



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

A G E N D A

BOARD OF DIRECTORS MEETING

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

WEDNESDAY, NOVEMBER 7, 2018 – 2:00 pm

(Revised 11-02-2018)

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

2. ROLL CALL

3. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Meeting of October 3, 2018
- b. Acceptance of Statement of Revenues and Expenses for September 2018
- c. Approval of 2019 Board of Directors Meeting Calendar
- d. Acceptance of Contracts Issued Between \$100,000 and \$175,000 Quarterly Report

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

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

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

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of October 3, 2018

INFORMATIONAL

3. Accessibility Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – September 2018
7. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of October 3, 2018
3. Award of Contract for Printing and Delivery of Magnetic Tickets
4. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of October 3, 2018
3. Adoption of Transit Asset Management Policy

INFORMATIONAL

4. US 101 Express Bus Feasibility Study Update
5. Caltrain Business Plan
6. Youth Mobility Initiatives Update
7. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of October 3, 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 – September 2018

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Award of Contract for Printing and Delivery of Magnetic Tickets

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

RESOLUTION

- a. Transit Asset Management Plan and Policy

SUBJECTS DISCUSSED

- b. US 101 Express Bus Feasibility Study Update
- c. Caltrain Business Plan
- d. Youth Mobility Initiatives Update

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,
December 5, 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
OCTOBER 3, 2018**

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

MEMBERS ABSENT: C. Groom (Vice Chair), Z. Kersteen-Tucker

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, M. Tolleson, D. Pape, J. Nogales-DeGuzman, S. van Hoften, A. Rivas, K. Cheema, C. Fromson, T. Dubost, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the meeting to order at 2:04 pm and requested that Director Matsumoto lead 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 September 5, 2018
- Acceptance of Statement of Revenues and Expenses for August 2018

Motion/Second: Ratto/Guilbault

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

Absent: Gee, Groom, Kersteen-Tucker

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

Director Gee arrived at 2:07 pm.

PUBLIC HEARING: APPROVAL OF PENINSULA CORRIDOR JOINT POWERS BOARD FINANCING

Chair Stone opened the public hearing.

Ms. Gumpal indicated when the required steps were taken to inform the public about the public hearing.

Derek Hansel, Chief Financial Officer, presented his staff report requesting approval of Peninsula Corridor Joint Powers Board issuance of farebox revenue bonds and interim financing to finance public capital improvements, including acquisition of leased facilities housing Caltrain operations, electrification of the Caltrain rail corridor between San Francisco and San Jose, Caltrain capacity and system improvements and completion of the Caltrain positive train control system.

Mr. Hansel fielded questions from the Board.

Public Comment:

Meredith Park, San Carlos PTA, Transportation and Safety Committee (TASC), thanked the Board for their support. She requested additional service to serve San Carlos schools since many buses are filled to capacity.

Joan Cassman, Legal Counsel, confirmed that Mr. Hansel had explained the purpose of the hearing and the objectives behind the proposed financing transaction of the JPB, that the District had followed the applicable procedural requirements that are in place for members of a joint powers agency, and advised that the Board could close the public hearing and take action.

Motion to Close the Public Hearing:

Motion/Second: Gee/Pine

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

Absent: Groom, Kersteen-Tucker

RESOLUTION:

- Peninsula Corridor Joint Powers Board Financing – Approved by Resolution No. 2018-49

Motion/Second: Guilbault/Pine

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

Absent: Groom, Kersteen-Tucker

REPORT OF THE CHAIR

Chair Stone said he had nothing to report.

REPORT OF THE GENERAL MANAGER/CEO

Jim Hartnett, General Manager/CEO, noted several items in addition to his written report.

He said the District is having the American Public Transportation Association (APTA) do a peer review of the District's security services prior to renewing its security contract with the Sheriff's Department.

He stated that several routes have been affected by the temporary closure of the Salesforce Transbay Terminal in San Francisco.

He noted the winners of the September 23 Rodeo competition and thanked the Board members for their participation.

He noted staff participation in the American Heart Association Heart Walk on September 20.

He said the bus operators have been assisting customers using the new SamTrans mobile app.

He provided a correction to recent media reports that there is no fare enforcement for BART operation in San Mateo County, and stated that BART does have the legal right to do fare enforcement all along its line, including in San Mateo County, under the penal

code. He then noted that the District has invested \$400 million in the BART system and described the ongoing financial support that BART has from the County and the San Mateo County Transportation Authority (TA).

He noted the announcement of Customer Service Week in his report and thanked the customer service team.

BOARD MEMBER REQUESTS/COMMENTS

Director Gee gave a brief update on the status of repairs and street closures surrounding the Salesforce Transit Center in San Francisco, which was closed following the recent discovery of fissures in two steel beams in the facility's structure.

Director Matsumoto asked about the status of rider-requested changes to the current southbound schedule of Route 398. David Olmeda, Chief Operating Officer, Bus, said his department is still conducting research on the feasibility of eliminating the stop at San Bruno BART station on at least one of the southbound runs.

RECESS TO COMMITTEE MEETINGS

The Board meeting recessed at 2:55 pm.

Chair Stone left the committee meetings at 3:24 pm, designating Director Matsumoto to chair the Board meeting upon reconvening.

RECONVENE BOARD OF DIRECTORS MEETING

Director Matsumoto reconvened the Board meeting at 4:06 pm.

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

Director Ratto reported the following items:

PROCLAMATION:

Designation of October as Disabilities Awareness Month

SUBJECTS DISCUSSED:

Accessibility Update
Paratransit Coordinating Council Update
Citizens Advisory Committee Update
Quarterly Dashboard Report – April-June 2018
Multimodal Ridership Report – July 2018

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

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

RESOLUTIONS:

- Authorization of Renewal of a Contract with Vision Service Plan (VSP) for Continued Vision Insurance Coverage – Approved by Resolution No. 2018-50
- Delegation of Authority to the General Manager/CEO to Implement Bus Bridge Arrangements – Approved by Resolution No. 2018-51

Motion/Second: Pine/Guilbault

Ayes: Gee, Guilbault, Matsumoto, Pine, Powell, Ratto

Absent: Groom, Kersteen-Tucker, Stone

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

Director Powell reported the following item:

SUBJECT DISCUSSED:

- SamTrans Microtransit Pilot

RESOLUTION:

- Mobility Plan for Older Adults and People with Disabilities – Approved by Resolution No. 2018-52

Motion/Second: Gee/Ratto

Ayes: Gee, Guilbault, Matsumoto, Pine, Powell, Ratto

Absent: Groom, Kersteen-Tucker, Stone

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

Director Gee reported the following item:

SUBJECT DISCUSSED:

- State and Federal Legislative Update

GENERAL COUNSEL REPORT

Joan Cassman, Legal Counsel, said that she had nothing to report.

WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Director Matsumoto said Board communications were in the reading file.

DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Director Matsumoto announced the time and location of the next meeting as Wednesday, November 7, 2018 at 2:00 pm, San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA

ADJOURN

The meeting adjourned at 4:09 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: 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
SEPTEMBER 30, 2018**

ACTION

Staff recommends that the Board of Directors (Board) accept and enter into the record the Statement of Revenues and Expenses for the month of September 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 September 30, 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: On August 1, 2018, the following resolutions were passed amending the FY19 Operating Budget: 1) Resolution No. 2018-38, for the Linda Mar Park-N-Ride capital project, decreased the Sales Tax Allocation – Capital Programs in the amount of \$86,615; 2) Resolution No. 2018-40, for the Lifeline Transportation Program, increased revenues in the amount of \$325,000 and expense in the amount of \$316,000, resulting in a decrease in use of reserves by \$9,000, and 3) Resolution No. 2018-42, in connection with the amended agreement with MV Transportation, increase expenditures by \$2,713,372. The net impact of the above mentioned resolutions increased FY19 anticipated use of reserves by \$2,617,757. 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 September year-to-date actual, the Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 15) are \$2.6 million

higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), District ½ Cent Sales Tax (page 1, line 10), and Investment Interest (page 1, line 11).

Year to Date Expenses: As of September year-to-date actual, the Total Uses of Funds (page 1, line 33) are \$1.7 million higher than the prior year-to-date actual. This is primarily due to Total Motorbus expenses which are higher by \$3.3 million (page 1 line 19) due to overall salary increases in FY19, payments for unfunded CalPERS and Other Post-Employment Benefits (OPEB) liability (this expense will not recur throughout the year), an increase in the calculated fringe benefit rate 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 September 2018.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Melanie Hartanto, Accountant
Jennifer Ye, Manager, General Ledger

650-508-6478
650-622-7890

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

% OF YEAR ELAPSED: **25.0%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	3,969,746	3,870,966	(98,780)	(2.5%)	16,457,750	16,457,750	0	0.0%
2 Local TDA and STA Funds	10,503,367	11,871,422	1,368,055	13.0%	47,485,688	47,485,688	0	0.0%
3 Pass through to Other Agencies	207,634	104,567	(103,067)	(49.6%)	743,268	743,268	0	0.0%
4 Operating Grants	443,340	19,935	(423,405)	(95.5%)	3,533,624	3,533,624	0	0.0%
5 SMCTA Measure A	2,385,766	2,772,132	386,367	16.2%	11,088,532	11,088,532	0	0.0%
6 SM County Measure A & Other	937,500	625,000	(312,500)	(33.3%)	2,500,000	2,500,000	0	0.0%
7 AB434 Funds, TA Funded Shuttle & Other	77,250	103,500	26,250	34.0%	414,000	414,000	0	0.0%
8 Subtotal - Operating Revenues	18,524,603	19,367,522	842,919	4.6%	82,222,862	82,222,862	0	0.0%
Other Revenue Sources								
9 District 1/2 Cent Sales Tax	21,495,463	22,531,149	1,035,686	4.8%	86,353,200	86,353,200	0	0.0%
10 Investment Interest	481,717	884,677	402,960	83.7%	2,030,312	2,030,312	0	0.0%
11 Other Interest, Rent & Other Income	1,827,181	2,126,008	298,826	16.4%	7,890,875	7,890,875	0	0.0%
12 Subtotal - Other Revenues	23,804,361	25,541,834	1,737,473	7.3%	96,274,387	96,274,387	0	0.0%
13 Total Sources of Funds	42,328,964	44,909,356	2,580,392	6.1%	178,497,249	178,497,249	0	0.0%
USES OF FUNDS								
Operating Expenses								
19 Motor Bus	29,659,368	32,949,728	3,290,360	11.1%	132,713,297	132,713,297	0	0.0%
20 A. D. A. Programs	5,291,689	4,153,460	(1,138,229)	(21.5%)	18,998,212	18,998,212	0	0.0%
21 Caltrain	1,542,441	1,908,600	366,159	23.7%	7,634,404	7,634,404	0	0.0%
22 Other Multi-modal Programs	578,788	627,262	48,474	8.4%	2,329,406	2,329,406	0	0.0%
23 Pass through to Other Agencies	207,634	104,567	(103,067)	(49.6%)	734,268	734,268	0	0.0%
24 Land Transfer Interest Expense	0	0	0	0.0%	45,716	45,716	0	0.0%
25 Total Operating Expense	37,279,919	39,743,618	2,463,699	6.6%	162,455,303	162,455,303	0	0.0%
26 Total Operating Surplus / (Deficit)	5,049,045	5,165,739	116,693	2.3%	16,041,946	16,041,946	0	0.0%
27 Sales Tax Allocation - Capital Program	2,197,353	1,503,893	(693,461)	(31.6%)	6,015,570	6,015,570	0	0.0%
28 Total Debt Service	2,470,077	2,428,429	(41,649)	(1.7%)	21,612,357	21,612,357	0	0.0%
29 Total Uses of Funds	41,947,349	43,675,939	1,728,590	4.1%	190,083,231	190,083,231	0	0.0%
30 PROJECTED SURPLUS / (DEFICIT)	381,615	1,233,418	851,802	223.2%	(11,585,982)	(11,585,982)	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 SEPTEMBER 2018									% OF YEAR ELAPSED:	25.0%
	YEAR-TO-DATE				ANNUAL					
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE		
OPERATING REVENUES - MOTOR BUS										
1	TOTAL MOTOR BUS FARES	3,748,607	3,566,286	(182,321)	(4.9%)	15,501,882	15,501,882	0	0.0%	1
2	LOCAL (TDA) TRANSIT FUND:									2
3	General Operating Assistance	9,110,188	9,931,418	821,231	9.0%	39,725,672	39,725,672	0	0.0%	3
4	STATE TRANSIT ASSISTANCE:									4
5	Local STA Operating Assistance	827,534	1,417,298	589,764	71.3%	5,669,191	5,669,191	0	0.0%	5
6	OPERATING GRANTS									6
7	TOTAL OPERATING GRANTS	0	10,920	10,920	0.0%	1,448,667	1,448,667	0	0.0%	7
8										8
9	DISTRICT 1/2 CENT SALES TAX:									9
10	General Operating Assistance	14,206,163	15,651,706	1,445,543	10.2%	62,514,163	62,514,163	0	0.0%	10
11	Accessibility Fixed Route	252,192	235,301	(16,891)	(6.7%)	1,220,047	1,220,047	0	0.0%	11
12	TOTAL 1/2 CENT SALES TAX	14,458,355	15,887,007	1,428,652	9.9%	63,734,210	63,734,210	0	0.0%	12
13	INVESTMENT INTEREST INCOME:									13
14	Investment Interest Income	386,769	741,122	354,354	91.6%	1,630,000	1,630,000	0	0.0%	14
15										15
16	OTHER REVENUE SOURCES:									16
17	Rental Income	375,982	375,982	0	0.0%	1,600,000	1,600,000	0	0.0%	17
18	Advertising Income	349,454	305,322	(44,132)	(12.6%)	1,205,307	1,205,307	0	0.0%	18
19	Other Income	402,480	714,373	311,893	77.5%	2,198,368	2,198,368	0	0.0%	19
20	TOTAL OTHER REVENUES	1,127,915	1,395,677	267,762	23.7%	5,003,675	5,003,675	0	0.0%	20
21										21
22	TOTAL MOTOR BUS	29,659,368	32,949,728	3,290,360	11.1%	132,713,297	132,713,297	0	0.0%	22
23										23
24	AMERICAN DISABILITIES ACT:									24
25	Passenger Fares Redi-Wheels	221,139	304,680	83,542	37.8%	955,868	955,868	0	0.0%	25
26	Local TDA 4.5 Redi-Wheels	479,483	522,706	43,223	9.0%	2,090,825	2,090,825	0	0.0%	26
27	Local STA - Paratransit	86,162	0	(86,162)	(100.0%)	0	0	0	0.0%	27
28	Operating Grants	443,340	9,015	(434,325)	(98.0%)	2,084,957	2,084,957	0	0.0%	28
29	Sales Tax - District ADA Programs	1,451,289	912,845	(538,444)	(37.1%)	4,281,834	4,281,834	0	0.0%	29
30	Sales Tax - Paratransit Suppl. Coastside	429,678	444,078	14,400	3.4%	1,830,600	1,830,600	0	0.0%	30
31	Interest Income - Paratransit Fund	94,949	143,555	48,606	51.2%	400,000	400,000	0	0.0%	31
32	SMCTA Measure A Redi-Wheels	843,325	863,532	20,207	2.4%	3,454,128	3,454,128	0	0.0%	32
33	SM County Measure A & Other	937,500	625,000	(312,500)	(33.3%)	2,500,000	2,500,000	0	0.0%	33
34	Measure M Paratransit	304,824	328,049	23,225	7.6%	1,400,000	1,400,000	0	0.0%	34
35	TOTAL ADA PROGRAMS	5,291,689	4,153,460	(1,138,229)	(21.5%)	18,998,212	18,998,212	0	0.0%	35
36										36
37	MULTI-MODAL TRANSIT PROGRAMS:									37
38	Transfer from SMCTA for Caltrain	1,542,441	1,727,064	184,623	12.0%	6,908,256	6,908,256	0	0.0%	38
39	Other Sources - Caltrain	0	181,536	181,536	0.0%	726,148	726,148	0	0.0%	39
40	AB434 Funds, TA Funded Shuttle & Other	77,250	103,500	26,250	34.0%	414,000	414,000	0	0.0%	40
41	Employer SamTrans Shuttle Funds	394,442	402,282	7,839	2.0%	1,487,200	1,487,200	0	0.0%	41
42	Sales Tax - SamTrans Shuttle Program	65,929	44,794	(21,135)	(32.1%)	253,406	253,406	0	0.0%	42
43	Sales Tax - Gen. Operating Asst.	41,166	76,686	35,520	86.3%	174,800	174,800	0	0.0%	43
44										44
45	TOTAL MULTIMODAL	2,121,229	2,535,862	414,633	19.5%	9,963,810	9,963,810	0	0.0%	45
46										46
47	TOTAL REVENUES	37,072,286	39,639,050	2,566,764	6.9%	161,675,319	161,675,319	0	0.0%	47

