file.

Motion/Second: Kersteen-Tucker/Guilbault

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

ADJOURN

The meeting adjourned at 3:25 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 650-508-6279 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

SUBJECT: **REAUTHORIZE INVESTMENT OF MONIES WITH THE LOCAL AGENCY
INVESTMENT FUND**

ACTION

Staff proposes the Committee recommend that the Board reauthorize the investment of San Mateo County Transit District (District) monies to be invested in Local Agency Investment Funds (LAIF) in compliance with LAIF requirements.

SIGNIFICANCE

The General Manager/CEO or his designee serves as the District's trustee for purposes of placing investments pursuant to the Investment Policies. The Board of Directors, in accordance with California Government Code Section 53646(a), may reauthorize the included delegations of authority on an annual basis at a public meeting.

BUDGET IMPACT

Reauthorizing the investment of District monies in LAIF, in compliance with LAIF requirements, will have no impact on the District's capital or operating budgets.

BACKGROUND

The District's investments have always been in accordance with sound treasury management practices and complied with the objectives of safety, liquidity, and yield in that order of priority. Continued investments through LAIF are consistent with these objectives.

Prepared by: Connie Mobley-Ritter, Director of Treasury

650-508-7765

RESOLUTION NO. 2018-

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

**REAUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSIT DISTRICT
MONIES IN LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund (LAIF) was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff recommends, and the Finance Committee concurs, that the deposit and withdrawal of money in LAIF in accordance with the provisions of Government Code Section 16429.1 is in the best interest of the San Mateo County Transit District (District).

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District does hereby authorize the deposit and the withdrawal of District monies in LAIF in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, is authorized to order the deposit or withdrawal of District monies in LAIF.

Regularly passed and adopted this 5th day of September, 2018 by the following vote:

AYES: Groom, Gee, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

NOES: None.

ABSENT: None.

Chair, San Mateo County Transit District

ATTEST:

Acting District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **REJECTION OF BID FROM BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC
AND AWARD OF CONTRACT TO MICHELIN NORTH AMERICA, INC. FOR
FURNISHING MILEAGE RENTAL AND SERVICE OF RADIAL BUS TIRES AND
WHEELS**

ACTION

Staff proposes the Committee recommend that the Board:

1. Reject the apparent low bid submitted by Bridgestone Americas Tire Operations, LLC, (Bridgestone) of Nashville, Tennessee as non-responsive.
2. Award a contract to Michelin North America, Inc. (Michelin) of Greenville, South Carolina to furnish mileage rental and service of radial bus tires and wheels for an estimated not to exceed amount of \$4,427,850 for a five-year term.
3. Authorize the General Manager/CEO or designee to execute a contract with Michelin in full conformity with the terms and conditions of the bid documents.

SIGNIFICANCE

Award of this contract will ensure the continued supply and servicing of bus tires and wheels from a qualified vendor for the San Mateo County Transit District's (District) fleet of fixed-route and paratransit buses.

BUDGET IMPACT

Funds to support the award of this contract are included in the adopted Fiscal Year 2019 Operating Budget and will be included in future operating budgets.

BACKGROUND

Prior to issuance of the Invitation for Bids (IFB), staff compared the options of leasing or buying tires and determined that leasing tires with related services will result in a cost savings of \$9 million for the District. The practice of leasing tires for fleets is used by local transit agencies such as Golden Gate Bridge, Highway and Transportation District, Alameda County Transit District, Santa Clara Valley Transportation Authority, Santa Cruz Metropolitan Transit District, and Central Contra Costa Transit Authority.

An IFB was posted to the District's procurement website and advertised in a newspaper of general circulation. It contained a reduced scope of services from the last time the services were solicited in 2013, including decreased tire mileage, decreased quantities for coating services, removal of the Class B license requirement, and decreased quantities for furnishing new wheels. The Office of Small and Disadvantaged Businesses did not establish a goal for this solicitation as there are no small tire manufacturer businesses. Three bids were received as follows:

Company	Bid Amount
1. Bridgestone Americas Tire Operations, LLC, Nashville, TN	\$3,787,405
2. Michelin North America, Inc., Greenville, SC	\$4,427,850
3. The Goodyear Tire and Rubber Company, Akron, OH	\$4,632,089

Bridgestone submitted the apparent low bid but upon review, it was found to be non-responsive. The bid included written exceptions, which are not permitted for IFBs, and did not provide a price quote on all items shown on the Bid Form as required by the solicitation document. These irregularities cannot be waived by the District and, as a result, the second lowest bidder, Michelin, was determined to be the lowest, responsive, and responsible bidder.

The District's current contractor is Goodyear, which was awarded a five-year contract in 2013 for a total estimated amount of \$4,824,900. The contract expires on October 31, 2018.

Procurement Administrator II: Brian Geiger
 Contract Administrator: Natalie Chi, Bus Maintenance

650-508-7973
 650-508-6418

RESOLUTION NO. 2018 –

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

REJECTING BID FROM BRIDGESTONE AMERICAS TIRE OPERATIONS, LLC AND AWARDING A
CONTRACT TO MICHELIN NORTH AMERICA, INC. FOR
FURNISHING MILEAGE RENTAL AND SERVICE OF RADIAL BUS TIRES AND WHEELS FOR
A FIVE-YEAR TERM FOR AN ESTIMATED NOT-TO-EXCEED AMOUNT OF \$4,427,850

WHEREAS, the San Mateo County Transit District (District) solicited competitive bids for furnishing and delivering mileage rental and service of radial bus tires and wheels; and

WHEREAS, in response to the District's Invitation for Bids, three firms submitted bids; and

WHEREAS, staff and legal counsel have reviewed the bids and determined the apparent low bidder, Bridgestone Americas Tire Operations, LLC (Bridgestone) of Nashville, Tennessee, submitted a conditional bid and an incomplete bid form, which made its bid non-responsive and necessitates rejection of the bid; and

WHEREAS, staff notified Bridgestone of the recommendation to reject its bid and of its right to present evidence on its behalf before the District Board of Directors (Board); and

WHEREAS, staff and legal counsel have reviewed the bid submitted by the second lowest bidder, Michelin North America, Inc. (Michelin), of Greenville, South Carolina, and determined that it is responsive and Michelin is responsible; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board award a contract to furnish mileage rental and service radial bus tires and wheels to Michelin for an estimated not-to-exceed amount

of \$4,427,850, inclusive of all delivery and other costs and expenses, but excluding taxes.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the San Mateo County Transit District hereby rejects Bridgestone Americas Tire Operations, LLC's bid as non-responsive for the reasons stated above; and

BE IT FURTHER RESOLVED, the Board hereby awards a contract to furnish mileage rental and service radial bus tires and wheels to Michelin North America, Inc. for a five-year term for an estimated not-to-exceed amount of \$4,427,850 inclusive of all delivery and other costs and expenses, but excluding taxes; and

BE IT FURTHER RESOLVED, that the General Manager/CEO or designee is authorized to execute a contract on behalf of the District with Michelin 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 5th day of September, 2018, by the following vote:

AYES: Groom, Gee, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

NOES: None.

ABSENT: None.

Chair, San Mateo County Transit District

ATTEST:

Acting District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **REJECTION OF BID FROM FRONTIER BUILDING PRODUCTS PACIFIC, LLC AND
NEGOTIATION OF CONTRACT FOR OVERHEAD AND MECHANICAL DOOR
MAINTENANCE AND REPAIR SERVICES ON THE OPEN MARKET**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Reject the single bid to provide Overhead and Mechanical Door Maintenance and Repair Services, submitted by Frontier Building Products Pacific, LLC (Frontier), of Hayward, California, which was found to be non-responsive.
2. Authorize staff to solicit qualified firms on the open market to provide Overhead and Mechanical Door Maintenance Services.
3. Authorize the General Manager/CEO, or his designee, to negotiate a contract for Overhead and Mechanical Door Maintenance Services. The resulting contract will be presented to the Board for award if the contract amount is greater than \$150,000.

SIGNIFICANCE

The inspection and maintenance of mechanical doors, grates and fire shutters at the San Mateo County Transit District's (District) Central, North Base and South Base facilities are necessary for their effective use and occupancy and are vital for safety and security. These required services will be provided through:

- rejection of the single, non-responsive bid;
- negotiation of a contract with a qualified maintenance vendor on the open market; and
- conduct a separate procurement of repair services consistent with the District's authority under the Uniform Public Construction Cost Accounting Act.

BUDGET IMPACT

Rejection of the bid will have no budget impact.

BACKGROUND

Staff issued an Invitation for Bids (IFB) for Overhead and Mechanical Door Maintenance and Repair Services in March 2018; no timely bids were received. Staff subsequently re-issued the IFB in June and distributed it throughout the construction industry. The IFB was advertised in a newspaper of general circulation and on the District’s procurement website, which includes Small Business Enterprises (SBE) and Disadvantaged Business Enterprises (DBE) registered in the District’s vendor database. The Office of Small and Disadvantaged Business Enterprises assigned a 4 percent SBE goal. Prior to releasing the IFB, extensive outreach was conducted through direct email after searching industry websites and the State of California’s DBE database. One potential bidder attended the Pre-Bid Meeting and site walk.

One bid was received as follows:

Company Name	Total Bid Amount
<i>Engineer’s Estimate</i>	\$432,126.00
Frontier Building Products Pacific, LLC, Hayward, CA	\$513,687.29

Upon review by staff and Legal Counsel, Frontier’s bid was found to be non-responsive for failure to submit a properly executed bid bond. This is a material irregularity that cannot be waived by the District.

Under the District’s procurement rules, all bids may be rejected following a formal bid process, allowing services to be purchased on the open market when it is in the best interest of the District to do so. Staff believes this is the appropriate action to take in order to obtain the best value for the District.

Procurement Administrator II: Kevin Kelley
Contract Administrator: Jeff Thomas, Facilities

650-622-7892
650-508-6309

**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 TO PROVIDE HEAVY-DUTY TOWING SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award an on-call contract to the lowest responsive and responsible bidder, Action Towing and Road Service, Inc. (Action Towing) of Redwood City, California to provide heavy-duty towing services for an estimated not to exceed amount of \$250,000 for a five-year term.
2. Authorize the General Manager/CEO, or designee, to execute a contract in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

SIGNIFICANCE

Award of this contract will provide the San Mateo County Transit District (District) with a qualified and experienced contractor to provide towing and recovery services of heavy-duty buses, paratransit buses, vans, and other non-revenue vehicles in the event of mechanical breakdowns or other disabling conditions.

BUDGET IMPACT

Funds to support the award of this contract are included in the adopted Fiscal Year 2019 Operating Budget and will be included in future operating budgets.

BACKGROUND

The District issued an Invitation for Bids (IFB) and advertised it in a newspaper of general circulation and on the District's procurement website. The District's Small Business Enterprise (SBE) preference of awarding up to 5 percent preference points to qualified firms was included in the solicitation documents.

Two bids were received from:

Company	Bid Amount
1. Action Towing and Road Service, Inc., Redwood City, CA	\$250,175
2. Atlas Towing Services, Inc., San Francisco, CA	\$287,323

As a certified SBE, Atlas Towing, Inc. (Atlas) was entitled to a 5 percent bid preference. However, after applying the SBE preference adjustment to the bid submitted by Atlas, Action Towing remains the apparent low bidder.

Action Towing met all of the qualifications and bid requirements. Staff has determined, and legal counsel concurred, that the bid submitted by Action Towing is responsive. The bid from Action Towing is approximately 19 percent lower than the independent cost estimate of \$310,000, which was created using 2013 labor rates adjusted with increases published for the San Francisco Bay Area Consumer Price Index. This is a requirements-based contract and the amount of the contract is estimated as the quantity of services are unknown.

The District's incumbent vendor is Action Towing. Company reference checks confirmed its experience and competency. Action Towing has successfully performed services for the District since October 2013, when it was awarded a five-year contract for a total not to exceed amount of \$162,425. During the performance of this contract, the rates for services remained unchanged. Staff reviewed the bid documents and determined Action Towing's bid is fair and reasonable.

Procurement Administrator II: Mario Giacobbe
Contract Administrator: Natalie Chi, Bus Maintenance

650-622-8077
650-508-6418

RESOLUTION NO. 2018 -

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

* * *

**AWARDING A CONTRACT TO ACTION TOWING AND ROAD SERVICE, INC. FOR THE
PROVISION OF HEAVY-DUTY TOWING SERVICES FOR
AN ESTIMATED NOT-TO-EXCEED AMOUNT OF \$250,000**

WHEREAS, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) for the provision of heavy-duty towing services (towing services) for a five-year term; and

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

WHEREAS, staff and legal counsel have reviewed the two bids received and determined that Action Towing and Road Service, Inc. of Redwood City, California (Action Towing) submitted the lowest, responsive and responsible bid; and

WHEREAS, staff has conducted a price analysis of the bid and determined that the bid is reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) award a contract for towing services for a not-to-exceed amount of \$250,000 to Action Towing.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract to Action Towing and Road Services, Inc. of Redwood City, California for the provision of heavy-duty towing services for an estimated not-to-exceed amount of \$250,000; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Action Towing 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 5th day of September, 2018, by the following vote:

- AYES: Groom, Gee, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone
- NOES: None.
- ABSENT: None.

Chair, San Mateo County Transit District

ATTEST:

Acting District Secretary



BOARD OF DIRECTORS 2018

CHARLES STONE, CHAIR
CAROLE GROOM, VICE CHAIR
JEFF GEE
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
DAVE PINE
JOSH POWELL
PETER RATTO

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, SEPTEMBER 5, 2018 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

ACTION

2. Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of August 1, 2018

MOTIONS

3. Approval of SamTrans Business Plan
4. Acceptance of Capital Projects Quarterly Report – 4th Quarter Fiscal Year 2018
5. Adjourn

Committee Members: Josh Powell (Chair), Zoe Kersteen-Tucker, Dave Pine

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE /
COMMITTEE OF THE WHOLE
JULY 11, 2018**

Committee Members Present: J. Powell (Committee Chair), Z. Kersteen-Tucker, D. Pine

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, R. Guilbault, K. Matsumoto, P. Ratto, C. Groom, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, J. Nogales-DeGuzman, J. Jest, L. Millard-Olmeda, D. Esse, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Powell called the meeting to order at 3:26 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 11, 2018

Motion/Second: Ratto/Pine

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

ADOPTING THE COASTSIDE TRANSIT STUDY

Millie Tolleson, Principal Planner, gave a presentation summarizing the draft final study.

Motion/Second: Matsumoto/Groom

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

SAMTRANS BUSINESS PLAN UPDATE

Christy Wegener, Planning Director, gave a presentation on the draft final plan, which includes 16 main initiatives.

ADJOURN

The meeting adjourned at 3:50 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 650-508-6279 or by email to board@samtrans.com.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **ADOPTING THE SAMTRANS BUSINESS PLAN**

ACTION

Staff proposes that the Committee recommend the Board of Directors (Board) adopt the SamTrans Business Plan (Plan).

SIGNIFICANCE

The San Mateo County Transit District (District) completed a strategic planning document entitled the SamTrans Business Plan (Plan) which identifies immediate, near-term, and long-term actions to affirm the District as a mobility leader and ensure the organization meets current and future transportation needs. The plan identifies three core principles of focus over the next five to ten years: Sustaining and enhancing services for the transit dependent; expanding and innovating mobility services; and promoting programs that relieve traffic congestion. The Plan identifies 16 initiatives falling within the three core principles that are in various stages of implementation or planning.

At the May 2, 2018 meeting, staff presented an update of the Plan initiatives which included a status and funding update for each of the initiatives, as well as potential performance metrics.