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

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

% OF YEAR ELAPSED: 25.0%

EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
DISTRICT OPERATED BUSES								
1 Wages & Benefits	17,628,779	20,326,685	2,697,906	15.3%	68,558,191	68,558,191	0	0.0%
2								
3 Services:								
4 Board of Directors	14,001	10,845	(3,156)	(22.5%)	86,000	86,000	0	0.0%
5 Contracted Vehicle Maintenance	257,689	248,633	(9,056)	(3.5%)	1,302,319	1,302,319	0	0.0%
6 Property Maintenance	225,947	320,378	94,431	41.8%	1,589,000	1,589,000	0	0.0%
7 Professional Services	481,467	831,253	349,785	72.6%	4,290,020	4,290,020	0	0.0%
8 Technical Services	1,305,855	1,348,725	42,869	3.3%	8,934,854	8,934,854	0	0.0%
9 Other Services	608,931	571,811	(37,120)	(6.1%)	3,821,376	3,821,376	0	0.0%
10								
11 Materials & Supply:								
12 Fuel and Lubricants	666,471	915,659	249,188	37.4%	3,950,821	3,950,821	0	0.0%
13 Bus Parts and Materials	431,852	391,347	(40,505)	(9.4%)	2,036,780	2,036,780	0	0.0%
14 Uniforms and Driver Expense	73,624	86,584	12,960	17.6%	564,226	564,226	0	0.0%
15 Timetables and Tickets	13,887	12,357	(1,530)	(11.0%)	283,500	283,500	0	0.0%
16 Office Supplies / Printing	77,175	102,559	25,385	32.9%	454,234	454,234	0	0.0%
17 Other Materials and Supply	35,275	28,642	(6,633)	(18.8%)	150,300	150,300	0	0.0%
18								
19 Utilities:								
20 Telecommunications	104,834	93,597	(11,237)	(10.7%)	712,296	712,296	0	0.0%
21 Other Utilities	304,381	276,685	(27,696)	(9.1%)	1,058,000	1,058,000	0	0.0%
22 Insurance Costs	995,680	353,344	(642,336)	(64.5%)	3,057,336	3,057,336	0	0.0%
23 Workers' Compensation	788,317	801,840	13,524	1.7%	3,666,068	3,666,068	0	0.0%
24 Taxes and License Fees	159,074	183,589	24,515	15.4%	795,415	795,415	0	0.0%
25 Fixed Route Accessibility	252,192	235,301	(16,891)	(6.7%)	1,220,047	1,220,047	0	0.0%
26 Leases and Rentals	32,323	46,225	13,902	43.0%	185,292	185,292	0	0.0%
27 Promotional and Legal Advertising	59,969	146,033	86,064	143.5%	1,292,750	1,292,750	0	0.0%
28 Training and Business Travel	30,667	82,320	51,653	168.4%	770,855	770,855	0	0.0%
29 Dues and Membership	21,423	27,492	6,069	28.3%	150,483	150,483	0	0.0%
30 Postage and Other	5,080	7,143	2,062	40.6%	237,780	237,780	0	0.0%
31								
32 Total District Operated Buses	24,574,892	27,449,046	2,874,155	11.7%	109,167,943	109,167,943	0	0.0%
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	4,228,779	4,723,228	494,449	11.7%	19,951,838	19,951,838	0	0.0%
36 Other Related Costs	112,764	87,618	(25,146)	(22.3%)	464,647	464,647	0	0.0%
37 Insurance Costs	178,145	146,654	(31,491)	(17.7%)	785,990	785,990	0	0.0%
38 Coastside Services	412,495	413,570	1,075	0.3%	1,742,000	1,742,000	0	0.0%
39 Redi Coast Non-ADA	61,832	56,504	(5,329)	(8.6%)	266,200	266,200	0	0.0%
40 Other Related Costs	30,569	24,476	(6,093)	(19.9%)	131,293	131,293	0	0.0%
41 La Honda - Pescadero	13,125	11,813	(1,313)	(10.0%)	55,130	55,130	0	0.0%
42 SamCoast - Pescadero	44,653	34,768	(9,885)	(22.1%)	140,800	140,800	0	0.0%
43 Other Related Cost - SamCoast	2,114	2,052	(62)	(3.0%)	7,456	7,456	0	0.0%
44 Total Contracted Bus Service	5,084,476	5,500,682	416,206	8.2%	23,545,355	23,545,355	0	0.0%
45								
46 TOTAL MOTOR BUS	29,659,368	32,949,728	3,290,360	11.1%	132,713,298	132,713,298	0	0.0%

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

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

% OF YEAR ELAPSED: 25.0%

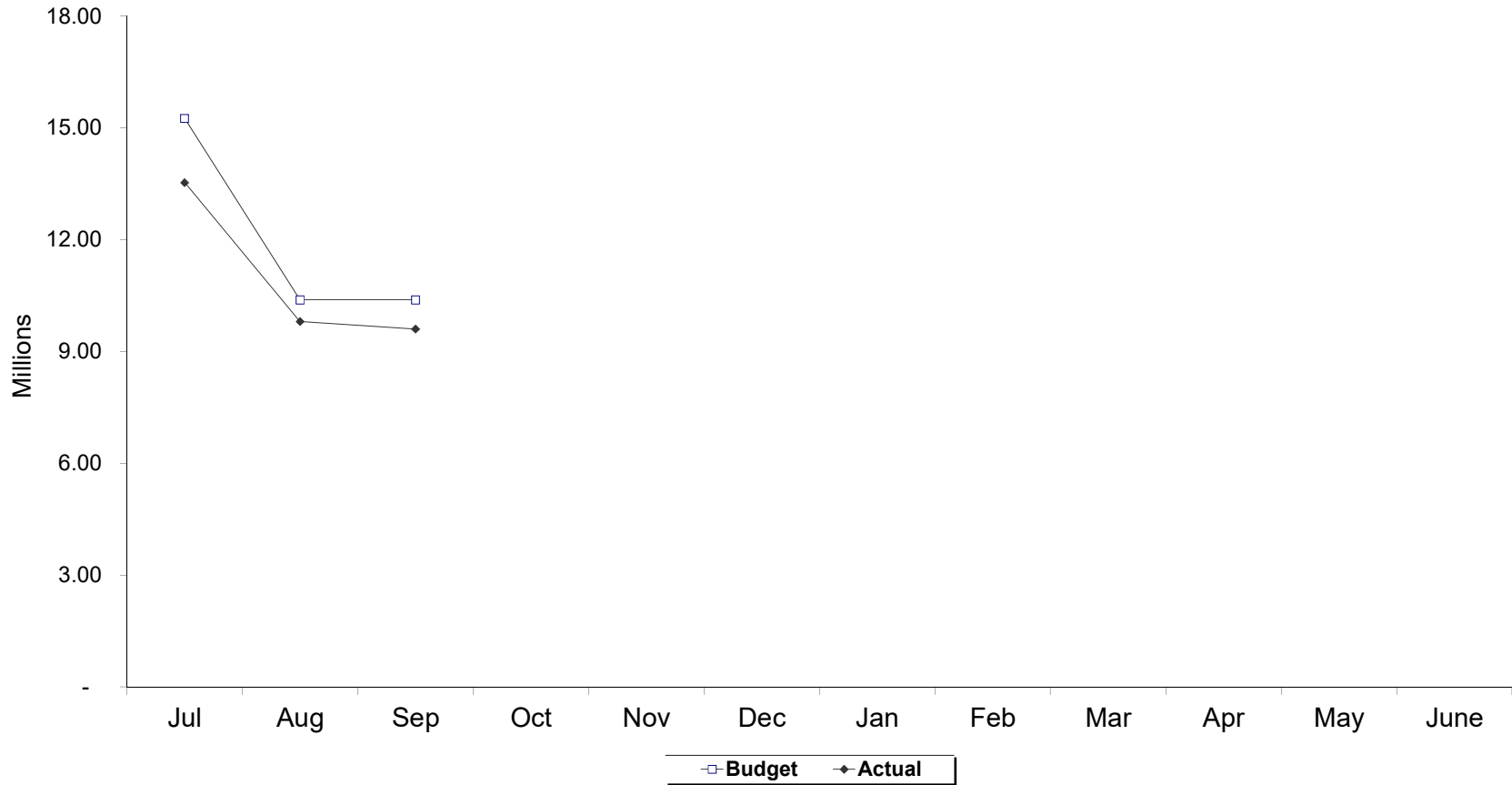
EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	1,372,566	1,300,176	(72,389)	(5.3%)	8,012,000	8,012,000	0	0.0%
Other Related Costs	757,276	746,429	(10,847)	(1.4%)	3,042,705	3,042,705	0	0.0%
ADA Sedans / Taxi Service	1,210,085	1,280,438	70,354	5.8%	3,848,426	3,848,426	0	0.0%
ADA Accessibility Support	298,913	293,237	(5,676)	(1.9%)	1,644,784	1,644,784	0	0.0%
Coastside ADA Support	429,678	444,078	14,400	3.4%	1,830,600	1,830,600	0	0.0%
Insurance Costs	1,223,171	89,102	(1,134,069)	(92.7%)	619,697	619,697	0	0.0%
TOTAL ADA PROGRAMS	5,291,689	4,153,460	(1,138,229)	(21.5%)	18,998,212	18,998,212	0	0.0%
MULTI-MODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	1,542,441	1,908,600	366,159	23.7%	7,634,404	7,634,404	0	0.0%
Total Caltrain Service	1,542,441	1,908,600	366,159	23.7%	7,634,404	7,634,404	0	0.0%
OTHER SUPPORT								
SamTrans Shuttle Service	537,621	550,576	12,955	2.4%	2,154,606	2,154,606	0	0.0%
Maintenance Multimodal Facilities	41,167	76,686	35,519	86.3%	174,800	174,800	0	0.0%
Total Other Support	578,788	627,262	48,474	8.4%	2,329,406	2,329,406	0	0.0%
TOTAL MULTI-MODAL PROGRAM	2,121,229	2,535,862	414,633	19.5%	9,963,810	9,963,810	0	0.0%
TOTAL OPERATING EXPENSES	37,072,286	39,639,050	2,566,764	6.9%	161,675,319	161,675,319	0	0.0%

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

SAN MATEO COUNTY TRANSIT DISTRICT

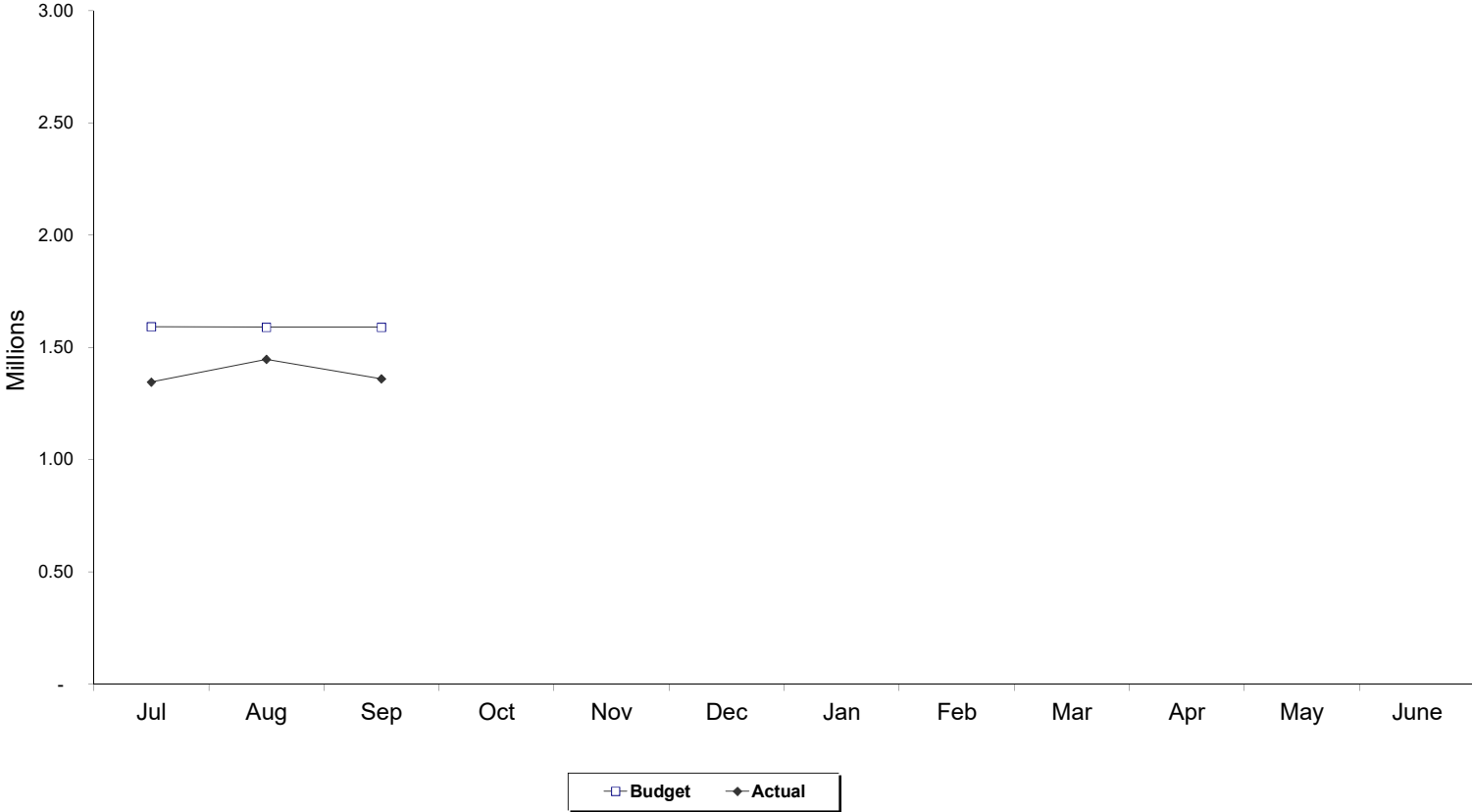
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	15,262,726	10,388,766	10,389,066										
Actual	13,537,081	9,807,233	9,605,414										
CUMULATIVE EXPENSES													
Budget	15,262,726	25,651,492	36,040,558										
Actual	13,537,081	23,344,314	32,949,728										
Variance - F(U)	1,725,645	2,307,178	3,090,830										
Variance %	11.31%	8.99%	8.58%										