At the August 1, 2018 Board meeting, staff presented the draft final Plan, which incorporated comments received from the Board and internal stakeholders throughout the Plan development, as well as comments from the Citizens Advisory Committee (CAC), which received a presentation in May 2018.

The final SamTrans Business Plan can be downloaded from the SamTrans webpage here:

http://www.samtrans.com/Planning/Planning_and_Research/SamTrans_Business_Plan.html

Post adoption of the Plan, staff plans to provide semi-annual updates to the Board on the progress of these projects and initiatives.

BUDGET IMPACT

There is no budget impact associated with the adoption of the Plan.

BACKGROUND

The Plan development began in mid-2016 and was created as an extension of the latest SamTrans Strategic Plan (2014-2019). The Plan is also rooted in the Short Range Transit Plan (2017-2027), as well as the ten-year financial outlook for the District.

The Plan was designed to accomplish three goals: to identify and guide current and future mobility initiatives; to establish timeframes and performance metrics; and to identify which initiatives require more funding to be implemented. The Plan includes input from internal stakeholders on the core principles and the development of initiatives. Updates on the Plan have been given to the Board at its March 2017, August 2017, October 2017, May 2018 and August 2018 meetings.

STRATEGIC INITIATIVE

Overall, the Business Plan is aligned with the vision and goals as set forth by the Strategic Plan.

Priority 1: Expand Mobility Options

Goal 1: Increase weekday fixed-route ridership by 15 percent

Priority 2: Strengthen Fiscal Health

Goal 1: Increase fixed-route farebox revenue by 20 percent

Goal 2: Reduce debt service by \$1.5 million annually

Goal 3: Implement existing and new best practices

Priority 3: Become a more Effective Organization

Goal 1: Improve organization performance

Goal 2: Manage workforce change

Prepared By: Christy Wegener, Director, Planning

650-508-6278

RESOLUTION NO. 2018-

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

* * *

ADOPTING THE SAMTRANS BUSINESS PLAN

WHEREAS, the current SamTrans Strategic Plan covers the period between 2014-2019; and

WHEREAS, building upon the Strategic Plan, the San Mateo County Transit District (District) identified the need to develop a Business Plan to promote the District's role as a Mobility Manager; and

WHEREAS, in 2016 staff formed a Business Plan working group of internal stakeholders from all functional areas of the District; and

WHEREAS, the working group developed guiding principles and identified potential initiatives to be included in the Business Plan; and

WHEREAS, the Business Plan includes three core principles of focus over the next five to ten years, including sustaining and enhancing services for the transit-dependent, expanding and innovating mobility services, and promoting programs that relieve traffic congestion; and

WHEREAS, the Business Plan includes a number of short-, medium-, and long-term initiatives which will require additional planning and resources to potentially implement in the coming years; and

WHEREAS, the draft Business Plan was presented at the August 1, 2018 Board of Directors (Board) meeting; and

WHEREAS, based on the comments received by the Board, staff made further refinements to the Business Plan; and

WHEREAS, staff recommends, and the Strategic Planning, Development and Sustainability Committee concurs, that the Board adopt the SamTrans Business Plan, attached hereto.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District adopts the SamTrans Business Plan attached hereto.

Regularly passed and adopted this 5th day of September, 2018 by the following vote:

AYES: Groom, Gee, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

NOES: None.

ABSENT: None.

Chair, San Mateo County Transit District

ATTEST:

Acting District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4th QUARTER FISCAL YEAR
2018**

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The attached report will be submitted quarterly to keep the Committee apprised of the status of active capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Gordon Hail, Senior Project Controls Engineer

650-508-7795



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, SEPTEMBER 5, 2018 – 3:15 pm

or immediately following the Strategic Planning, Development, and Sustainability
Committee meeting

1. Call to Order

ACTION

2. Approval of Minutes of Legislative Committee Meeting of August 1, 2018

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

Committee Members: Zoe Kersteen-Tucker (Chair), Jeff Gee, 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 LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
AUGUST 1, 2018**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), J. Gee, J. Powell

Committee Members Absent: None

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, J. Nogales-DeGuzman, J. Jest, L. Millard-Olmeda, D. Esse, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Kersteen-Tucker called the meeting to order at 3:50 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 11, 2018

Motion/Second: Stone/Ratto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

OPPOSING PROPOSITION 6

Casey Fromson, Director, Government and Community Affairs, noted that the resolution would officially express the Board's opposition to Proposition 6, which would repeal Senate Bill 1 (SB 1), the Road Repair and Accountability Act.

Joan Cassman, Legal Counsel, emphasized that public officials and public employees were prohibited by law from using public resources to influence how people vote. She said it is the District's duty to present the facts in a neutral manner and avoid giving the appearance of electioneering using public funds. Ms. Fromson said that it is the District's intention to provide the tools such as the website to educate the Board, staff, and County residents about the implications of Proposition 6.

Jim Hartnett, General Manager/CEO, said Board or staff members could declare an advocacy position on their own personal social media accounts. Ms. Cassman said that Board members could express their own political opinions while indicating their membership on the Board as long as they make it clear that they are not speaking on behalf of the Board.

Motion/Second: Stone/Groom

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Pine, Powell, Ratto, Stone

Absent: None

STATE AND FEDERAL LEGISLATIVE UPDATE

Ms. Fromson briefly summarized highlights of recent federal and state legislation.

ADJOURN

The meeting adjourned at 4:02 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 650-508-6279 or by email to board@samtrans.com.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The 2018 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

Holland & Knight

800 17th Street, N.W., Suite 1100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

SamTrans Federal Update July/August 2018

APPROPRIATIONS

Congress continues to work quickly to pass FY 2019 appropriations spending bills prior to the end of the fiscal year on September 30, with the goal of avoiding a government shutdown. Senate Majority Leader Mitch McConnell (R-KY) and House Speaker Paul Ryan (R-WI) are coordinating efforts to package some bills into smaller packages or “minibuses” to move bills more quickly. Both chambers have respectively passed their first minibus package of three appropriations bills: the Energy-Water, Military Construction-Veterans Affairs (VA), and Legislative Branch spending measures. Prior to adjourning for the August recess, the House passed its second minibus, which includes the FY 2019 Interior-Environment and Financial Services spending bills. On August 1, the Senate passed its second minibus appropriations package, funding Transportation-Housing and Urban Development (THUD), Agriculture, Interior, and Financial Services appropriations. Transportation amendments to the minibus passed by the Senate include:

- Senator Blumenthal (D-CT) #3677: Sets aside \$500,000 of the Amtrak Northeast Corridor and Amtrak National Network funding to pay for fare discounts of at least 15 percent to veterans – *Agreed to by voice vote on July 31, 2018.*
- Senator Coons (D-DE) #3666: Amends the deadline for expenditure of FY 2012 TIGER grants for passenger rail projects to September 30, 2019 and the deadline for expenditure of FY 2013 TIGER grants for port infrastructure projects to September 30, 2020, with an offsetting reduction of \$52 million in the FY 2019 federal-aid highways obligation limitation – *Agreed to by voice vote on July 31, 2018.*
- Senator Cornyn (R-TX) #3670: Prevents any FY 2019 Federal Transit Administration (FTA) formula funding or bus and bus facility grants from being used to purchase rolling stock from a manufacturer that is owned or subsidized by China – *Agreed to by voice vote on July 31, 2018.*
- Senator Durbin (D-IL) #3422: Requires the Amtrak Inspector General, within 240 days of enactment of the bill, to update its March 28, 2008 report entitled “Results of Amtrak’s Poor On-Time Performance” – *Agreed to on July 24, 2018 by a roll call vote of 99-0.*
- Senator Fischer (R-NE) #3492: Requires Federal Motor Carrier Safety Administration (FMCSA) to ensure the safe and timely completion of the sleeper berth pilot program – *Agreed to by voice vote on July 31, 2018.*
- Senator Fischer (R-NE) #3669: Prohibits any funds from being used to enforce FMCSA’s electronic logging device rule during FY 2019 on vehicles hauling livestock or insects – *Agreed to by voice vote on July 31, 2018.*