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

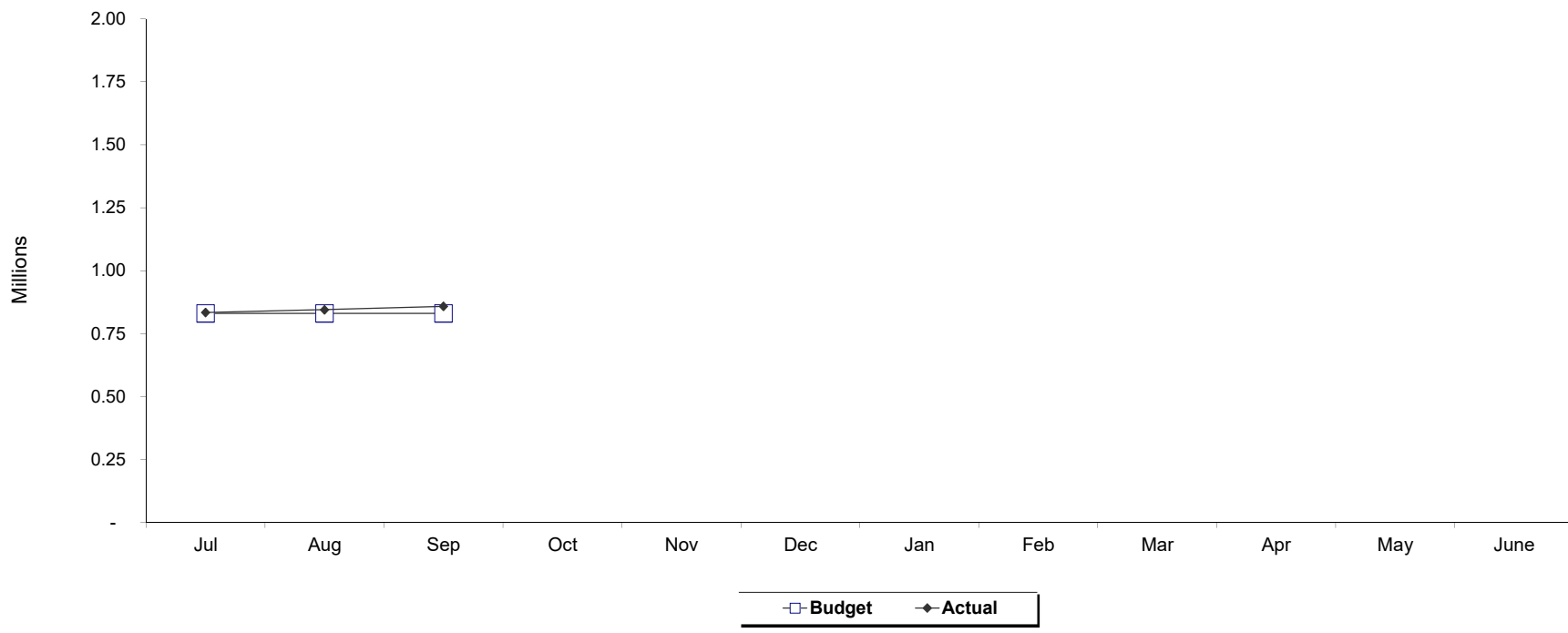


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,592,580	1,590,330	1,590,330										
Actual	1,345,590	1,447,129	1,360,741										
CUMULATIVE EXPENSES													
Budget	1,592,580	3,182,910	4,773,240										
Actual	1,345,590	2,792,719	4,153,460										
Variance - F(U)	246,990	390,191	619,780										
Variance %	15.51%	12.26%	12.98%										

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	830,318	830,318	830,318									
Actual	833,082	844,739	858,042									
CUMULATIVE EXPENSES												
Budget	830,318	1,660,635	2,490,953									
Actual	833,082	1,677,820	2,535,862									
Variance - F(U)	(2,764)	(17,185)	(44,910)									
Variance %	-0.33%	-1.03%	-1.80%									

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

September 30, 2018

DESCRIPTION	TOTAL INVESTMENT 9-30-18	INTEREST RECEIVABLE 8-31-18	PREPAID INT RECEIVABLE 9-30-18	INTEREST EARNED 9-30-18	INTEREST RECEIVED 9-30-18	ADJ.	INTEREST RECEIVABLE 9-30-18
REIMBURSEMENT SECURITIES FUND	0.00	(0.00)	0.00	0.00	0.00	0.00	(0.00)
LAIF -- REIMBURSEMENT FUNDS	78,745.41	263.46	0.00	133.52	0.00	0.00	396.98
RESERVE SECURITIES FUNDS	89,451,198.77	328,363.11	2,539.06	172,086.54	99,895.84	(778.74)	402,314.13
LAIF -- RESERVE FUNDS	35,225,079.31	146,902.91	0.00	60,858.63	0.00	0.00	207,761.54
PARATRANSIT FUNDS	25,334,731.12	93,273.97	710.94	42,367.17	21,458.55	(224.82)	114,668.71
LAIF -- PARATRANSIT	1,054,859.97	3,529.15	0.00	1,788.64	0.00	0.00	5,317.79
BANK OF AMERICA	29,543,169.51	0.00	0.00	17,059.81	17,059.81	0.00	0.00
WELLS FARGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00
US BANK - CUSTODIAN ACCOUNT	9,031,880.29	10,943.33	0.00	11,767.62	10,943.33	0.00	11,767.62
DEBT SERVICE RESERVES							
HELD BY TRUSTEE:	7,222,230.99	0.00	0.00	0.00	0.00	0.00	0.00
	<u>196,941,895.37</u>	<u>583,275.92</u>	<u>3,250.00</u>	<u>306,061.93</u>	<u>149,357.53</u>	<u>(1,003.56)</u>	<u>742,226.76</u>

SEPTEMBER 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 9/30/18	305,058.37
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(604.62)
Capital Gain(Loss)	(770.42)
Amortized Premium/Discount	15,221.97
Total Interest & Capital Gain(Loss)	<u>318,905.30</u>

YEAR TO DATE -- SUMMARY

Interest Earned	917,777.89
Add:	
CEO Interest	
Less:	
Trust Fees	(1,928.96)
Capital Gain(Loss)	(40,044.06)
Amortized Premium/Discount	47,366.53
Total Interest & Capital Gain(Loss)	<u>923,171.40</u>

Balance Per Ledger as of 9/30/18

Deferred Int Acct. 210852/3	34,687.57
Interest Acct. 409101	883,090.32
Less Trust Fees 530045	(1,928.96)
Gain(Loss) Acct. 405210	(40,044.06)
Amortized Premium/Discount	47,366.53
	<u>923,171.40</u>

Note: Total may not foot due to rounding.

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE SECURITIES FUNDS -- INTEREST ON SECURITIES
September 30, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 9-30-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 8-31-18	PREPAID INT REC'VBLE 9-30-18	INTEREST EARNED 9-30-18	INTEREST RECEIVED 9-30-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 9-30-18	INT REC'VBLE LESS PREPAID 9-30-18	PAR VALUE
U.S. TREASURY NOTES AND BONDS																
US TREASURY NOTE	912828ST8	03-25-15	64,987.30	64,550.59	04-30-19	1.250%	2.2569	273.78		67.71			(1.48)	340.01	340.01	65,000.00
US TREASURY NOTE	912828VF4	12-07-15	251,702.93	249,132.96	05-31-20	1.375%	9.7396	890.93		292.19			(4.79)	1,178.33	1,178.33	255,000.00
US TREASURY NOTE	912828VP2	05-18-16	775,283.20	739,248.00	07-31-20	2.000%	41.6667	1,304.35		1,250.00			(27.18)	2,527.17	2,527.17	750,000.00
US TREASURY NOTE	912828L32	06-29-16	417,495.32	399,013.23	08-31-20	1.375%	15.6597	46.21		469.79			(7.70)	508.30	508.30	410,000.00
US TREASURY NOTE	912828Q78	01-05-17	1,607,456.25	1,579,525.00	04-30-21	1.375%	62.6389	7,598.37		1,879.17			(40.86)	9,436.68	9,436.68	1,640,000.00
US TREASURY NOTE	912828R77	03-17-17	1,363,632.81	1,346,406.60	05-31-21	1.375%	53.4722	4,891.39		1,604.17			(26.30)	6,469.26	6,469.26	1,400,000.00
US TREASURY NOTE	912828D72	04-05-17	1,007,734.38	975,547.00	08-31-21	2.000%	55.5556	213.89		1,666.67			(36.17)	1,844.39	1,844.39	1,000,000.00
US TREASURY NOTE	912828D72	06-29-17	1,516,347.66	1,463,320.50	08-31-21	2.000%	83.3333	326.13		2,500.00			(54.35)	2,771.77	2,771.77	1,500,000.00
US TREASURY NOTE	912828D72	07-11-17	2,213,320.31	2,146,203.40	08-31-21	2.000%	122.2222	481.72		3,666.67			(79.78)	4,068.61	4,068.61	2,200,000.00
US TREASURY NOTE	912828T67	10-10-17	1,074,519.53	1,047,019.60	10-31-21	1.250%	38.1944	4,658.49		1,145.83			(18.78)	5,785.54	5,785.54	1,100,000.00
US TREASURY NOTE	912828T67	08-03-17	1,520,271.48	1,475,345.80	10-31-21	1.250%	53.8194	6,565.86		1,614.58			(26.47)	8,153.97	8,153.97	1,550,000.00
US TREASURY NOTE	912828T67	08-31-17	3,051,078.13	2,950,691.60	10-31-21	1.250%	107.6389	13,126.74		3,229.17			(52.92)	16,302.99	16,302.99	3,100,000.00
US TREASURY NOTE	912828X47	12-06-17	1,256,803.91	1,225,401.41	04-30-22	1.875%	66.1458	8,023.78		1,984.37			(43.14)	9,965.01	9,965.01	1,270,000.00
US TREASURY NOTE	912828X47	01-04-18	1,777,148.44	1,736,789.40	04-30-22	1.875%	93.7500	11,372.28		2,812.50			(61.14)	14,123.64	14,123.64	1,800,000.00
US TREASURY NOTE	912828X47	05-07-18	3,726,980.47	3,714,799.55	04-30-22	1.875%	200.5208	24,324.05		6,015.62			(130.77)	30,208.90	30,208.90	3,850,000.00
US TREASURY NOTE	912828TJ9	09-07-18	2,395,117.19	2,381,152.50	08-15-22	1.625%	112.8472	0.00	2,539.06	2,708.33			(58.87)	2,500.00	2,500.00	2,500,000.00
US TREASURY NOTE	912828N30	08-03-18	1,551,875.00	1,548,062.40	12-31-22	2.125%	94.4444	5,820.65		2,833.33			(61.59)	8,592.39	8,592.39	1,600,000.00
																28.57%
FEDERAL AGENCY BONDS/NOTE																
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	879,234.40	865,744.00	09-26-19	1.000%	24.4444	3,788.89		733.33	4,400.00			122.22	122.22	880,000.00
FHMA NOTES	3135GOT29	02-28-17	849,456.00	835,463.30	02-28-20	1.500%	35.4167	106.25		1,062.50				1,168.75	1,168.75	850,000.00
FHLMC AGENCY	3137EAEF2	04-20-17	1,295,554.00	1,272,271.00	04-20-20	1.375%	49.6528	6,504.51		1,489.58			0.01	7,994.10	7,994.10	1,300,000.00
FHMA NOTES	3135GOT60	08-01-17	598,182.00	586,344.00	07-30-20	1.500%	25.0000	775.00		750.00				1,525.00	1,525.00	600,000.00
FHLB NOTES	3130ACE26	09-07-17	438,587.60	427,611.80	09-28-20	1.375%	16.8056	2,571.25		504.17	3,025.00			50.42	50.42	440,000.00
FHLB NOTES	3137EAEJ4	09-29-17	578,950.20	566,596.20	09-29-20	1.625%	26.1806	3,979.44		785.42	4,712.50			52.36	52.36	580,000.00
FHLB GLOBAL NOTE	3130A8Q55	07-15-16	2,683,581.30	2,574,579.60	07-14-21	1.125%	84.3750	3,965.63		2,531.25				6,496.88	6,496.88	2,700,000.00
FNMA NOTES	3135GON82	08-19-16	473,375.03	453,736.63	08-17-21	1.250%	16.4931	230.90		494.79			0.01	725.70	725.70	475,000.00
FNMA NOTES	3135GON82	08-19-16	1,518,823.75	1,456,733.38	08-17-21	1.250%	52.9514	741.32		1,588.54				2,329.86	2,329.86	1,525,000.00
																10.28%
CORPORATE NOTE																
JOHN DEERE CAPITAL CORP	24422ETM1	01-06-17	799,480.00	799,520.00	09-07-18	1.650%	36.6667	4,986.67		220.00	5,206.67			0.00	0.00	800,000.00
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	439,846.00	439,061.48	01-09-19	1.700%	20.7778	1,080.44		623.33			0.01	1,703.78	1,703.78	440,000.00
BERKSHIRE HATHWAY GLOBAL N	084670BL1	12-23-16	1,810,188.00	1,790,814.60	08-14-19	2.100%	105.0000	1,785.00		3,150.00				4,935.00	4,935.00	1,800,000.00
AMERICAN HONDA FINANCE GLI	02665WAH4	12-20-16	1,808,946.00	1,791,660.60	08-15-19	2.250%	112.5000	1,800.00		3,675.00				5,175.00	5,175.00	1,800,000.00
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-16	669,665.00	661,127.86	10-18-19	1.550%	28.8472	3,836.68		865.42				4,702.10	4,702.10	670,000.00
PEIZER INC CORP NOTE	717081EB5	11-21-16	1,184,146.80	1,169,045.16	12-15-19	1.700%	55.9583	4,252.83		1,678.75				5,931.58	5,931.58	1,185,000.00
CITIGROUP INC	172967LF6	01-10-17	899,640.00	892,143.00	01-10-20	2.450%	61.2500	3,123.75		1,837.50				4,961.25	4,961.25	900,000.00
MICROSOFT CORP	594918BV8	02-06-17	899,397.00	889,083.00	02-06-20	1.850%	46.2500	1,156.25		1,387.50				2,543.75	2,543.75	900,000.00
WALT DISNEY CO CORP NOTES	25468PDP8	03-06-17	379,901.20	374,831.62	03-04-20	1.950%	20.5833	3,643.25		617.50	3,705.00			555.75	555.75	380,000.00
APPLE INC BONDS	037833CS7	05-11-17	819,163.60	806,274.84	05-11-20	1.800%	41.0000	4,510.00		1,230.00				5,740.00	5,740.00	820,000.00
HOME DEPOT INC CORP NOTES	437076BQ4	06-05-17	449,739.00	442,806.75	06-05-20	1.800%	22.5000	1,935.00		675.00				2,610.00	2,610.00	450,000.00
MORGAN STANLEY CORP NOTE	6174467P8	11-10-16	2,009,250.00	1,867,554.00	07-24-20	5.500%	275.0000	10,175.00		8,250.00				18,425.00	18,425.00	1,800,000.00
CATERPILLAR FINL SERVICE NOTH	14913Q2A6	09-07-17	649,454.00	634,240.10	09-04-20	1.850%	33.4028	5,912.29		1,002.08	6,012.50		0.01	901.88	901.88	650,000.00
WAL-MART STORES INC CORP N	931142EA7	10-20-17	898,695.00	880,843.50	12-15-20	1.900%	47.5000	3,610.00		1,425.00				5,035.00	5,035.00	900,000.00
BRANCH MANKING & TRUST COI	05531FAZ6	10-26-17	449,793.00	439,207.65	02-01-21	2.150%	26.8750	806.25		806.25				1,612.50	1,612.50	450,000.00
IBM CORP CORP NOTES	44932HAZ8	02-06-18	899,559.00	889,859.70	02-05-21	2.650%	66.2500	1,722.50		1,987.50				3,710.00	3,710.00	900,000.00
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	374,583.75	372,390.00	03-15-21	2.900%	30.2083	5,588.54		906.25	6,011.46			483.33	483.33	375,000.00
NATIONAL RURAL UTIL COOP	63743HER9	04-19-18	512,821.55	511,415.60	03-15-21	2.900%	41.4861	7,674.93		1,244.58	8,255.73			663.78	663.78	515,000.00
UNILEVER CAPITAL CORP NOTES	90476AAZ0	03-22-18	721,295.25	718,013.90	03-22-21	2.750%	55.3819	8,805.73		1,661.46	9,968.75			498.44	498.44	725,000.00
TOYOTA MOTOR CREDIT CORP	89236TEU5	04-13-18	659,736.00	656,975.22	04-13-21	2.950%	54.0833	7,463.50		1,622.50				9,086.00	9,086.00	660,000.00
PEPSICO INC CORP NOTE	71344DX3	10-10-17	599,880.00	583,978.80	04-15-21	2.000%	33.3333	4,533.33		1,000.00				5,533.33	5,533.33	600,000.00
BANK OF AMERICA CORP	06051GFW4	11-03-17	100,776.00	98,394.70	04-19-21	2.625%	7.2917	962.50		218.75				1,181.25	1,181.25	100,000.00
HERSHEY COMPANY CORP NOTE	427866BA5	05-10-18	359,751.60	359,862.84	05-15-21	3.100%	31.0000	3,441.00		930.00				4,371.00	4,371.00	360,000.00
AMERICAN EXPRESS CO.	025816BU2	05-17-18	899,847.00	900,526.50	05-17-21	3.375%	84.3750	8,775.00		2,531.25				11,306.25	11,306.25	900,000.00
CHARLES SCHWAB CORP CORP N	808513AW5	05-22-18	569,982.90	570,070.68	05-21-21	3.250%	51.4583	5,094.38		1,543.75				6,638.13	6,638.13	570,000.00
GOLDMAN SACHS GROUP CORP	3814GGQ1	11-28-16	1,765,872.00	1,675,195.20	07-27-21	5.250%	233.3333	7,933.33		7,000.00				14,933.33	14,933.33	1,600,000.00
BANK OF AMERICA CORP	06051GGS2	09-18-17	550,000.00	538,094.15	10-01-21	2.328%	35.5667	5,335.00		1,067.00				6,402.00	6,402.00	550,000.00
JOHN DEERE CAPITAL CORP	2442ETL3	03-15-17	448,015.50	440,925.30	01-06-22	2.650%	33.1250	1,821.88		993.75				2,815.63	2,815.63	450,000.00
JPMORGAN CHASES & CO CORP	46625HJD3	05-26-17	973,638.00	927,785.70	01-24-22	4.500%	112.5000	4,162.50		3,375.00				7,537		

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE SECURITIES FUNDS -- INTEREST ON SECURITIES
September 30, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 9-30-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 8-31-18	PREPAID INT REC'VBLE 9-30-18	INTEREST EARNED 9-30-18	INTEREST RECEIVED 9-30-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 9-30-18	INT REC'VBLE LESS PREPAID 9-30-18	PAR VALUE
ING (US) FUNDING LLC COMM P 4497W1Q82		07-02-18	2,063,542.25	2,076,078.90	03-08-19	0.000%		0.00		0.00				0.00	0.00	2,100,000.00
MUFG BANK LTD/NY COMM PAF 62479MOB2		06-15-18	833,613.42	840,249.65	03-11-19	0.000%		0.00		0.00				0.00	0.00	850,000.00
DEXIA CREDIT LOCAL SA NY COM 25214PJ80		06-26-18	1,766,875.00	1,778,770.80	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	985,661.00	04-16-19	0.000%		0.00		0.00				0.00	0.00	1,000,000.00
7.20%																
CERTIFICATION OF DEPOSIT																
CANADIAN IMPERIAL BANK NY C 13606A5Z7		12-05-16	1,199,064.00	1,198,830.00	11-30-18	1.760%	58.6667	5,514.67		1,760.00				7,274.67	7,274.67	1,200,000.00
SVENSKA HANDELSBANKENY LT 86958JH88		01-12-17	1,800,000.00	1,795,356.00	01-10-19	1.890%	94.5000	5,008.50		2,835.00				7,843.50	7,843.50	1,800,000.00
BANK OF NOVA SCOTIA HOUSTC 06417GUE6		04-06-17	900,000.00	896,824.80	04-05-19	1.910%	47.7500	7,114.75		1,432.50				8,547.25	8,547.25	900,000.00
SUMITOMO MITSUI BANK NY CC 86563YVNO		05-04-17	1,500,000.00	1,496,157.00	05-03-19	2.050%	85.4167	10,079.17		2,562.50				12,641.67	12,641.67	1,500,000.00
BANK OF NOVA SCOTIA HOUSTC 06417GU22		06-07-18	899,658.00	904,346.10	06-05-20	3.080%	77.0000	6,468.00		2,310.00				8,778.00	8,778.00	900,000.00
SWEDBANK (NEW YORK) CERT D 87019U6D6		11-17-17	1,800,000.00	1,764,574.20	11-16-20	2.270%	113.5000	12,258.00		3,405.00				15,663.00	15,663.00	1,800,000.00
ROYAL BANK OF CANADA NY CD 78012UEE1		06-08-18	1,500,000.00	1,508,076.00	06-07-21	3.240%	135.0000	11,205.00		4,050.00				15,255.00	15,255.00	1,500,000.00
10.55%																
ASSET-BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION																
CITIBANK CREDIT CARD 2017-A2 17305EGA7		01-26-17	1,549,703.18	1,546,589.85	01-17-21	1.740%	74.9167	3,296.33		2,247.50				5,543.83	5,543.83	1,550,000.00
TOYOTA ABS 2017-A A3	89238MAD0	03-15-17	449,947.04	446,815.04	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	0200PAC7	01-31-17	18,080.23	18,081.81	09-15-18	1.700%	0.8539	13.66		11.95			(25.61)	(0.00)	(0.00)	18,081.81
ALLY ABS 2017-1 A3	0200PAC7	01-31-17	386,884.37	384,201.71	06-15-21	1.700%	18.2711	292.35		548.13	573.75		25.62	292.35	292.35	386,918.19
FORD ABS 2017-A A3	34531EAD8	01-25-17	1,199,995.56	1,189,186.68	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	1,779,992.82	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	1,434,173.34	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	325,294.13	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	591,778.80	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	675,686.01	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	885,778.38	04-07-22	1.920%	48.0000	6,912.00		1,440.00				8,352.00	8,352.00	900,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	284,979.51	282,909.70	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	444,974.27	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	1,504,001.07	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	648,515.14	11-15-22	2.920%	52.7222	843.56		1,581.67	1,581.67			843.56	843.56	650,000.00
CCCIT 2018-A1 A1	17305EGK5	01-31-18	899,875.44	887,559.93	01-20-23	2.490%	62.2500	2,552.25		1,867.50				4,419.75	4,419.75	900,000.00
GMCAR 2018-3 A3	36255JAD6	07-18-18	399,906.72	399,234.96	05-16-23	3.020%	33.5556	503.33		1,006.67	1,006.67			503.33	503.33	400,000.00
CARMAX AUTO OWNER TRUST	14313FAD1	07-25-18	419,942.75	419,994.71	06-15-23	3.350%	39.0833	625.33		1,172.50	1,095.50		(77.00)	625.33	625.33	420,000.00
15.34%																
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																
FANNIE MEA	3136AQDQ0	10-30-15	155,504.60	153,377.15	09-01-19	1.646%	7.0395	245.44		211.19	245.44			211.19	211.19	153,962.82
FANNIE MEA	3136AQDQ0	10-30-15	25,222.32	24,972.25	09-25-18	1.646%	1.1418	0.00		0.00				0.00	0.00	24,972.25
FNA 2014-M6 A2	3136AJ7G5	12-15-16	1,791,829.43	1,735,959.72	05-25-21	2.679%	130.6974	3,925.57		3,920.92	3,925.57		(0.72)	3,920.20	3,920.20	1,756,291.96
FNA 2014-M6 A2	3136AJ7G5	12-15-16	2,453.72	2,405.06	09-25-18	2.679%	0.1790	0.00		0.00				0.00	-	2,405.06
FNA 2018-MS A2	313681XP4	04-30-18	577,728.15	571,804.10	09-25-21	3.560%	56.0167	1,729.14		1,680.50	1,760.38		31.24	1,680.50	1,680.50	566,460.68
FNA 2018-MS A2	313681XP4	04-30-18	16,721.89	16,395.76	09-25-18	3.560%	1.6214	0.00		0.00	0.00			0.00	-	16,395.76
FHLMC MULTIFAMILY STRUCTUF	31378M6P6	04-09-18	453,832.03	448,511.36	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
3.22%																
CASH AND CASH EQUIVALENTS																
MONEY MARKET FUND	31846V534		651,481.02	651,481.02				200.07		689.44	200.07			689.44	689.44	0
LAIF			35,225,079.31	35,225,079.31				146,902.91		60,858.63	0.00		-	207,761.54	207,761.54	35,225,079.31
MATURED/CALLED																
JOHN DEERE CAPITAL CORP	24422ETM1	01-06-17	(799,480.00)	(799,520.00)	09-07-18											(800,000.00)
BNP PARIBAS NY BRANCH COM	09659CKK3	01-23-18	(1,772,562.00)	(1,795,506.00)	09-07-18											(1,800,000.00)
ALLY ABS 2017-1 A3	0200PAC7	01-31-17	(18,080.23)	(18,081.81)	09-15-18											(18,081.81)
FANNIE MEA	3136AQDQ0	10-30-15	(25,222.32)	(24,972.25)	09-25-18											(24,972.25)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(2,453.72)	(2,405.06)	09-25-18											(2,405.06)
FNA 2018-MS A2	313681XP4	04-30-18	(16,721.89)	(16,395.76)	09-25-18											(16,395.76)
TOTAL LAIF			<u>35,225,079.31</u>	<u>35,225,079.31</u>												
TOTAL A/C 121100 & 112010			90,907,075.64	89,451,198.77												90,973,633.65
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			<u>90,907,075.64</u>	<u>89,451,198.77</u>				<u>328,363.11</u>	<u>2,539.06</u>	<u>172,086.54</u>	<u>99,895.84</u>		<u>(778.74)</u>	<u>402,314.12</u>	<u>399,775.06</u>	<u>90,973,633.65</u>

SAN MATEO COUNTY TRANSIT DISTRICT
 REIMBURSEMENT FUND -- INTEREST ON SECURITIES
 September 30, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 9-30-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 8-31-18	PREPAID INT REC'VBLE 9-30-18	INTEREST EARNED 9-30-18	INTEREST RECEIVED 9-30-18	ADJ.	INTEREST REC'VBLE 9-30-18	INT REC'VBLE LESS PREPAID 9-30-18	PAR VALUE
<u>CASH AND CASH EQUIVALENTS</u>																
FIRST AMER US TREASURY MM	31846V534		8,227,806.50	8,227,806.50					10,608.37		10,790.39	10,608.37		10,790.39	10,790.39	
LAIF			78,745.41	78,745.41					263.46		133.52			396.98	396.98	78,745
MATURED/CALLED																
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
September 30, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 9-30-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 8-31-18	PP INTEREST REC'VBLE 9-30-18	INTEREST EARNED 9-30-18	INTEREST RECEIVED 9-30-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 9-30-18	INT REC'VBLE LESS PREPAID 9-30-18	PAR VALUE
U.S. TREASURY NOTES AND BONDS																
US TREASURY NOTE	912828VF4	12-07-15	197,414.06	195,398.40	05-31-20	1.375%	7.6389	698.77		229.17			(3.76)	924.18	924.18	200,000.00
US TREASURY NOTE	912828VP2	05-18-16	558,203.91	532,258.56	07-31-20	2.000%	30.0000	939.13		900.00			(19.56)	1,819.57	1,819.57	540,000.00
US TREASURY NOTE	912828L32	06-29-16	81,462.50	77,856.24	8-31-20	1.375%	3.0556	9.38		91.67			(2.00)	99.05	99.05	80,000.00
US TREASURY NOTE	912828B90	10-05-16	181,323.24	171,493.18	02-28-21	2.000%	9.7222	9.67		291.67			(1.63)	299.72	299.72	175,000.00
US TREASURY NOTE	912828Q78	01-05-17	475,375.78	467,115.63	04-30-21	1.375%	18.5243	2,247.08		555.73			(12.08)	2,790.73	2,790.73	485,000.00
US TREASURY NOTE	912828D72	04-05-17	251,933.59	243,886.75	08-31-21	2.000%	13.8889	54.35		416.67			(9.06)	461.96	461.96	250,000.00
US TREASURY NOTE	912828D72	06-29-17	454,904.30	438,996.15	08-31-21	2.000%	25.0000	97.82		750.00			(16.30)	831.52	831.52	450,000.00
US TREASURY NOTE	912828D72	07-11-17	528,178.71	512,162.18	08-31-21	2.000%	29.1667	114.12		875.00			(19.02)	970.10	970.10	525,000.00
US TREASURY NOTE	912828T67	10-10-17	488,417.97	475,918.00	10-31-21	1.250%	17.3611	2,117.46		520.83			(8.85)	2,629.44	2,629.44	500,000.00
US TREASURY NOTE	912828T67	08-03-17	514,930.66	499,713.90	10-31-21	1.250%	18.2292	2,223.38		546.88			(9.25)	2,761.01	2,761.01	525,000.00
US TREASURY NOTE	912828T67	08-31-17	688,953.13	666,285.20	10-31-21	1.250%	24.3056	2,964.49		729.17			(11.36)	3,682.30	3,682.30	700,000.00
US TREASURY NOTE	912828X47	12-06-17	296,882.81	289,464.90	04-30-22	1.875%	15.6250	1,895.38		468.75			(8.04)	2,356.09	2,356.09	300,000.00
US TREASURY NOTE	912828X47	01-04-18	543,017.58	530,685.65	04-30-22	1.875%	28.6458	3,474.87		859.37			(19.30)	4,314.94	4,314.94	550,000.00
US TREASURY NOTE	912828X47	05-07-18	1,306,863.28	1,302,592.05	04-30-22	1.875%	70.3125	8,529.21		2,109.38			(47.39)	10,591.20	10,591.20	1,350,000.00
US TREASURY NOTE	912828TJ9	09-07-18	670,632.81	666,722.70	08-15-22	1.625%	31.5972	0.00	710.94				(16.48)	1,452.79	741.85	700,000.00
US TREASURY NOTE	912828N30	08-03-18	436,464.84	435,392.55	12-31-22	2.125%	26.5625	1,637.06		796.88			(17.33)	2,416.61	2,416.61	450,000.00
																30.20%
FEDERAL AGENCY COLLEATERIALIZED MORTGAGE OBLIGATION																
FANIE MAE	3136AQDQ0	10-30-15	44,707.57	44,095.93	09-01-19	1.646%	2.0239	70.56		60.72	70.56			60.72	60.72	44,264.31
FANIE MAE	3136AQDQ0	10-30-15	7,251.42	7,179.52	09-25-18	1.646%	0.3283	0.00		0.00				0.00	0.00	7,179.52
FNA 2014-M6 A2	3136AJ7G5	12-15-16	492,753.09	477,388.92	05-25-21	2.679%	35.9418	1,079.53		1,078.25	1,079.53		(0.19)	1,078.06	1,078.06	482,980.29
FNA 2014-M6 A2	3136AJ7G5	12-15-16	674.77	661.39	09-25-18	2.679%	0.0492	0.00		0.00	0.00			0.00	0.00	661.39
FN 2018-M5 A2	3136B1XP4	04-30-18	158,875.24	157,246.13	09-25-21	3.560%	15.4046	475.51		462.14	484.10		8.59	462.14	462.14	155,776.69
FN 2018-M5 A2	3136B1XP4	04-30-18	4,598.52	4,508.83	09-25-18	3.560%	0.4459	0.00		0.00	0.00			0.00	0.00	4,508.83
FHLMC MULTIFAMILY STRUCTURED P P	3137BM6P6	04-09-18	131,107.03	129,569.95	08-25-22	3.090%	11.1583	334.75		334.75	334.75			334.75	334.75	130,000.00
																3.16%
CORPORATE NOTE																
JOHN DEERE CAPITALCORP	24422ETM1	01-06-17	199,870.00	199,880.00	09-07-18	1.650%	9.1667	1,246.67		55.00	1,301.67			0.00	0.00	200,000.00
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	119,958.00	119,744.04	01-09-19	1.700%	5.6667	294.67		170.00				464.67	464.67	120,000.00
BERKSHIRE HATHAWAY INC.	084670BL1	12-23-16	502,830.00	497,448.50	08-14-19	2.100%	29.1667	495.83		875.00				1,370.83	1,370.83	500,000.00
AMERICAN HONDA FINANCE GLOBAL N	02665WAH4	12-20-16	502,485.00	497,683.50	08-15-19	2.250%	31.2500	500.00		937.50				1,437.50	1,437.50	500,000.00
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-16	199,900.00	197,351.60	10-18-19	1.550%	8.6111	1,145.28		258.33				1,403.61	1,403.61	200,000.00
PEIZER INC CORP NOTE	717081EB5	11-21-16	329,762.40	325,556.88	12-15-19	1.700%	15.5833	1,184.33		467.50				1,651.83	1,651.83	330,000.00
CITIGROUP INC	172967LF6	01-10-17	249,900.00	247,817.50	01-10-20	2.450%	17.0139	867.71		510.42				1,378.13	1,378.13	250,000.00
MICROSOFT CORP	594918BV5	02-06-17	249,832.50	246,967.50	02-06-20	1.850%	12.8472	321.18		385.42				706.60	706.60	250,000.00
WALT DISNEY CO CORP NOTES	25468DP8	03-06-17	99,974.00	98,639.90	03-04-20	1.950%	5.4167	958.75		162.50	975.00			146.25	146.25	100,000.00
APPLE INC BONDS	037833CS7	05-11-17	224,770.50	221,233.95	05-11-20	1.800%	11.2500	1,237.50		337.50				1,575.00	1,575.00	225,000.00
HOME DEPOT INC CORP NOTES	43707BQ4	06-05-17	124,927.50	123,001.88	06-05-20	1.800%	6.2500	537.50		187.50				725.00	725.00	125,000.00
MORGAN STANLEY CORP NOTE	6174467P8	11-10-16	558,125.00	518,765.00	07-24-20	5.500%	76.3889	2,826.39		2,291.67				5,118.06	5,118.06	500,000.00
CATERPILLAR FINL SERIVE NOTE	1491302A6	09-07-17	184,844.60	180,514.49	09-04-20	1.850%	9.5069	1,682.73		285.21	1,711.25			256.69	256.69	185,000.00
WAL-MART STORES INC CORP NOTE	931142EA7	10-20-17	249,637.50	244,678.75	12-15-20	1.900%	13.1944	1,002.78		395.83				1,398.61	1,398.61	250,000.00
BRANCH MANKING & TRUST CORP NOTI	05531FAZ6	10-26-17	124,942.50	122,002.13	02-01-21	2.150%	7.4653	223.96		223.96				447.92	447.92	125,000.00
IBM CORP CORP NOTES	44932HAG8	02-06-18	249,877.50	247,183.25	02-05-21	2.650%	18.4028	478.47		552.08			0.01	1,030.56	1,030.56	250,000.00
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	99,889.00	99,304.00	03-15-21	2.900%	8.0556	1,490.28		241.67	1,603.06			128.89	128.89	100,000.00
NATIONAL RURAL UTIL COOP	63743HER9	04-19-18	149,365.50	148,956.00	03-15-21	2.900%	12.0833	2,235.41		362.50	2,404.58			193.33	193.33	150,000.00
UNILEVER CAPITAL CORP NOTES	904764AZ0	03-22-18	198,978.00	198,072.80	03-22-21	2.750%	15.2778	2,429.17		458.33	2,750.00			137.50	137.50	200,000.00
TOYOTA MOTOR CREDIT CORP NOTES	89236TEU5	04-13-18	179,928.00	179,175.06	04-13-21	2.950%	14.7500	2,035.50		442.50				2,478.00	2,478.00	180,000.00
PEPSICO INC CORP NOTE	71344DX3	10-10-17	164,967.00	160,594.17	04-15-21	2.000%	9.1667	1,246.67		275.00				1,521.67	1,521.67	165,000.00
BANK OF AMERICA CORP	06051GFV4	11-03-17	25,194.00	24,598.68	04-19-21	2.625%	1.8229	240.63		54.69			(0.01)	295.31	295.31	25,000.00
HERSHEY COMPANY CORP NOTES	427866BA5	05-10-18	99,931.00	99,961.90	05-15-21	3.100%	8.6111	955.83		258.33			0.01	1,214.17	1,214.17	100,000.00
AMERICAN EXPRESS CO.	025816BU2	05-17-18	249,957.50	250,146.25	05-17-21	3.375%	23.4375	2,437.50		703.13				3,140.63	3,140.63	250,000.00
CHARLES SCHWAB CORP CORP NOTES	808513AW5	05-22-18	159,995.20	160,019.84	05-21-21	3.250%	14.4444	1,430.00		433.33				1,863.33	1,863.33	160,000.00
GOLDMAN SACHS GROUP CORP	3814GGQ1	11-28-16	496,651.50	471,148.65	07-27-21	5.250%	65.6250	2,231.25		1,968.75				4,200.00	4,200.00	450,000.00
BANK OF AMERICA CORP	06051GS2	09-18-17	160,000.00	156,536.48	10-01-21	2.328%	10.3467	1,552.00		310.40				1,862.40	1,862.40	160,000.00
JOHN DEERE CAPITALCORP	24422ETL3	03-15-17	114,492.85	112,680.91	01-06-22	2.650%	8.4653	465.59		253.96				719.55	719.55	115,000.00
JPMORGAN CHASE & CO CORP NOTES	46625HD3	05-26-17	270,455.00	257,718.25	01-24-22	4.500%	31.2500	1,156.25		937.50				2,093.75	2,093.75	250,000.00
BANK OF AMERICA CORP	06051GHH5	05-17-18	75,000.00	74,958.83	05-17-22	3.499%	7.2896	758.12		218.69			(0.01)	976.80	976.80	75,000.00
																24.42%