- Senator Heller (R-NV) #3428: Directs DOT to report to Congress on efforts by DOT “to engage with local communities, metropolitan planning organizations, and regional transportation commissions on advancing data and intelligent transportation systems technologies and other smart cities solutions” – *Agreed to by voice vote on July 31, 2018.*
- Senator Inhofe (R-OK) #3480: Requires DOT to consult with the Army Corps of Engineers to “identify any existing authorities and any additional authorities that may be needed to leverage funds from Department of Transportation programs for purposes of inland waterway project costs” – *Agreed to by voice vote on July 31, 2018.*
- Senator Johnson (R-WI) #3436: Requires the FAA to report to Congress on the implementation of NextGen at commercial service airports in the U.S. – *Agreed to by voice vote on July 31, 2018.*
- Senator McConnell (R-KY) #3645: Provides a truck weight waiver for certain roads in Kentucky for FY 2019 – *Agreed to by voice vote on July 31, 2018.*
- Senator Moran (R-KS) #3665: Sets aside \$50 million of the Amtrak appropriation for “capital expenses related to safety improvements, maintenance, and the non-Federal match for discretionary Federal grant programs to enable continued passenger rail operations on long-distance routes (as defined in section 24102 of title 49, United States Code) on which Amtrak is the sole tenant of the host railroad and positive train control systems are not required by law” and also prohibits Amtrak in FY 2019 from discontinuing any Southwest Chief service – *Agreed to by voice vote on July 31, 2018.*
- Senator Reed (D-RI) #3608: Prevents any funding in the bill from being used for the “implementation and furtherance of new policies” outlined in the FTA’s June 29, 2018 “Dear Colleague” letter on the Capital Investment Grants program – *Agreed to by voice vote on July 31, 2018.*
- Senator Udall (R-NM) #3414: Expresses the sense of Congress that long-distance passenger rail networks should be sustained to ensure connectivity throughout the National Network – *Agreed to by a roll call vote of 95-4 on July 25, 2018.*
- Senator Warner (R-VA) #3679: Sets aside up to \$6 million of Federal Aviation Administration (FAA) Operations funding for commercial entities looking to validate technology for safe UAS integration into the NAS and requires the FAA, within 60 days of enactment, to identify essential integration technologies that could be demonstrated or validated at test sites – *Agreed to by voice vote on July 31, 2018.*

The House of Representatives has not yet considered its Transportation-HUD bill due to lack of support for the bill from Democrats. The Senate has avoided partisan battles by not including several “poison pill” policy riders that are included in the House bills, such as rolling back environmental regulations. Right now, the Transportation-HUD Appropriations staff are pre-conferencing on the bill.

Nevertheless, despite the swift progress on appropriations, one of the most controversial items continues to be funding for the border wall. The House Department of Homeland Security appropriations bill includes \$5 billion for new construction for a border wall. The Senate bill provides \$1.6 billion in funding and only allows for the money to be used for reinforcing existing barriers. Over the past several weeks, President Trump has begun to call for a government shutdown if additional funding is not provided for the wall. Leader McConnell and House Speaker Ryan have presented Trump with a plan to move several piecemeal spending bills ahead

of the September 30 deadline to fund most governmental functions, but to postpone a vote on the Department of Homeland Security's budget, and a potential fight over the wall, until after the midterm elections. It is uncertain at this time whether the President will go along with the plan. Complicating matters further is that much of September is expected to be consumed with confirmation hearings for the President's Supreme Court nominee Brett Kavanaugh leaving little floor time to deal with complicated bill conferencing efforts and making the appropriations landscape unpredictable.

ADMINISTRATION

FTA Finalized Transit Safety Rules: On July 19, the Federal Transit Administration (FTA) finalized two safety regulations that govern all transportation agencies that receive federal funding: the Public Transportation Agency Safety Plan rule and the Safety Certification Training Program rule.

The Public Transportation Agency Safety Plan rule requires transit agencies to incorporate Safety Management System (SMS) policies and procedures as they develop safety plans to better manage their safety risks. Since no two transit systems are alike, the rule sets scalable and flexible requirements for safety plans.

The requirements of the Public Transportation Safety Training Certification Program rule establish a basic training curriculum to enhance the technical competencies and capabilities of individuals responsible for the safety oversight of rail transit systems.

In 2012 and again in 2015, Congress granted FTA significant new safety authorities that expanded FTA's role from being primarily a grant-making agency to functioning as a safety oversight regulatory body. With these actions, FTA has completed the regulatory framework for the National Public Transportation Safety Program as authorized by Congress.

CONGRESS

Shuster Introduces Infrastructure Bill: On July 23, House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) introduced his legislative proposal for surface transportation and water infrastructure. The Chairman is retiring at the end of this year so the bill will not be considered this year; however, it could serve as a marker for surface transportation reauthorization and water infrastructure legislation in the future. Highlights of the Shuster bill include:

- A package of motor fuel tax increases, and some new taxes on other highway and transit system users not currently taxed, that would raise at least \$284 billion in new gross revenues for the federal Highway Trust Fund over the next ten years, averting future Trust Fund defaults and allowing significant highway spending above baseline.
- A new blue-ribbon commission to recommend future long-term Highway Trust Fund solvency proposals that would get an automatic up or down vote in Congress with no amendments or filibusters.
- A one-year clean extension of the FAST Act to give Congress time for the blue-ribbon panel to report.

- Permanent statutory authorization for the grant program now known as BUILD and formerly known as TIGER.
- Project delivery reforms along the lines of those sought by the Trump Administration.

Senate Commerce Committee Passes Rail Crew Bills and STB Nominee: On August 1, the Senate Commerce, Science and Transportation Committee approved by voice vote a bill to establish a new port improvement grant program, a bill to criminalize attacks on interstate passenger rail crews, and a Surface Transportation Board (STB) nominee. The Passenger Rail Crew Protection Parity Act (S. 2861), sponsored by Senators Tammy Duckworth (D-IL) and John Hoeven (R-ND), would designate an attack on a train engineer, conductor, onboard personnel, or other employee responsible for travel safety as a federal offense.

The committee also approved, by voice vote, the nomination of Martin Oberman for the fifth seat on the STB. His appointment would fill former vice chair Daniel Elliott III's vacated Democratic seat through 2018 and then begin a new five-year term ending in 2023.

Senate Consideration of FAA Authorization Possible in Late August: The Senate recessed for 14 days without considering the FAA reauthorization bill, S. 1405. The Senate returns on August 15. Senate Commerce Committee staff and leadership are working on negotiations on amendments to the bill so the Senate could still consider the bill in late August. If they fail to pass the bill, Congress must pass a short term extension by September 30. Leadership is trying to figure out if the autonomous vehicle AV bill can be added to the FAA bill, and if any changes in unrelated tax law will be allowed to be offered to the tax title of the bill.

August 9, 2018

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – September 2018**

Legislative Update

The Legislature reconvened from Summer Recess on August 6. Fiscal committees have until August 17 to hear remaining bills and refer them to the Senate and Assembly floors for final action. The Legislature will conclude the 2017-18 Legislative Session on August 31. Governor Brown will then have 30 days to act on all bills sent to him in the final two weeks of the session.

SamTrans Staff Goes to Sacramento

On July 23, SamTrans legislative staff visited Sacramento to get an update on the legislative and budget processes and the big items remaining in the final month of the session. Staff also met with members of their legislative delegation and discussed several important issues for SamTrans, including SB 1 funded projects and the SamTrans' Get Us Moving initiative.

ARB's Innovative Clean Transit Regulation

On August 7, the California Air Resources Board (ARB) released draft regulatory language for its proposed Innovative Clean Transit regulation. The release of this draft regulatory language begins a 45-day comment period, which will end September 24.