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
September 30, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 9-30-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 8-31-18	PP INTEREST REC'VBLE 9-30-18	INTEREST EARNED 9-30-18	INTEREST RECEIVED 9-30-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 9-30-18	INT REC'VBLE LESS PREPAID 9-30-18	PAR VALUE
COMMERCIAL PAPER																
BANK OF TOKYO MITSU UFJ LTD COMM	06538CM40	03-19-18	343,778.75	348,512.85	12-04-18	0.000%		0.00		0.00				0.00	0.00	350,000.00
ING (US) FUNDING LLC COMM PAPER	4497W1082	03-19-18	589,583.50	593,165.40	03-08-19	0.000%		0.00		0.00				0.00	0.00	600,000.00
MUFG BANK LTD/NY COMM PAPER	62479MQB2	06-15-18	392,288.67	395,411.60	03-11-19	0.000%		0.00		0.00				0.00	0.00	400,000.00
DEXIA CREDIT LOCAL SA NY COMM PAPI	25214PJ80	06-26-18	490,798.61	494,103.00	03-18-19	0.000%		0.00		0.00				0.00	0.00	500,000.00
																7.18%
CERTIFICATE OF DEPOSIT																
CANADIAN IMPERIAL BANK NY CD	13606ASZ7	12-05-16	249,805.00	249,756.25	11-30-18	1.7600%	12.2222	1,148.89		366.67				1,515.56	1,515.56	250,000.00
SVENSKA HANDELSBANKEN NY LT CD	86958IH88	01-12-17	500,000.00	498,710.00	01-10-19	1.8900%	26.2500	1,391.25		787.50				2,178.75	2,178.75	500,000.00
BANK OF NOVA SCOTIA HOUSTON	06417GU66	04-06-17	250,000.00	249,118.00	04-05-19	1.9100%	13.2639	1,976.32		397.92				2,374.24	2,374.24	250,000.00
SUMITOMO MITSUI BANK NY CD	86563YVNO	05-04-17	500,000.00	498,719.00	05-03-19	2.0500%	28.4722	3,359.72		854.17				4,213.89	4,213.89	500,000.00
BANK OF NOVA SCOTIA HOUSTON CD	06417GU22	06-07-18	249,905.00	251,207.25	06-05-20	3.0800%	21.3889	1,796.67		641.67			(0.01)	2,438.33	2,438.33	250,000.00
SWEDBANK (NEW YORK) CERT DEPOS	87019U6D6	11-17-17	500,000.00	490,159.50	11-16-20	2.2700%	31.5278	3,405.00		945.83				4,350.83	4,350.83	500,000.00
ROYAL BANK OF CANANDA NY CD	78012UEE1	06-08-18	425,000.00	427,288.20	06-07-21	3.2400%	38.2500	3,174.75		1,147.50				4,322.25	4,322.25	425,000.00
																10.39%
FEDERAL AGENCY BOND/NOTE																
FNMA NOTES	3130A9EP2	09-09-16	314,725.95	309,897.00	09-26-19	1.0000%	8.7500	1,356.25		262.50	1,575.00			43.75	43.75	315,000.00
FNMA NOTES	3135GOT29	02-28-17	214,862.40	211,323.07	02-28-20	1.5000%	8.9583	26.87		268.75				295.62	295.62	215,000.00
FHLMC AGENCY	3137EAEF2	04-20-17	348,803.00	342,534.50	04-20-20	1.3750%	13.3681	1,751.22		401.04				2,152.26	2,152.26	350,000.00
FNMA NOTES	3135GOT60	08-01-17	149,545.50	146,586.00	04-20-20	1.5000%	6.2500	193.75		187.50				381.25	381.25	150,000.00
FHLB NOTES	3130ACE26	09-08-17	84,727.15	82,606.83	09-28-20	1.5000%	3.5417	496.25		106.25	584.38		(8.85)	9.74	9.74	85,000.00
FHLMC NOTES	3137EAEJ4	09-29-17	164,701.35	161,186.85	09-29-20	1.5000%	6.8750	1,132.08		206.25	1,340.63		17.20	14.90	14.90	165,000.00
FHLB GLOBAL NOTE	3130A8QS5	7-15-16	516,837.88	495,844.96	07-14-21	1.1250%	16.2500	763.75		487.50				1,251.25	1,251.25	520,000.00
FNMA NOTES	3135GON82	8-19-16	597,658.06	573,141.00	08-17-21	1.2500%	20.8333	291.67		625.00				916.67	916.67	600,000.00
																9.32%
ASSET BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION																
CITIBANK ABS 2017-A2 A2	17305EGA7	01-26-17	449,913.83	449,009.96	01-17-21	1.7400%	21.7500	957.00		652.50				1,609.50	1,609.50	450,000.00
TOYOTA ABS 2017-A A3	89238MADO	03-15-17	124,985.29	124,115.29	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	109,856.06	109,094.32	06-15-21	1.7000%	5.1881	83.01		155.64	162.92		7.28	83.01	83.01	109,865.66
ALLY ABS 2017-1 A3	02007PAC7	01-31-17	5,133.89	5,134.34	09-15-18	1.7000%	0.2425	3.88		3.40			(7.28)	(0.00)	(0.00)	5,134.34
FORD ABS 2017-A A3	34531EAD8	01-25-17	349,998.71	346,846.12	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	494,442.45	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	02007HAC5	03-29-17	399,952.84	397,003.00	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	98,573.98	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	167,670.66	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	198,731.18	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	17305EG85	05-22-17	250,667.50	246,049.55	04-07-22	1.9200%	13.3333	1,920.00		400.00				2,320.00	2,320.00	250,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	79,994.25	79,413.25	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	123,603.96	05-16-22	2.350%	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	423,311.56	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	184,577.39	11-15-22	2.9200%	15.0056	240.09		450.17	450.17			240.09	240.09	185,000.00
CCCIT 2018-A1 A1	17305EGK5	01-31-18	249,965.40	246,544.43	01-20-23	2.490%	17.2917	708.96		518.75				1,227.71	1,227.71	250,000.00
GMCAR 2018-3 A3	36255JAD6	07-18-18	119,972.02	119,770.49	05-16-23	3.020%	10.0667	151.00		302.00	302.00			151.00	151.00	120,000.00
CARMAX AUTO OWNER TRUST	14313FAD1	07-25-18	109,985.01	109,998.61	06-15-23	3.350%	10.2361	163.78		307.08	286.92		(20.16)	163.78	163.78	110,000.00
																15.33%
CASH AND CASH EQUIVALENTS																
MONEY MARKET FUND	31846V534		152,592.77	152,592.77				134.89		287.79	134.89			287.79	287.79	0
LAIF			1,054,859.97	1,054,859.97				3,529.15		1,788.64				5,317.79	5,317.79	1,054,860
MATURED/CALLED																
FANIE MAE	3136AQDQ0	10-30-15	(7,251.42)	(7,179.52)	09-25-18											(7,179.52)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(674.77)	(661.39)	09-25-18											(661.39)
FN 2018-M5 A2	3136B1XP4	04-30-18	(4,598.52)	(4,508.83)	09-25-18											(4,508.83)
JOHN DEERE CAPITALCORP	24422ETM1	01-06-17	(199,870.00)	(199,880.00)	09-07-18											(200,000.00)
ALLY ABS 2017-1 A3	02007PAC7	01-31-17	(5,133.89)	(5,134.34)	09-15-18											(5,134.34)
TOTAL LAIF			1,054,859.97	1,054,859.97												
TOTAL A/C 122010			25,752,107.34	25,334,731.12												25,757,886.95
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			25,752,107.34	25,334,731.12				93,274.00	710.94	42,367.17	21,458.55	0.00	(224.82)	114,668.75	113,957.81	25,757,886.95

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

BUDGET AMENDMENTS

Amount	Line Item		Description
Sep-18 \$ 325,000	Pass through to Other Agencies Revenue	\$ 316,000 \$ 9,000	Pass through to Other Agencies Increase in Reserves Lifeline Transportation Project -Increase in Operating Revenues (\$325K) and Expense (\$316K) resulting in surplus
		\$ 2,686,238 \$ 27,134 \$ (2,713,372)	Increased Contracted Urban Bus Srv (99%) Increased Fixed Route Accessibility (1%) Decrease in Reserves Amended agreement with MV Transportation related to Reso # 2018-42 dated August 1, 2018
\$ 86,615	Reduce District Sales Tax for Capital Programs	\$ 86,615	Increase in Reserves Increase PTMESEA for Linda Mar Park-n-Ride Capl Project
<u>\$ 411,615</u>	Total	<u>\$ (2,617,757)</u>	Total

BUDGET REVISIONS

Amount	Line Item		Description
Sep-18			No Budget Revisions in September 2018
<u>\$ -</u>	Total	<u>\$ -</u>	Total

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

10/23/18 11:27 AM

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	20,939,400	(902,878)	20,939,400
FY2018 Total	84,660,000	FY2018 Total	87,796,915	3,136,915	87,796,915
FY2019:					
Jul. 18	6,017,139	Sep. 18	7,491,211	1,474,072	6,017,139
Aug. 18	7,017,139	Oct. 18			7,017,139
Sep. 18	8,022,799	Nov. 18			8,022,799
3 Months Total	21,057,077		7,491,211	1,474,072	21,057,077
Oct. 18	6,408,256	Dec. 18			6,408,256
Nov. 18	6,408,256	Jan. 19			6,408,256
Dec. 18	8,648,652	Feb. 19			8,648,652
6 Months Total	42,522,241		7,491,211	1,474,072	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		7,491,211	1,474,072	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	7,491,211	1,474,072	86,353,200
22,531,149		1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
<u>22,531,149</u>		YTD Actual Per Statement of Revenue & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Cindy Gumpal
Acting District Secretary

SUBJECT: **2019 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the attached meeting calendar for 2019.

SIGNIFICANCE

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm. The Board may want to consider moving the January meeting from the 2nd to the 9th to avoid conflict with the New Year's Day holiday, and the July meeting from the 3rd to the 10th to avoid conflict with the Fourth of July holiday.

BUDGET IMPACT

There is no impact on the budget.



Board/Committee Meeting Calendar 2019

Wednesday – 2:00 PM
January 9*
February 6
March 6
April 3
May 1
June 5
July 10*
August 7
September 4
October 2
November 6
December 4

* Second Wednesday due to New Year's and July 4th holidays

The Board/Committee meets the first Wednesday of the month unless otherwise noted.

All meetings are held at 1250 San Carlos Avenue, Bacciocco Auditorium
2nd Floor, San Carlos, CA

Approved: _____

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **CONTRACTS ISSUED BETWEEN \$100,000 AND \$175,000 QUARTERLY
REPORT**

ACTION

Staff requests that the Board of Directors (Board) receive and file the Contracts Issued Between \$100,000 and \$175,000 Quarterly Report (attached).

SIGNIFICANCE

The report provides a quarterly update on contracts issued by the San Mateo County Transit District (District) in an amount greater than \$100,000 and up to \$175,000 pursuant to authority delegated by the Board to the General Manager/CEO or his designee. This delegation of authority applies to agreements, purchase orders, contract amendments, change orders and other contracts executed as exceptions to the competitive process. From July 1 to September 30, 2018, four contracts in an amount between \$100,000 and \$175,000 were approved.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

On March 1, 2017, per Resolution No. 2017-14, the District updated its Procurement Policy (Policy) to reflect changes in State law enacted through Assembly Bill 2030. One of the revisions provides the District with the authority to utilize an informal procurement method obtaining, when practical, a minimum of three quotations, for the purchase of equipment, supplies or materials when the expenditure is between \$5,000 and \$150,000. The previous threshold was limited to expenditures between \$2,500 and \$100,000. As a result of this change, the Board requested that staff prepare a report on a quarterly basis, to show what procurement contracts have been executed between the previous threshold of \$100,000 and the new threshold of \$150,000.

On July 11, 2018, per Resolution No. 2018-30, the District updated the Policy to incorporate higher dollar thresholds for public works contracts as a result of opting into

the Uniform Public Construction Cost Accounting Act (Act). The Act raises the public works contract dollar threshold for Board approval from \$10,000 to \$175,000. Contracts issued up to \$175,000 as a result of public works solicitations will be included in the report.

Prepared By:
Julie Taylor, Director, Procurement

650-622-7860

SAMTRANS
Contracts Issued between \$100K and \$175*K
July 1 to September 30, 2018

	Type	Contract Number	Solicitation Title	Vendor Name	Contract Term	Award Date	Award Amount
1	N/A	0000017695	Annual Software Maintenance Renewal	ORACLE CORPORATION	1 year	7/26/2018	\$ 113,819.18
2	RFQ/GSA	000017431A	IT consultant (Database Administrator)	WINMAX SYSTEMS CORPORATION	6 months	7/9/2018	\$ 111,104.00
3	RFQ	0000017788	Miscellaneous Cisco hardware	CDW GOVERNMENT, INC.	One time purchase	8/14/2018	\$ 154,685.94
4	RFQ/GSA	000017365A	IT consultant (Network Administrator)	TRIUNE INFOMATICS, INC.	6 months	7/5/2018	\$ 101,184.00

* The \$175,000 amount is for public work projects covered under CUPCCAA
 Services, equipment and materials remain under \$150,000



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
 November 7, 2018**

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

Fiscal Year 2019, September Summary

The SamTrans Bus Operations safety campaign for September 2018 was “Passenger Tripping Hazard Awareness”. Below is a sample slide from the safety campaign.

RAMPS



Can be tripping hazards to outside pedestrians and inside passengers.

Monitor and warn when ramps are deployed.

Human Capital Investment

Significant effort was invested in new bus operator training during the month of September.

Activity	<u>YTD FY 2018</u>	<u>YTD FY 2019</u>
New Bus Operator Trainees	1,648	4,392
Part to Full-time Bus Operator	472	180
DMV mandated training	632	516
Bus Operator retraining	304	292
Maintenance training	1,504	1,441
First Aid, CPR/AED	0	144
Professional Development	96	0
Total Hours	4,656	6,965

- Class 155 started on August 24, 2018, eight trainees graduated on October 26, 2018.

Fixed-route Bus Service/Ridership

	<u>YTD FY 2018</u>	<u>YTD FY 2019</u>
• Trips that did not operate (DNO)	32	150
• Complaints per million trips	146	214
➢ The higher number of complaints is attributable to the increase in DNOs. The driver shortage has caused complaints related to “No Show” and “Late Bus”.		
• On-time Performance goal is 85%:		
➢ Directly operated service	81.3%	82.1%
➢ Contracted bus service	76.0%	70.2%
➢ Coastside service	78.3%	75.4%
➢ Combined service	80.0%	79.2%

Ridership

➢ AWR	36,880	35,650
➢ Total Trips	2,839,890	2,715,720

Riders by Fare Category	<u>YTD FY 2018</u>	<u>Percent</u>	<u>YTD FY 2019</u>	<u>Percent</u>
Adult Cash	497,649	17.6%	427,646	15.8%
Adult Pass	1,377,901	48.7%	1,393,720	51.5%
Youth Cash	374,736	13.2%	333,459	12.3%
Youth Pass	130,327	4.6%	104,119	3.8%
Eligible Discount	<u>449,097</u>	15.9%	<u>446,260</u>	16.5%
Motor Bus Total Trips	<u>2,829,710</u>		<u>2,705,204</u>	

(Does not include Dumbarton and On-demand trips)

- Ridership decreased 124,506 trips or 4.4%. The Youth category had the largest ridership decrease of 64,485 trips or 12.8%. The Adult category decreased by 54,184 trips or 2.9%. Eligible Discount decreased 2,837 trips or 0.6%.

Bus Transportation

- In recent months the shuttle service has experienced a decline in ridership due to an unprecedented reduction in bus operator personnel. The Bus Contracts department has met with its primary service provider to address the operator shortage and is working closely with their Executive and Senior management teams, recruiters, and training department.

Special Service Requests

- SamTrans leased a Battery Electric Bus (BEB) from Proterra in anticipation of the arrival of its new fully battery electric buses, scheduled to arrive in November 2018. SamTrans sponsored a roving bus press conference with government officials such as California State Assembly members Kevin Mullin and Marc Berman, SamTrans Board Chair, Charles Stone, and Board members David Pine, Zoe Kersteen-Tucker and Peter Ratto, and Proterra’s CEO, Ryan Popple.

Paratransit Service/Ridership

	<u>YTD FY 2018</u>	<u>YTD FY 2019</u>
• On-time Performance goal is 90.0%		
➢ Redi-Wheels	89.6%	91.0%
➢ RediCoast	97.3%	97.1%
• Ridership		

- Paratransit AWR 1,250 1,190
- Paratransit Total Trips 91,500 87,650
- Free trips on fixed-route buses 133,078 133,988
- Redi-Wheels service received on average, one complaint for every 1,350 trips and one complaint, on average, for every 3,000 trips on the RediCoast service.
- The number of registrants is 8,206 and has remained steady for the past year.

Maintenance Department

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

	<u>YTD FY 2018</u>			<u>YTD FY 2019</u>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	1,434,837	56	25,622	1,500,767	56	26,799
Paratransit	433,464	7	61,923	377,540	8	47,193

SamTrans Social Media

	<u>YTD FY 2018</u>	<u>YTD FY 2019</u>
Monthly Impressions:	2,090,849	1,767,745 (Facebook, Twitter, Instagram, LinkedIn)
Monthly Interactions:	26,448	24,643
Monthly New Followers:	421	595
Monthly Website Sessions	501,817	559,785



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, NOVEMBER 7, 2018 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of October 3, 2018

INFORMATIONAL

3. Accessibility Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – September 2018
7. 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
OCTOBER 3, 2018**

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

Committee Members Absent: C. Groom

Other Board Members Present Constituting Committee of the Whole: J. Gee, K. Matsumoto, J. Powell, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, M. Tolleson, D. Pape, J. Nogales-DeGuzman, S. van Hoften, A. Rivas, K. Cheema, C. Fromson, T. Dubost, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Peter Ratto called the meeting to order at 2:55 pm.

PROCLAMATION DESIGNATING OCTOBER AS DISABILITIES AWARENESS MONTH

Committee Chair Ratto presented the proclamation to Mike Levinson, member and former Chair of the Paratransit Coordinating Council (PCC).

Motion/Second: Stone/Gee

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

Absent: Groom, Kersteen-Tucker

APPROVAL OF MINUTES OF COMMITTEE MEETING OF SEPTEMBER 5, 2018

Motion/Second: Powell/Pine

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

Absent: Groom, Kersteen-Tucker

ACCESSIBILITY UPDATE

Tina Dubost, Manager, Accessible Transit Services, said that SamTrans is providing transit to the Seniors on the Move event at the San Mateo County Event Center on November 2.

PARATRANSIT COORDINATING COUNCIL UPDATE

Mr. Levinson, in Chair Ben McMullen's absence, announced a number of upcoming tabling events.

CITIZENS ADVISORY COMMITTEE UPDATE

The CAC update was provided in the reading file.

MULTIMODAL RIDERSHIP REPORT – AUGUST 2018

David Olmeda, Chief Operating Officer, Bus, said that the data indicates a small drop in ridership.

Director Matsumoto said she wanted to help support the promotion of bus service to students.

Chair Stone stated that the average weekday ridership of 36,000 is significant, being roughly the size of a city. Director Matsumoto asked what percentage of these trips were for school; General Manager/CEO Jim Hartnett said he would provide her with the data.

Director Powell asked if the report indicated what percentage of fares were being sold on the mobile app. Mr. Olmeda said staff could provide that information after the app has been in force for six months.

ADJOURN

The meeting adjourned at 3:09 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 September 11 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
11:30a.m. - 12:30 p.m.
September 11, 2018**

ATTENDANCE: Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, Consumer; Benjamin McMullan, Center for Independence of Individuals with Disabilities (CID); Alex Madrid, CID. (Quorum: 6)

GUESTS: Richard Weiner, Nelson/Nygaard; Lorna Rodriguez-Wong, PCC Staff; Lynn Spicer, First Transit/Redi-Wheels; Jim Rusconi, SamTrans; Alex Wong, Presenter from Senator Hill's office; Jessica Epstein, SamTrans.

ABSENT: Dinae Cruise, Vice-Chair; Aki Eejima, Consumer.

WELCOME:

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

JULY PAL MINUTES:

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

LEGISLATIVE UPDATE:

Ben introduced Alex Wong from Senator Jerry Hill's office who presented information on SB 1376. This bill addresses TNC's (Transportation Network Companies such as Uber and Lyft) providing transportation options to disabled people. This bill is at the Governor's office awaiting signature. Alex began by saying that SB 1376 is addressing the lack of TNC transportation options for people with disabilities. The TNCs have made great strides for some people with disabilities such as those, who are hearing impaired or blind. But, the TNCs are faced with a tougher problem with wheelchairs users since the TNC companies do not own their vehicles and individual drivers do not typically own wheelchair accessible vehicles such as vans with ramps or lifts. Although Lyft and Uber have wheelchair options on their apps, very few vehicles are available for that service. The issue is once a vehicle is requested for a wheelchair on the app, the customer will receive no response or not in a timely fashion.

SB 1376 will require that the California Public Utilities Commission (CPUC) create a stakeholder's group which will develop regulations and address where the geographic areas of demand exist. The CPUC will also be given the authority to assess a fee of at least 5 cents on each TNC ride. These fees will be collected and deposited into a TNC "Access for All Fund" to subsidize projects or fund applicants who supply accessible transportations services. The CPUC might determine that the 5 cent fee per TNC ride should be increased. Similar programs are currently active in Chicago and Seattle with

a fee of 10 or 15 cents per TNC ride. The fee may be decided by the geographic location and the demand.

If the Governor signs SB 1376 this year, the bill will take effect on January 1, 2019, at which point, disability advocates, TNCs, transit agencies and others can begin holding public workshops. If this bill passes, on July 1, 2019, the CPUC will begin collecting money for the Access Fund. April 1, 2020 is the deadline to accept applications for the Access Fund use. On July 1, 2020, the CPUC will announce the Access Fund recipients and begins disseminating funds. On January 1, 2024, the CPUC will report back to the Legislature on the programs on its successes or deficiencies. On January 1, 2026, the program will sunset unless it is reauthorized. The programs already have a list of supporters including transportation agencies, including Uber and Lyft. The Legislature has no opposition.

Questions arose concerning regulating the recipients of the funding. Alex responded that this process is still in development. Richard asked if criteria have been developed to determine the geographic locations. Alex stated that this is still flexible. They are still trying to determine where the need is. Richard asked what might be the incentive for TNCs to support this. Tina mentioned that there have been other services that have accessible but use the facilities for luggage instead of people. She asked how those companies would be regulated. Alex said that would be the job of the CPUC. Alex Madrid mentioned that in San Francisco, vehicles that pickup wheelchairs get an extra \$10 for each direction. Jim asked if an app was a required to summon a vehicle just like Uber. Alex said an app was not required but it should take about the same time to call for service as the app. Sandra asked if the drivers of these vehicles will be qualified to transport people with disabilities. Will they be trained and prepared for new customers and vehicles? Alex said that might be determined as conditions for receiving funds. Jessica explained how this bill has been developed in contrast to other bills which have more detail and instruction provided. The details of this bill will go through to the CPUC to develop the regulations and more specific requirements. Alex Wong wrapped it up by saying that this bill was developed to try to create incentives for the TNCs to provide wheelchair service voluntarily.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:

Mike informed the PAL committee that Mark Weinstein has left First Transit and moved to another company. His position has temporarily been replaced with John Lewis. Lynn Spicer said that a replacement will be announced on September 24th.

Lorna provided Tina with a copy of a comment card that a customer, Karen Ella sent to the PCC. We were also sent another email that from Barbara Kalt from the Rosener House office regarding an issue with driver behavior. A copy of that email was also given to Tina. Feedback was requested

OTHER BUSINESS:

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

The next PAL meeting is scheduled for Tuesday, October 9, 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.

September 11, 2018

ATTENDANCE: Members Present: Benjamin McMullan, PCC Chair, Center for Independence of Individuals with Disabilities (CID); Mike Levinson, Consumer/PAL Chair; Sammi (Wilhelmina) Riley, Consumer/Education Chair; Tina Dubost, SamTrans; Sandra Lang, PCC Member; Aki Eejima, Consumer; Marie Violet, Dignity Health; Barbara Kalt, Rosener House/Budget Chair; Susan Capeloto, Department of Rehabilitation; Alex Madrid, CID; Monica Colondres, Community Resident; Judy Garcia, Consumer; Patty Clement, Catholic Charities/Aging and Support Services; Carmen Santoni, Catholic Charities. (Member Attendance-13, Quorum-Yes)

GUESTS: Richard Weiner, Nelson-Nygaard; Lorna Rodriguez-Wong, PCC Staff; Jessica Epstein, SamTrans/Government Affairs; Jim Rusconi, SamTrans/Accessible Services; Lynn Spicer, First Transit/Redi-Wheels; Catherine Groves, Hanson Bridgett (Attorney for SamTrans).

ABSENTEES: Dinae Cruise, Vice-Chair; Valerie Campos, Vista Center for the Blind and Visually Impaired; Nancy Keegan, Sutter Health.

WELCOME/INTRODUCTION:

Ben McMullan called the meeting to order at 1:35 p.m. and welcomed all to the PCC Meeting.

APPROVAL OF THE JULY MINUTES:

Mike moved to approve the July Meeting Minutes and Barbara seconded the motion. The meeting minutes were approved without changes.

COMMITTEE REPORTS

A. POLICY ADVOCACY- LEGISLATIVE COMMITTEE (PAL)

Ben introduced Alex Wong from Senator Jerry Hill's office who presented information on SB 1376. This bill addresses TNC's (Transportation Network Companies such as Uber and Lyft) providing transportation options to disabled people. This bill is at the Governor's office awaiting signature. Alex began by saying that SB 1376 is addressing the lack of TNC transportation options for people with disabilities. The TNCs have made great strides for some people with disabilities such as those, who are hearing impaired or blind. But, the TNCs are faced with a tougher problem with wheelchairs users since the TNC companies do not own their vehicles and individual drivers do not typically own wheelchair accessible vehicles such as vans with ramps or lifts. Although Lyft and Uber have wheelchair options on their apps, very few vehicles are available for that service. The issue is once a vehicle is requested for a wheelchair on the app, the customer will receive no response or not in a timely fashion.

SB 1376 will require that the California Public Utilities Commission (CPUC) create a stakeholder's group which will develop regulations and address where the geographic areas of demand exist. The CPUC will also be given the authority to assess a fee of at least 5 cents on each TNC ride. These fees will be collected and deposited into a TNC "Access for All Fund" to subsidize projects or fund applicants who supply accessible transportation services. The CPUC might determine that the 5 cent fee per TNC ride should be increased. Similar programs are currently active in Chicago and Seattle with a fee of 10 or 15 cents per TNC ride. The fee may be decided by the geographic location and the demand.