In short, the regulation would require every transit agency in the state to transition to a 100% zero-emission transit bus (ZEB) fleet by 2040. This transition would be accomplished through the following provisions:

- **Individualized ZEB Rollout Plans:** The regulation would require large agencies (100 or more vehicles) and small agencies (fewer than 100 vehicles) to develop and submit a ZEB rollout plan by July 1, 2020 and by July 1, 2023, respectively.
- **Regulation Starting Date:** The regulation would impose a new ZEB purchase mandate on all transit agencies.

Under the regulation, large agencies making purchases would face the following purchase mandate schedule as a percent of the total purchase:

- 2023: 25%
- 2026: 50%
- 2029 and After: 100%

Meanwhile, small agencies would face the following purchase mandate schedule as a percent of the total purchase:

- 2023: N/A

- 2026: 25%
- 2029 and After: 100%
- **Statewide Thresholds:** The regulation would institute a new mechanism for possibly postponing the purchase mandate. Under this mechanism:
 - If transit agencies statewide have 1,000 zero-emission buses in operation and/or on order by December 31, 2020, the 2023 purchase mandate would be postponed until 2024.
 - And, if transit agencies statewide have 1,150 zero-emission buses in operation and/or on order by December 31, 2021, the 2024 purchase mandate would be postponed until 2025.

In recognition that the cost and performance of ZEBs today may pose operational and/or financial challenges to transit agencies, the regulation offers the following concessions:

- **Technology Assessment:** The staff report for the regulation includes language that would require an assessment of ZEB technology before the imposition of the ZEB purchase mandate.
- **Off-Ramps:** The regulation specifies several circumstances under which a transit agency can petition ARB's Executive Officer for temporary relief from the purchase mandate. These circumstances relate to challenges with ZEB infrastructure and performance, and the financial health of transit agencies.
- **Cutaways and Non-Standard Buses:** The regulation would exclude cutaways, over-the-road coaches and articulated buses from being subject to the purchase mandate until at least 2026.

The regulation is expected to be adopted by the ARB this December. We propose to work with your staff in fashioning and submitting SamTrans' official comments on the draft regulatory package.

SB 1 Repeal Update

Originally formed to support Proposition 69 (the measure to protect SB 1 revenues from legislative diversion, overwhelmingly passed by California voters on the June ballot), the *Coalition to Protect Local Transportation Investments* has pivoted, to become the *No on Prop 6: Stop the Attack on Bridge & Road Safety* campaign committee; sponsored by business, labor, local governments and transportation advocates, the committee's major funding so far comes from the California Alliance for Jobs, Southern California Partnership for Jobs, and, the State Building and Construction Trades Council of California. The broad coalition of organizations opposed to Proposition 6 – numbering close to 250 so far – is comprised of organizations representing business, environmental, transportation, local government, senior citizen, labor, public safety, public interest, social justice, and taxpayer interests. The coalition's leadership includes the California Transit Association and many local public transit agencies.

In the meantime, the proponents of Proposition 6 are stepping up their activities.

The bottom line, as summarized in a recent report by the Legislative Analyst's Office, is this: if SB 1 is repealed, \$5 billion in transportation revenue is wiped off the books and voters will have to approve any future increases on fees and taxes involving a motor vehicle (e.g. fuel taxes, vehicle registration fees, license fees, a vehicle miles travelled fee, and, possibly, Cap and Trade auction allowances).

SamTrans has committed its formal opposition to Proposition 6.

**San Mateo County Transit District
State Legislative Matrix 8/9/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 87 Ting D</p> <p>Vehicles: removal: autonomous vehicles.</p>	<p>On the Senate Floor</p>	<p>Existing law authorizes a peace officer, or a public employee who is engaged in directing traffic or enforcing parking laws, to remove a vehicle under specified circumstances, including when the vehicle is found or is operating on the highway with a registration expiration date in excess of 6 months before the date it is found or operated on the highway, or displaying a license plate or registration sticker that was not issued for that vehicle. This bill would additionally authorize a peace officer or specified public employee, as specified, to remove a vehicle that uses autonomous technology without a valid permit that is required to operate the vehicle on public roads. The bill would authorize the release of the vehicle after the registered owner of, or person in control of, the autonomous vehicle furnishes the storing law enforcement agency with proof of current registration and a valid driver's license, and either a valid permit that is required to operate the autonomous vehicle using autonomous technology on public roads or a declaration or sworn statement to the Department of Motor Vehicles that states that the autonomous vehicle will not be operated using autonomous technology, as specified. The bill would make additional technical, nonsubstantive changes.</p>	<p>Watch</p>
<p>AB 1041 Levine D</p> <p>Bay Area Toll Authority and oversight committee: conflict of interest.</p>	<p>Signed by the Governor</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. This bill would prohibit a representative appointed to the oversight committee from being a member, former member, staff, or former staff of the commission or the authority, a current employee of any organization or person that has received or is receiving funding from the commission or the authority, or a former employee or person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1160 Bonta D</p> <p>Autonomous vehicles.</p>	<p>Dead</p>	<p>Existing law authorizes 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 specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.</p>	<p>Watch</p>
<p>AB 1405 Mullin D</p> <p>Digital sign demonstration pilot program.</p>	<p>In Senate Rules Committee</p>	<p>Existing law, the Outdoor Advertising Act, provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. This bill would require the department to establish a digital sign demonstration program. As part of the program, the bill would authorize the department, subject to federal approval, to enter into specified comprehensive development lease agreements until January 1, 2024, pursuant to a best value competitive procurement process for pilot projects with public or private entities or a consortia of those entities, to install and operate up to 25 new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages. The bill would authorize the use of the digital signs for emergency messages, as needed, and require dedicated time to be provided to the department to use the digital signs for traveler information and motorist safety and awareness campaigns and any other public messaging desired by the state, without providing additional compensation to the contracting entity. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1756 Brough R</p> <p>Transportation funding.</p>	<p>Dead</p>	<p>Existing law, the Road Repair and Accountability Act of 2017, establishes a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax by \$0.12 per gallon with an inflation adjustment, increasing the diesel excise tax by \$0.20 per gallon with an inflation adjustment, creating a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, creating a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later and with an inflation adjustment, and increasing the additional sales and use tax rate on diesel fuel by an additional 4%. The act provides that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, the zero-emission vehicle registration fee takes effect on July 1, 2020, and the additional sales and use tax rate increases take effect on November 1, 2017. The act provides for the expenditure of the revenues generated from these charges pursuant to specified to programs and other requirements. This bill would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.</p>	<p>Opposed April 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1804 Berman D</p> <p>California Environmental Quality Act: categorical exemption: infill development.</p>	<p>In Senate Appropriations Committee</p>	<p>(1)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 requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Existing guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits.This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill also would require the office to recommend proposed regulatory amendments for the implementation of these provisions and would require the secretary to certify and adopt the changes on or before January 1, 2020.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 1866 Fong R</p> <p>Transportation funding.</p>	<p>Dead</p>	<p>(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.</p>	<p>Opposed April 2018</p>
<p>AB 1905 Grayson D</p> <p>Environmental quality: judicial review: transportation projects.</p>	<p>Dead</p>	<p>The California Environmental Quality Act 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. The act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1969 Salas D</p> <p>Transportation funds: transportation planning agencies: transit operators: fare revenue ratios: exemptions.</p>	<p>Dead</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would authorize a transportation planning agency to grant an exemption, for up to 5 years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate, as specified. The bill would require the agency to consider specified factors in determining whether to grant the exemption. The bill would authorize an operator granted an exemption to be allocated the revenues it would have qualified for had it maintained the applicable ratio.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2034 Kalra D</p> <p>Human trafficking: notice.</p>	<p>In Assembly Appropriations Committee</p>	<p>Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Existing law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would require specified businesses or other establishments that operate an intercity passenger rail, light rail, or bus station, on or before January 1, 2021, to train new and existing employees who may interact with, or come into contact with, a victim of human trafficking or who are likely to receive, in the course of their employment, a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified. Because the bill would require local government agencies to perform additional duties, it would impose a state-mandated local program. The bill would require the Department of Justice, on or before July 1, 2020, in consultation with community-based anti-human trafficking organizations, mass transit employee representatives, and representatives of mass transit system organizations, to develop guidelines to assist employers in providing the employee training. The bill would also require the department to make the guidelines publicly available on its Internet Web site and to distribute copies of the guidelines to the employers described above upon request. This bill contains other existing laws.</p>	<p>Supported June 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2065 Ting D</p> <p>Local agencies: surplus land.</p>	<p>Dead</p>	<p>(1)Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. 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 revise the definition of “surplus land” to mean land owned by any local agency that is not necessary for the agency’s governmental operations, except property being held by the agency expressly for the purpose of exchange for another property necessary for its governmental operations and would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2127 Ting D</p> <p>Electric vehicle charging infrastructure: assessment.</p>	<p>In Senate Appropriations Committee</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand. This bill would require the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 2249 Cooley D</p> <p>Public contracts: local agencies: alternative procedure.</p>	<p>Enrolled, Headed to the Governor's Desk</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law declares that these procedures promote statewide uniformity of the cost accounting standards and bidding procedures on construction work performed or contracted by public entities. The act defines "public agency" as a city, county, city and county, including chartered cities and chartered counties, any special district, and any other agency of the state for the local performance of governmental or proprietary functions within limited boundaries, and also includes a nonprofit transit corporation wholly owned by a public agency and formed to carry out the purposes of the public agency. The act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures. The act permits the governing body of a public agency, in the event all bids received for the performance of that public project are in excess of \$175,000, to award the contract at \$187,500 or less to the lowest responsible bidder if it determines the cost estimate of the public agency was reasonable. This bill would instead authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures. The bill would permit the governing body of a public agency, in the event all bids received for the performance of that public project are in excess of \$200,000, to award the contract at \$212,500 or less to the lowest responsible bidder if it determines the cost estimate of the public agency was reasonable. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2418 Mullin D</p> <p>Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.</p>	<p>Dead</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2019, to provide the commission with guidance on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2020, for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.</p>	<p>Supported May 2018</p>
<p>AB 2650 Lackey R</p> <p>Public transit buses: illuminated signs.</p>	<p>Dead</p>	<p>Existing law authorizes buses operated by a publicly owned transit system, on regularly scheduled service, to be equipped with certain illuminated signs, as specified. Existing law requires the illuminated signs to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements. This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3059 Bloom D</p> <p>Go Zone demonstration programs.</p>	<p>Dead</p>	<p>(1)Existing law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. This bill would authorize 2 Go Zone demonstration programs in northern California and 2 in southern California. The bill would define “Go Zone demonstration program” to mean a transportation program that reduces vehicle congestion by targeting highly congested areas with additional transportation choices and decongestion fees that encourage people to take transit, carpool, bike, walk, or adjust trip times at congested times of day. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt an ordinance containing various elements, including a decongestion fee element, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to specified findings, including a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by such an ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions. 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 3124 Bloom D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>Signed by the Governor</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. The bill would also make technical, nonsubstantive changes and a conforming change in a related provision.</p>	<p>Supported April 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3201 Daly D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Dead</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 act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would add large-scale deployments of transit buses to the program's list of eligible projects, delete the reference to the annual framework and plan for the program and instead just refer to a framework and plan, and revise the definition of zero- and near-zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives. This bill contains other existing laws.</p>	<p>Supported May 2018</p>
<p>ACA 4 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>In Assembly Local Government Committee</p>	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Watch</p>
<p>SB 119 Committee on Budget and Fiscal Review</p> <p>Budget Act of 2017.</p>	<p>Dead</p>	<p>The Budget Act of 2017 made appropriations for the support of state government for the 2017–18 fiscal year. This bill would amend the Budget Act of 2017 by amending and adding items of appropriation. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 961 Allen D</p> <p>Enhanced infrastructure financing districts.</p>	<p>In Assembly Appropriations Committee</p>	<p>(1)Existing law establishes procedures for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, as specified, to undertake various economic development projects, including financing public facilities and infrastructure, affordable housing, and economic revitalization. Existing law authorizes the issuance of bonds for the funding of these purposes, and, in the case of an enhanced infrastructure financing district, requires voter approval, as specified, for the issuance of those bonds. Existing law, the Neighborhood Infill Finance and Transit Improvements Act, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate, under specified circumstances, tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law. This bill would enact the Second Neighborhood Infill Finance and Transit Improvements Act, which would similarly authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop, as specified, and, among other things, certain conditions relating to housing and the infrastructure financing plan are or will be met. The bill would authorize bonds to be issued for the purposes of the Second Neighborhood Infill Finance and Transit Improvements Act without voter approval. The bill would require an enhanced infrastructure financing district utilizing these provisions to follow specific notice, protest, and election proceedings for the adoption of the infrastructure financing plan. 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 1000 Lara D</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	<p>In Assembly Appropriations Committee</p>	<p>(1)Existing law, the Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a general plan for the physical development of the county or city and authorizes the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would prohibit a city, county, or city and county from restricting which types of electric vehicles may access an electric vehicle charging station approved for passenger vehicles that both is publicly accessible and the construction of which was funded, at least in part, by the state or through moneys collected from ratepayers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1014 Skinner D</p> <p>California Clean Miles Standard and Incentive Program: zero-emission vehicles.</p>	<p>In Assembly Appropriations Committee</p>	<p>Existing law, the Passenger Charter-party Carriers' Act, provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission, and makes it unlawful for a charter-party carrier to operate without first obtaining a permit or certificate from the commission, except as specified. The act includes specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. Under existing law, a violation of the act or an order or direction of the commission pursuant to the act is a crime. This bill would establish the California Clean Miles Standard and Incentive Program, which would require, by January 1, 2020, that the state board establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis. The bill would require, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger-mile driven on behalf of a transportation network company. The bill would require that the targets and goals meet specified requirements. The bill would require, by January 1, 2022, and every 2 years thereafter, that each transportation network company develop a greenhouse gas emissions reduction plan that includes proposals on how to meet the targets and goals for reducing emissions of greenhouse gases that would be established pursuant to the bill. Because the violation of a commission order or direction implementing the bill's provisions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1119 Beall D</p> <p>Low Carbon Transit Operations Program.</p>	<p>In Assembly Appropriations Committee</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. This bill would waive the above requirement if the recipient transit agencies expend the funding provided on certain transit activities. This bill contains other existing laws.</p>	<p>Supported April 2018</p>
<p>SB 1328 Beall D</p> <p>Mileage-based road usage fee.</p>	<p>In Assembly Appropriations Committee</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to continue to assess the potential for mechanisms, including, but not limited to, a mileage-based revenue collection system, to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would, instead, require the committee to gather public comment related to the assessment of those mechanisms.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1376 Hill D</p> <p>Transportation network companies: accessibility for persons with disabilities.</p>	<p>In Assembly Appropriations Committee</p>	<p>The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. The act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. A violation of the act or a rule of the Public Utilities Commission with regard to charter-party carriers is generally a misdemeanor and subject to a fine of not less than \$1,000 and not more than \$5,000 or by imprisonment in a county jail for not more than 3 months, or by both that fine and imprisonment. This bill would require the commission, as part of its regulation of transportation network companies (TNCs), to establish a program in a new or existing proceeding relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle. As part of the program the bill would require the commission, by January 1, 2019, to begin conducting workshops with stakeholders in order to determine community demand, transportation provider supply, geographic areas, and educational outreach objectives to develop recommendations for programs for on-demand services and partnerships. The bill would require each TNC, by January 1, 2020, to pay on a quarterly basis to the commission an amount equivalent to, at a minimum, \$0.05 for each TNC trip completed using the TNC's online-enabled application or platform that originates in one of the geographic areas selected by the commission for inclusion in the program and would authorize the commission to adjust that fee in each geographic area to different levels based on the cost of providing adequate wheelchair accessible vehicle service within the geographic area.</p>	<p>Supported June 2018</p>