If the Governor signs SB 1376 this year, the bill will take effect on January 1, 2019, at which point, disability advocates, TNCs, transit agencies and others can begin holding public workshops. If this bill passes, on July 1, 2019, the CPUC will begin collecting money for the Access Fund. April 1, 2020 is the deadline to accept applications for the Access Fund use. On July 1, 2020, the CPUC will announce the Access Fund recipients and begins disseminating funds. On January 1, 2024, the CPUC will report back to the Legislature on the programs on its successes or deficiencies. On January 1, 2026, the program will sunset unless it is reauthorized. The programs already have a list of supporters including transportation agencies, including Uber and Lyft. The Legislature has no opposition.

Questions arose concerning regulating the recipients of the funding. Alex responded that this process is still in development. Richard asked if criteria have been developed to determine the geographic locations. Alex stated that this is still flexible. They are still trying to determine where the need is. Richard asked what might be the incentive for TNCs to support this. Tina mentioned that there have been other services that have accessible but use the facilities for luggage instead of people. She asked how those companies would be regulated. Alex said that would be the job of the CPUC. Alex Madrid mentioned that in San Francisco, vehicles that pickup wheelchairs get an extra \$10 for each direction. Jim asked if an app was a required to summon a vehicle just like Uber. Alex said an app was not required but it should take about the same time to call for service as the app. Sandra asked if the drivers of these vehicles will be qualified to transport people with disabilities. Will they be trained and prepared for new customers and vehicles? Alex said that might be determined as conditions for receiving funds. Jessica explained how this bill has been developed in contrast to other bills which have more detail and instruction provided. The details of this bill will go through to the CPUC to develop the regulations and more specific requirements. Alex Wong wrapped it up by saying that this bill was developed to try to create incentives for the TNCs to provide wheelchair service voluntarily.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:

Lorna provided Tina with a copy of a comment card that a customer, Karen Ella sent to the PCC. We were also sent another email from Barbara Kalt of the Rosener House office regarding an issue with driver behavior. A copy of that email was also given to Tina. Feedback was requested

B. GRANT/BUDGET REVIEW

Barbara reviewed the budget from Nelson\Nygaard. The numbers are essentially the same as last year.

Tina provided information on the SamTrans budget for fiscal year through May 2018. June 2018 numbers are not available. Tina noted that anticipated funding had not been applied at the time of the budget report. These operating funds will be applied later. Passenger fares, TDA sales tax, district sales tax, interest income from paratransit funds (prior to ADA act), Measure K (\$2.5 million for 2019 only) and M (vehicle registration) are funding resources for paratransit services. Cost is still about \$50 per ride. Tina said that paratransit is the most expensive service that SamTrans provides but it is one of the most important services to many SamTrans customers. Barbara noted that only 5% of the operating costs come from passenger fares and the remaining costs need to come from other resources. Alex Madrid asked if SamTrans received federal grants. Tina said, in the past, federal grants have been used for capital costs but not operating cost.

Patty noted that SamTrans has been delayed in providing agencies timely billing for transit services.

C. EDUCATION COMMITTEE

Sammi reported the last committee conference call was held on August 3rd. The committee discussed the issues at the Oceanview Apartments in Pacifica. The riders are still having issues with service. The riders were having difficulty leaving comments with SamTrans. Alex suggested that SamTrans might provide yellow comments cards possibly on the Oceanview Apartment bulletin board.

The next outreach event will be: Transition to Independence on October 20th at Mills High School. The PCC will have a table at the exhibition hall for the "Seniors on the Move" event scheduled for November 2nd at the San Mateo Event Center. A separate presentation will be in the conference center that same day. Attendees must sign up separately with Jackie Speier's office. There will also be an Emergency Preparedness event on November 9th at the San Bruno Senior Center. The PCC will also have a table at that event.

Mike added that the www.sanmateopcc.org website is offline. Richard said that Nelson-Nygaard is looking into the problem.

Sammi announced that Alex Madrid will be the new Education Chair. Ben thanked Sammi for her service as Education Chair.

The next Education Committee meeting via conference call will be on Friday, October 5th from 1:00-1:30pm

D. EXECUTIVE COMMITTEE

Ben introduced Jessica Epstein who provided general information on the half-cent sales tax measure, now called Measure W. The final ordinance documentation accompanied the PAL and PCC packets this month. Measure W is currently with the Board of Elections Commission. As a transit agency, SamTrans is now removed from the

campaign process. The private sector now takes over the campaign to pass Measure W.

There are 5 categories covered under this measure which will be on the ballot in November:

1. Countywide highway congestion improvements at 22.5% of the funds (i.e. interchanges such as Highway 101/92).
2. Local safety pothole congestion improvements at 12.5% of the funds (a formula to determine how much should go to each city based on specific criteria). 2.5% of the 12.5% of funds will be reserved for helping with grade improvements.
3. Bicycle and Pedestrian improvements with 5% of the funds
4. Regional transit connections with 10% of the funds; these funds are reserved for projects that connect between counties. For example: express buses would qualify and major transit hubs such as Millbrae Transit Center since buses and trains cross counties becoming a multi-county station. Ferry services would also qualify for these funds under this category.
5. SamTrans with 50% of funds going to the General Fund budget. The SamTrans Board will determine how to allocate the funds, as needed.

Jessica explained that the SamTrans Board and the Board of Supervisors have unanimously supported this measure. Areas of need were identified through public surveys, public town halls, and working with organizations such as the SAG and TAG stakeholders groups. This resulted in an outcome of 80% support of the final measure.

Mike added that Measure W funds are intended to supplement projects that already have funding in place in these categories.

Catherine Groves, SamTrans legal counsel with Hanson Bridgett, presented the Ballot Measure Training. Since the PCC is supported by a public agency due to resources and staff, the PCC cannot use agency resources to advocate or campaign for local Ballot measures. The PCC can use agency resources to provide informational educational materials that are neutral and balanced in timing, tenor and tone. Members may personally take a stand but make it clear they are not speaking on behalf of the PCC. The PCC can be listed in documentation to support Measure W. The PCC cannot campaign or advocate as an organization.

Also on the ballot in November is Prop 6 which proposes repeal of S.B. 1 which is known as "Road Repair and Accountability Act", signed into law in 2017.

The PCC will place on the next PCC agenda discussion whether to support either Measure W or Proposition 6. We must keep language informational. SamTrans will supply approved language in support of Prop 6 and Measure W for review.

Sandra wanted to make sure that once the PCC had placed the resolution for Measure W on the October agenda, discussed and voted to support, a copy would be sent to the Team C to endorse Measure W.

CONSUMER CORPS REPORT

Lorna provided the 2nd quarter report: April 1, 2018 – June 30, 2018
There were 129 reports submitted from the Consumer Corps.

- 81% reported on-time performance with the longest wait time of 115 minutes
- 71% of the reservation calls were taken without being placed on hold
- 45% of the “night before” calls were incomplete or inaccurate
- 96% of the rides reported the driver’s assistance “met needs” or “above needs”
- Vehicle information: 37% Redi-Wheels, 47% Taxi Cab, and 16% Redi-Coast
- 27% of the rides carried Comment cards

Tina noted that since there was an increase in use of taxi cabs, a rider will have to request a comment card. Ben suggested that maybe regular subscribers should be sent comment cards. Ben also suggested that when purchasing a ticket or book of tickets customers could be given a comment card. There is a form on the PCC website that is a comment card and will be forwarded directly to SamTrans.

Judy mentioned that she waited for 3 hours to be picked up for a ride. Monica thought that if someone was waiting for over an hour there was a plan for supervisors to be equipped with a van to pick-up the person. Lynn said that there is a plan in place for those instances. Ben asked if Lynn would report back at the next meeting regarding this issue. Sandra thought that the cards should be available for pickup and hand out. Tina did say there are other ways to make comments.

Alex asked how SamTrans follow-up on the comments. Lynn Spicer responded by saying that her department follows-up on all the calls and cards sent in. They do the investigation. They call the customer only if a response is requested. Lynn says they research all comments whether good or bad. Due to time, the conversation was tabled for a later date.

SAMTRANS/REDI-WHEELS REPORT:

A. Operational Report

Tina informed the PCC committee that Mark Weinstein has left First Transit and moved to another company. John Lewis is the Interim General Manager.

SamTrans just launched a mobile app for riders to purchase tickets. Once purchased, the tickets are good for 30 days. The rider should activate the ticket just prior to getting on the bus and show the driver. This is different from a Redi-Wheels ticket which does not expire. For a short time, there is a “buy one get one free” incentive program. Those interested can go the SamTrans website for further information. SamTrans marketing will be distributing more information. Sammi felt that the drivers should be trained better when a new program is instituted. Lynn said that they have been trained but no one has used this ticket app yet. There will be a learning curve.

SamTrans recognized two Redi-Coast drivers, Hector Tagal and Jaime Gonzalez, who helped a victim in a Coastside accident recently.

B. Performance Summary

Tina compared data from July 2018 to May 2017. Ridership is stable but down at 1.4%. Total trips served is showing a small downward trend. Average weekly ridership is up 0.4%. Taxi ridership has increased to 36% of the total trips provided. The on-time performance is 90%, which meets the standard. Productivity is good at 1.9 trips per hour. Lynn reported that there is a paratransit driver shortage, which is why they are using more taxis. TNCs and tech buses are presenting competition for driver recruitment.

C. Monthly Redi-Wheels Comment Statistics Report

Tina provided new Comment reports for the September packets.

Aki asked how many comments are received from cards versus other means. Tina said that for instance, in July, 3 comments came from yellow cards and the remaining came from other means. The majority of the comments come from the 800 number. The most frequent comments are regarding driver conduct and late arrival. For July, SamTrans received 11 compliments and 29 complaints of which 7 were valid. Lynn added that most of the complaints they received are regarding instances where the rider does not accept the way the driver assists. Aki asked if they were valid complaints. Lynn said sometimes yes and sometimes no, depending on the situation. Approximately 31% are valid. Barbara noted that in the service industry, usually the customer is correct. Rude driver reports are a problem. Lynn said she will meet with staff to review driver's conduct. Lynn did state that taxis have video. There are no video cameras in Redi-Wheels vehicles. Tina said Redi-Wheels video cameras are under discussion.

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. .

D. Safety Report

Lynn Spicer said that there were 8 noted incidents: 4 Redi-Wheel and 4 Taxi cabs. Of those incidents, 1 was preventable for Redi-Wheels and 1 was preventable for Serra Cab.

Aki asked what the regulation is for riding a scooter on the sidewalk. Alex said that new regulations are active in San Francisco banning scooters on sidewalks. Tina will check.

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 is no longer reporting on COA since she no longer serves as a commissioner. Another commissioner may be assigned in the future.

E. COMMISSION ON DISABILITIES (COD)

The COD is working on organizing the In-Home Support Services (IHSS) focus groups.

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

Alex reported that the Transition to Independence Fair is scheduled for October 20th at Mills High School. The next Emergency Preparedness Event will be held on November 9th in San Bruno Senior Center. The Education Committee will have outreach tables at both events. On Saturday, September 22, 2018, the CID will be at County of San Mateo Emergency Medical Services at the Emergency Preparedness day in association with Supervisor Carole Groom's office.

OTHER BUSINESS

Monica found the SamTrans mobile app from the Apple store. It seemed easy enough to use.

The next PAL and PCC meetings will be held on Tuesday, October 9, 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: **MULTIMODAL RIDERSHIP REPORT – SEPTEMBER 2018**

ACTION

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

SIGNIFICANCE

Average weekday ridership across all modes experienced an increase of 0.3 percent. Average weekday ridership for Bus (-3.0%), Paratransit (~~-11.56.9%~~), Shuttles (-5.4%), and BART (-1.1%) experienced ridership losses; however, Caltrain (+5.0%) grew its average weekday ridership. Overall, the system total monthly ridership decreased by 2.8 percent in September 2018 compared to September 2017. 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 – SEPTEMBER 2018 COMPARED TO SEPTEMBER 2017

Grand Total – 165,770,830, an increase of 0.3 percent

Bus – 40,5120, a decrease of 3.0 percent

Paratransit – 1,2150, a decrease of 11.56.9 percent

Shuttles – 11,140, a decrease of 5.4 percent

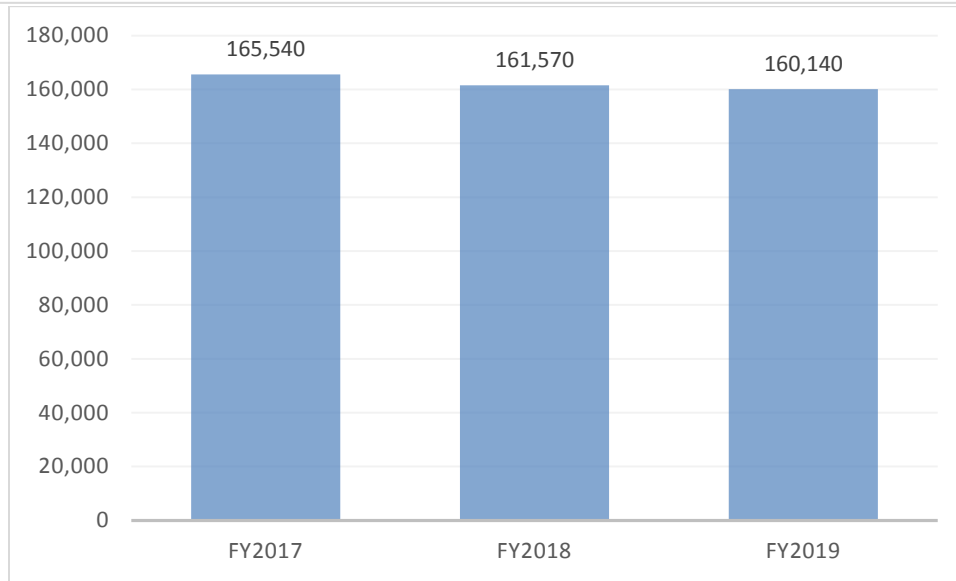
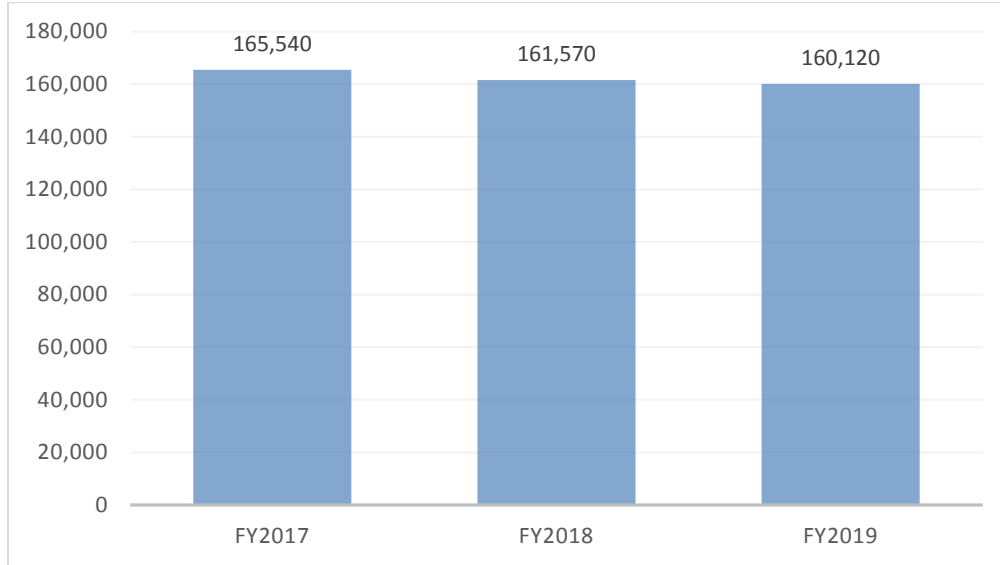
Caltrain – 64,410, an increase of 5.0 percent

Table A
Average Weekday Ridership

September 2018 Average Weekday Ridership				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	44,620	41,780	40,5120	-3.0%
Paratransit	1,290	1,300	1,2150	-11.56.9%
Shuttles	12,560	11,780	11,140	-5.4%
Caltrain	60,770	61,370	64,410	5.0%
Total	119,240	116,230	117,2170	0.89%
BART Extension (No Daly City)	51,550	49,090	48,570	-1.1%
Grand Total	170,790	165,320	165,770830	0.3%
Weekdays	21	20	2019	

September 2018 Year-to-date				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	39,280	36,880	35,650	-3.3%
Paratransit	1,250	1,250	1,2190	-4.83.2%
Shuttles	12,320	11,890	11,230	-5.6%
Caltrain	61,410	62,120	64,060	3.1%
Total	114,260	112,140	112,1350	0.0%
BART Extension (No Daly City)	51,290	49,430	47,990	-2.9%
Grand Total	165,540	161,570	160,1240	-0.9%

Chart A
Grand Total Average Weekday Ridership (FYTD)



MONTHLY TOTAL RIDERSHIP – SEPTEMBER 2018 COMPARED TO SEPTEMBER 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 September for the past three fiscal years.