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State Legislative Matrix 8/9/18**

Bill ID/Topic	Location	Summary	Position
		<p>The bill would exempt a TNC from payment of the fee if it is accessible to persons with disabilities, as specified, and would authorize the commission to reduce the amount of money a TNC is required to pay if it meets certain requirements. The bill would require moneys collected by the commission to be deposited in the TNC Access for All Fund, which the bill would create, and would continuously appropriate moneys deposited in the fund to the commission for purposes of the program. The bill would require the commission to distribute funds from the TNC Access for All Fund on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities in the geographic areas selected by the commission. The bill would require the commission to authorize no more than 2% of existing funds collected from TNCs and deposited in the Public Utilities Commission Transportation Reimbursement Account to be distributed to accessibility advocates who provide a substantial contribution to the proceeding, thereby making an appropriation. The bill would require the commission to report to the Legislature by January 1, 2024, on the compliance with these provisions and, if applicable, on the effectiveness of the on-demand transportation programs or partnerships funded pursuant to these provisions. The bill would authorize the commission to hire an independent entity to administer the program and to complete the report to the Legislature. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 8/9/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 1403 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>In Assembly Appropriations Committee</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 act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, commencing with the funding plan for the 2019–20 fiscal year of the Air Quality Improvement Program, would require the state board to include a 3-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting certain goals. The bill would require the funding plan to include information related to milestones achieved by the state’s schoolbus incentive programs and the projected need for funding. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/9/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 1434 Leyva D</p> <p>Transportation electrification: electricity rate design.</p>	<p>In Assembly Appropriations Committee</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would require the PUC, on or before July 1, 2019, to direct an electrical corporation with more than 100,000 service connections in California to file a rate design application that supports and accelerates the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. This requirement would not apply to an electrical corporation with an approved or proposed rate tariff that meets the goals of the bill as of July 1, 2019. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file a rate design application for those purposes. The bill would require a rate design proposed by an electrical corporation to seek to minimize overall costs and maximize overall benefits. The bill would require the commission to approve, or modify and approve, a rate design application filed by an electrical corporation if it is consistent with these requirements and is revenue neutral to the relevant customer class. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2018</p>

**San Mateo County Transit District
State Legislative Matrix 8/9/18**

Bill ID/Topic	Location	Summary	Position
<p>SCA 6 Wiener D</p> <p>Local transportation measures: special taxes: voter approval.</p>	<p>In Senate Appropriations Committee</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2017</p>
<p>SCA 20 Glazer D</p> <p>Local sales taxes: online sales.</p>	<p>In Senate Appropriations Committee</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose a local sales and use tax in accordance with that law for tangible personal property sold at retail in the county or city, or purchased for storage, use, or other consumption in the county or city. Existing law requires the city tax rate to be credited against the county rate so that the combined rate does not exceed 1.25%. Existing law requires the county or city to contract with the California Department of Tax and Fee Administration for the administration of the taxes and requires the department to transmit those taxes to the city or county. This measure would provide that, on and after January 1, 2020, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/9/18**

Bill ID/Topic	Location	Summary	Position
<p>Proposition 69 Transportation Taxes & Fees Lockbox</p>	<p>Approved by the voters in the June 5th primary election.</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 act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. This measure would create the Greenhouse Gas Reduction Reserve Fund, in which all moneys collected by the state board as part of a market-based compliance mechanism beginning January 1, 2024, and until the effective date of specified legislation would be deposited. The measure would require all moneys in the fund to be available upon appropriation for specified purposes and would require a bill making those appropriations to be passed by a 2/3 vote of the membership of each house of the Legislature. The measure would require all new moneys collected as part of a market-based compliance mechanism after the effective date of that specified legislation to be deposited in the Greenhouse Gas Reduction Fund. The measure would prohibit a specified sales tax exemption from being applied until the effective date of that specified legislation. This bill contains other existing laws.</p>	<p>Prop 69 Supported April 2018 ACA 5 Supported October 2017</p>

San Mateo County Transit District State Legislative Matrix 8/9/18

Bill ID/Topic	Location	Summary	Position
Proposition 6 – SB1 Repeal	Qualified for placement on the November 6, 2018 statewide ballot through the initiative process.	<p>If approved by a majority of statewide voters, this measure would repeal SB 1, also known as the Road Repair and Accountability Act of 2017, which enacted an estimated \$5.2 billion annual increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee.</p> <p>The measure would also require the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.</p> <p>The Legislative Analyst’s Office and Director of the Department of Finance estimate reduced annual state and local transportation tax revenues of \$2.9 billion in 2018-19, increasing to \$4.9 billion annually by 2020-21. These are revenues that are primarily being used to support state highway maintenance and rehabilitation, local streets and roads, and mass transit. In addition, potential lowering of future transportation tax revenues by requiring both legislative and voter approval of such tax increases.</p>	Opposed August 2018

BOD ITEM #15

Written Communications to the
Board of Directors

SEPTEMBER 5, 2018

2018 BOARD OF DIRECTORS



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1250 SAN CARLOS AVE
SAN CARLOS, CA 94070
(650) 508-6200

August 2, 2018

Honorable Governor Jerry Brown
c/o State Capitol, Suite 1173
Sacramento, CA 95814

RE: AB 2034 (Kalra) – Human trafficking: notice

Dear Governor Brown:

On behalf of the San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (Caltrain), I write to you today in SUPPORT of AB 2034 (Kalra), which would require specified businesses and other establishments that operate an intercity passenger rail, light rail, or bus station to provide employee training on how to both recognize the signs of human trafficking and report those signs to the appropriate law enforcement agency.

Current law requires specified businesses and other establishments--including airports, bus stations, truck stops, and intercity and light rail stations--to post public notices providing information about how to report human trafficking and slavery, and contact specified non-profit organizations who assist and support victims of human trafficking. States with posting requirements similar to California's have seen an increase in reported crimes and victim rescues.

If enacted, AB 2034 will expand existing law by imposing a state-mandated program for training employees of specified businesses and other establishments who may come into contact with victims of human trafficking. It would require the California Department of Justice to consult with community-based anti-human trafficking organizations, representatives of mass transit employees, and representatives of mass transit system organizations to develop training guidelines on or before July 1, 2020, and implement this training by January 1, 2021. Because the training program would be state-mandated, this bill would enable reimbursement for incurred costs, meaning that effective training can be implemented across the board.

Both SamTrans and Caltrain would be subject to this law. We support this bill because training our employees to recognize and report signs of human trafficking allows us to both improve and continue to prioritize the safety of our customers and community.

Honorable Jerry Brown
AB 2034
Page 2 of 2

For these reasons, we respectfully urge your **SUPPORT** for AB 2034. Please feel free to contact Casey Fromson, Director of Government and Community Affairs, at (650) 508-6493 or via email at fromsonc@samtrans.com if you need any additional information.

Sincerely,



Jim Hartnett
General Manager/Chief Executive Officer/Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors
Peninsula Corridor Joint Powers State Legislative Delegation
San Mateo County Transit District Board of Directors
San Mateo County Transit District State Legislative Delegation

From: Stephen Murray
To: [Board \(@samtrans.com\)](mailto:Board@samtrans.com)
Subject: Half Moon Bay microtransit (attn: Ms. Kersteen-Tucker)
Date: Monday, August 20, 2018 9:48:19 AM
Attachments: [Downtowner.pdf](#)

Ms. Kersteen-Tucker,

I'm a co-founder of the transit provider Downtowner. After reading the recent article in the Half Moon Bay Review, I felt the need to reach out and introduce our firm. Our interests lie in solving the exact issues you're faced with.

We're working with municipalities and transit agencies to help pick up where routes fall short. Downtowner is door-to-door, on-demand, shared, and (mostly) electric. This is the future of transit in areas where routes don't fully satisfy the needs of riders, and it's happening now in 5 cities across the US.

For years we've been bridging gaps in existing transit and lessening people's dependence on single occupancy vehicle trips. Our system fully connects communities, and every day we help thousands of people get to where they need to go, without their cars. We have a low cost per passenger, can launch within weeks, and require no infrastructure investment. Does this sound like this is something you would be interested in chatting about? If so, I can send over a few times that might work for us to get on a quick call. I've attached a PDF with more great stats, and more detail on who we are.

Sincerely,

Stephen Murray
Co-Founder
561-386-4073





Downtowner





YOUR CITY IS DYNAMIC

YOUR PUBLIC TRANSIT SHOULD BE TOO

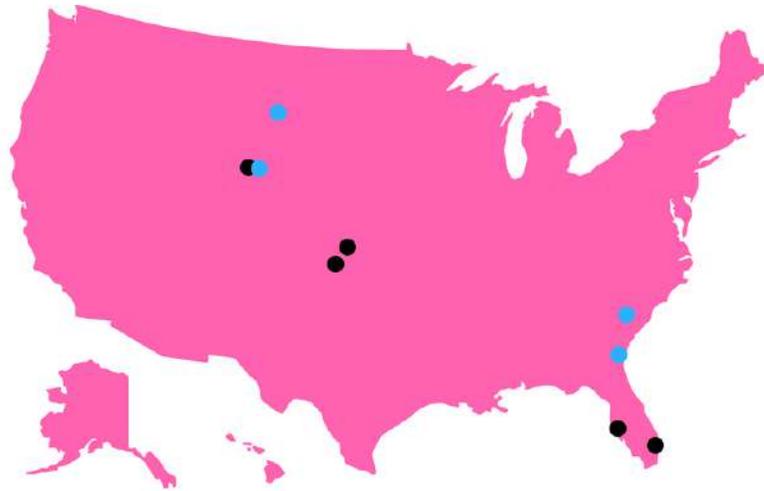
Downtowner uses predictive routing and demand analytics to deploy smarter transit.

By providing door to door rides with our fully-electric fleets, we bridge gaps in existing transit lines, increase downtown livability and ease parking and traffic congestion.

Our app-driven service operates with much higher efficiency and usability than the typical downtown trolley or routed circulator

We're bringing usability back to public transit

THE REVOLUTION HAS BEGUN



TAMPA, ASPEN, AVON, PARK CITY, DELRAY
BEACH



COMING 2018

We're working with cities to replace underutilized downtown routes and optimize their transportation network. Our carpool technology and nimble, demand responsive fleets allow us to handle the fast paced needs of door to door rides and door to transit stop connections with maximum efficiency.

**We cost 75% less per service hour and
40% less per passenger than typical in-
town bus routes**



National Transit database report 2010, Tampa Intowner trolley 2016

WHY DOWNTOWNER?

"Downtowner has been a game-changer for Tampa's downtown. The user experience is great and the app-based, on-demand service has paved the way for a smarter transportation system. Kudos!" -**Vik Bhide, Tampa's Chief Traffic Engineer**

IMPROVE EXISTING MOBILITY

We compliment existing fixed route services, and make them more usable by providing the first and last mile of transit. No need to lay down tracks, build stations or wait months for expensive trolleys. We can be operational within weeks for a fraction of the cost.

CONNECT THE COMMUNITY

Mobility drives local economy, increase downtown livability and keeps visitors coming back. We add value and convenience to the downtown core and nearby neighborhoods. Our data tools allow cities to understand when, where and how their community is moving.

EASE PARKING & TRAFFIC

Door to door rides keep local cars in driveways and out of valuable parking spots. Our algorithms are constantly optimizing driver work flow, picking up riders in the smartest way possible. Grouping riders heading in the same direction cuts down on vehicle traffic and cost per passenger.

"My main reason for using Downtowner is.."



sample- 1078 Tampa riders

WE'RE NOT JUST TALKING

We're doing!

81,000

Current monthly ridership

98%

ridership satisfaction



100%
city contract
renewal rate

-12.5%

Parking occupancy in Aspen during our trial compared to the summer prior. We help locals leave their cars at home.

426

tons of CO2 eliminated yearly by using our electric vehicles



We spend every summer and winter in Aspen. Usually my wife and I bring both of our cars to aspen every year, but this year we decided to leave them back home!! We never have to drive anymore while visiting Aspen. We just leave that to Downtowner. -Brian W.



OUR TECH

Purpose-built by our in-house team

Our focus has always been on making the most efficient and usable system.

Through carpooling, smart queues, and commuter-focused features, we're ready to transform your city's transit ecosystem.

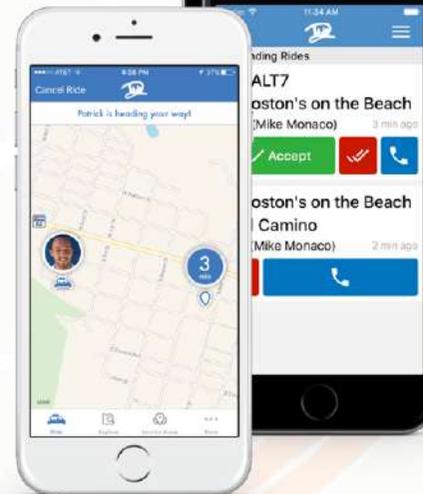
Demand analytics and reporting provide insights on when, where and how riders are moving.

323,816

rides dispatched by our tech since
2015

0

minutes of downtime





TURN-KEY MICROTRANSIT

Our pilot programs offer cities and agencies an opportunity to revolutionize their public transit networks with low risk solutions that can be operational within 60 days.

Whats included?

- Planning and Implementation
- Operations Management
- Electric Vehicles
- Data and Analytics
- Program Oversight
- Local Employee Drivers

Ready to partner with us?
info@ridedowntown.com

OFFICIAL PARTNERS





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JIM HARTNETT
GENERAL MANAGER/CEO

August 14, 2018

Ms. Carol Kuester, Director
Electronic Payments
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105-2066

Subject: Improving Mobile Solution for Regional Needs

Dear Ms. Carol Kuester,

As you know, the San Mateo County Transit District (District) is developing a mobile application that will provide travelers with enhanced mobile ticketing, trip-planning and real-time functionality. A contract to complete this work was recently awarded to Bytemark and the product is expected to be launched on September 4, 2018.

Initially, the application will focus on SamTrans fixed-route and paratransit services, but the contract allows functionality to be expanded to include trip-planning and mobile ticketing functionality for neighboring transit agencies and other mobility services.

As you know, the District also manages the Caltrain commuter rail service. On January 2017, the Caltrain Board of Directors approved a contract with moovel North America to create a separate mobile ticket application for Caltrain. That product launched in February 2018, and will soon include enhanced trip planning and real-time information. Like the SamTrans application, Caltrain's can also be expanded to add fare payment functionality for neighboring systems.

The District requests approval from the Metropolitan Transportation Commission (MTC) to add neighboring transit agency fare products to both applications. Addition of this functionality would be closely coordinated with the MTC and would be subject to agreements with neighboring agencies including the Santa Clara Valley Transportation Authority, San Francisco Municipal Transportation Authority, Alameda County Transit, and Bay Area Rapid Transit.

This functionality will not include fare products that are offered exclusively on the region's Clipper system, but it will provide occasional riders with the ability to more seamlessly transfer between multiple systems using a convenient mobile payment option.

Thank you for your attention and consideration of this request. If you have questions or require more information, I will make staff available as needed.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Hartnett", with a small "for" written below it.

Jim Hartnett
General Manager/CEO
SamTrans & Caltrain

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