Grand Total – 3,916,410, a decrease of 2.8 percent

Bus – 960,150, a decrease of 5.8 percent

Paratransit – 27,960, a decrease of 7.0 percent

Shuttles – 225,910, a decrease of 7.6 percent

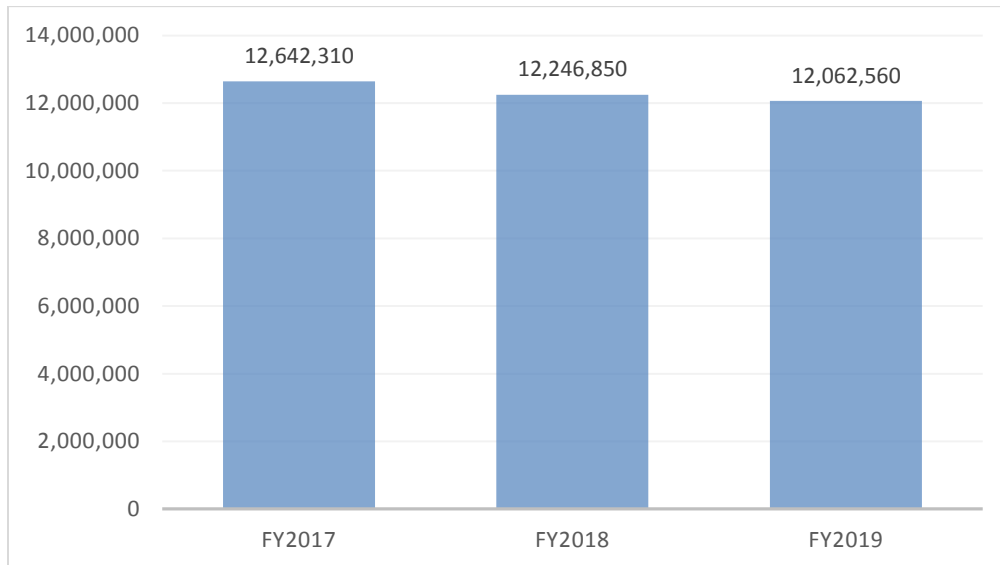
Caltrain – 1,570,310, an increase of 1.6 percent

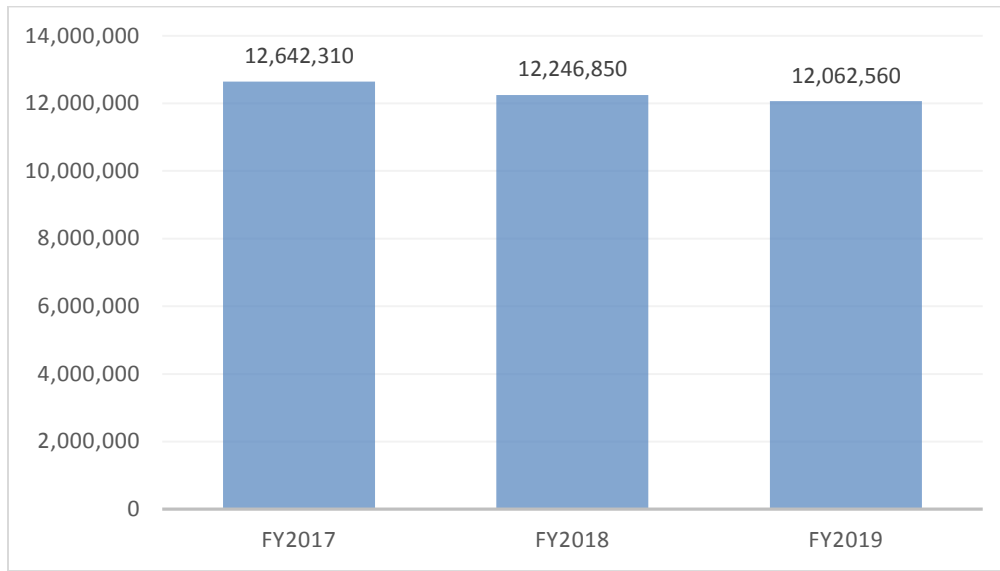
**Table B
Total Monthly Ridership**

September 2018 Total Monthly Ridership				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	1,108,690	1,019,130	960,150	-5.8%
Paratransit	31,000	30,060	27,960	-7.0%
Shuttles	264,430	244,420	225,910	-7.6%
Caltrain	1,582,620	1,545,270	1,570,310	1.6%
Total	2,986,730	2,838,870	2,784,330	-1.9%
BART Extension (No Daly City)	1,236,550	1,188,450	1,132,080	-4.7%
Grand Total	4,223,280	4,027,330	3,916,410	-2.8%
Weekdays	21	20	20	

September 2018 Year-to-date				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	3,049,730	2,839,890	2,715,720	-4.4%
Paratransit	91,840	91,500	87,650	-4.2%
Shuttles	792,180	755,520	719,520	-4.8%
Caltrain	4,899,620	4,845,300	4,958,710	2.3%
Total	8,833,360	8,532,200	8,481,590	-0.6%
BART Extension (No Daly City)	3,808,950	3,714,650	3,580,960	-3.6%
Grand Total	12,642,310	12,246,850	12,062,560	-1.5%

**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 September 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	101,218	18,281	14,396	3,017	136,912
Adult Pass	406,612	50,016	39,839	7,967	504,434
Youth Cash	113,965	8,166	6,180	1,431	129,743
Youth Pass	36,937	1,914	1,448	225	40,524
Eligible Discount	107,886	18,857	15,496	3,052	145,291
Total	766,618	97,233	77,359	15,693	956,904

	September 2016	September 2017	September 2018	2018 Calendar Year-to-Date
Adult Cash	190,722	163,796	136,912	1,263,781
Adult Pass	543,638	502,664	504,434	4,150,127
Youth Cash	157,164	150,448	129,743	1,052,716
Youth Pass	63,693	51,034	40,524	346,867
Eligible Discount	149,842	147,884	145,291	1,284,193
Total	1,105,058	1,015,825	956,904	8,097,682

**Table D
SamTrans Bus Ridership Summary**

September 2018 SamTrans Ridership Summary		
By day type:	Total Riders	Average Daily Riders
Weekdays	766,618	40,348
Saturdays	97,233	19,447
Sundays	77,359	15,472
Holiday(s)	15,692	15,692
Total	956,903	31,897

**Table E
Bus Performance Standards***

		AWR	OTP	Tokens	
				Adult	Youth
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
August	2018	35,620	78.94%	18,942	16,057
September	2018	40,348	77.76%	17,726	24,825

*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 – SEPTEMBER 2018

Youth Marketing Outreach Highlights

9-08-18 Facebook Festivals Facebook Fiesta (10,000 attendees, ~2,200 interactions)

SamTrans has been invited to participate in the Facebook Festivals. This September's event is the fourth of five community festivals which will be hosted on the Facebook campus (parking lot) to showcase local farmers and artisans, locally-sourced food and beverages, music, educational expositions, family-friendly entertainment and much more. Each event will help fundraise and support a variety of nonprofits who service the neighborhoods surrounding the Facebook Menlo Park campus. The target audience are the families in East Palo Alto, Belle Haven, Redwood City and surrounding areas.

Resource Table – A resource table was setup and a representative from the SamTrans Customer Service department along with volunteers from other departments were available to answer any transit service related questions. Staff provided both Caltrain and SamTrans route information, system maps and clipper take ones.

Social Media Engagement – Checked in at the event, posted photos, and handed out prizes to those following us on social media.

9-23-18 Run2FunD Education, A Health & Wellness Fair at Hillsdale High School (200 attendees, 80 interactions)

Staff promoted the SamTrans Get2School campaign, provided transit information to students and parents, and strengthened our partnership with the Safe Routes 2 School program.

Youth Ambassador Program Updates

9-14-18 SamTrans Youth Ambassador Program Applications closed. **Nineteen applications were received.**

9-21-18 SamTrans and YLI worked together on the SamTrans Youth Ambassador Program Recruitment.

10-4-18 YLI presented the applicant grading matrix and recommendations for eight SamTrans Youth Ambassador Candidates.

SamTrans September 2018 Social Media Analytics

In September, SamTrans promoted the SamTrans Mobile App, route changes (route 398 and 292), Fly SFO, the ECR Rapid, the Facebook Festivals, the Youth Ambassador Program recruitment, Fog Fest as well as our usual blog and contest content.

Shared public information included service impacts at Linda Mar, South San Francisco and the Salesforce Transit Center, the 30-Year Safe Driver awards, the annual Rodeo, several press releases, the Route 280 survey, and SamTrans' participation in the American Heart Walk.

SamTrans Digital Metrics - SEPT 2018



New Followers

+126

Sept 18 - 9785

Aug 18 - 9569

Sept 17 - 8098

Top Tagged Issues

1. SamTrans Mobile

2. Route ECR

3. Route SFO

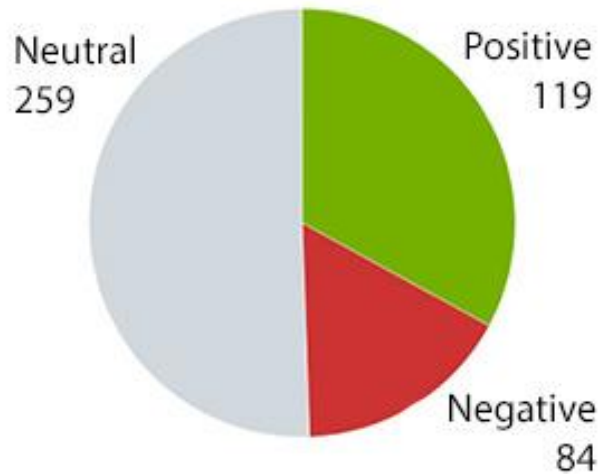
SamTrans.com Sessions

Sept 18 - 198,206

Aug 18 - 198,981

Sept 17 - 165,285

Social Sentiment



Yelp & FB Rating



(1 Sept review)

SamTrans Mobile

Downloads: 1401

Accounts : 1356

Orders : 810

Apple Rting: 4.2/6

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

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



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, NOVEMBER 7, 2018 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of October 3, 2018
3. Award of Contract for Printing and Delivery of Magnetic Tickets
4. 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
OCTOBER 3, 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, J. Powell, P. Ratto, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, M. Tolleson, D. Pape, J. Nogales-DeGuzman, S. van Hoften, A. Rivas, K. Cheema, C. Fromson, T. Dubost, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Matsumoto called the meeting to order at 3:09 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF SEPTEMBER 5, 2018

Motion/Second: Ratto/Stone

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

Absent: Groom, Kersteen-Tucker

AUTHORIZE RENEWAL OF CONTRACT WITH VISION SERVICE PLAN FOR CONTINUED VISION INSURANCE COVERAGE

Juliet Nogales-DeGuzman, Manager, Employee Services, discussed the details of the proposed contract renewal with VSP for vision care services.

Motion/Second: Stone/Guilbault

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

Absent: Groom, Kersteen-Tucker

DELEGATE AUTHORITY TO THE GENERAL MANAGER/CEO TO IMPLEMENT BUS BRIDGE ARRANGEMENTS

David Olmeda, Chief Operating Officer, Bus, briefly explained the details of the request to delegate authority to the General Manager/CEO to implement bus bridge arrangements when necessary.

Motion/Second: Gee/Ratto

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

Absent: Groom, Kersteen-Tucker

Director Gee noted that the District's August sales tax receipts exceeded the budget.

ADJOURN

The meeting adjourned at 3:14 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

Seamus Murphy
Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT FOR PRINTING AND DELIVERY OF MAGNETIC TICKETS**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Electronic Data Magnetics (EDM), of High Point, North Carolina, to provide printing and delivery of magnetic tickets for an estimated not-to exceed amount of \$440,000 for a five-year term.
2. Authorize the General Manager/CEO or his designee to execute a contract with EDM in full conformity with the terms and conditions of the bid specification 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 dedicated supplier to provide tickets for the District's Genfare GFI farebox machines.

BUDGET IMPACT

Funds for this contract are included in the current operating budget and will be included in future operating budgets.

BACKGROUND

The District and the Peninsula Corridor Joint Powers Board (Agencies) jointly issued an Invitation for Bids (IFB) designed with the flexibility to award separate contracts based on the lowest bid for each type of fare media (magnetic and non-magnetic tickets). Staff advertised the solicitation in a newspaper of general circulation and on the Agencies' procurement website. Interested bidders in the printing industry were notified of the solicitation. Research indicates that there are no local, small, or Disadvantaged Business Enterprises engaged in this type of work. Two bids were received for the District's scope of work and are as follows:

Company	Bid Amount
1. Canada Ticket, Inc., Langley, British Columbia, Canada	Section A: Non-Magnetic Tickets: \$29,052.65 Section B: Magnetic Tickets: No Bid
2. EDM, High Point, NC	Section A: Non-Magnetic Tickets: \$43,849.07 Section B: Magnetic Tickets: \$387,946.99

Canada Ticket, Inc. submitted the lowest bid for non-magnetic tickets and will be awarded the contract. As that bid amount is less than \$150,000, no Board action is required.

EDM submitted the only bid for magnetic tickets and met all bid requirements, with the exception of minor irregularities, which legal counsel determined could be waived. As EDM submitted the only bid for the magnetic tickets, staff conducted an analysis of EDM's bid price and determined it is comparable to market pricing, and is fair and reasonable. This is a requirements-based contract; the contract amount is an estimate based on the bid amount plus taxes.

While staff determined that EDM's bid is fair and reasonable, it does reflect an increase in the contract award amount over the current contract amount as a result of several factors:

- Magnetic ticket printing is a small niche in the printing industry with only three companies in the United States capable of producing magnetic tickets;
- The magnetic ticket thermal stock is mostly imported from China, where the type of ink used to generate the stock is in short supply; and
- The Rolling Day Pass and Eligible Discount Paper Tokens were added to the new scope of services.

Staff contacted one of the other two vendors capable of producing magnetic tickets to determine why it did not submit a bid. The firm indicated that it intended to do so, but missed the deadline to submit its bid.

EDM has been the District's supplier of magnetic tickets since January 1, 2013.

Procurement Administrator II: Brian Geiger 650-508-7973
Project Manager: Melissa Wicklow, Market Development Specialist 650-508-6292

RESOLUTION NO. 2018 –

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

* * *

**AWARDING A CONTRACT TO ELECTRONIC DATA MAGNETICS, INC.
FOR PRINTING AND DELIVERY OF MAGNETIC TICKETS
FOR AN ESTIMATED NOT-TO-EXCEED AMOUNT OF \$440,000 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) solicited competitive bids to provide printing and delivery of magnetic tickets and non-magnetic tickets; and

WHEREAS, in response to the District's Invitation for Bids, one firm submitted a bid for magnetic tickets; and

WHEREAS, staff and legal counsel have reviewed the sole bid submitted by Electronic Data Magnetics, Inc. (EDM) of High Point, North Carolina, and determined that it meets the requirements of the solicitation documents; and

WHEREAS, staff also has further conducted a price analysis and finds EDM's prices to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and Finance Committee concurs, that a contract be awarded to the sole bidder, EDM, whose bid meets the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District awards a contract to Electronic Data Magnetics, Inc. EDM of High Point, North Carolina, to provide printing and delivery of magnetic tickets for a five-year term for an estimated not-to-exceed amount of \$440,000 inclusive of shipping, delivery and other costs and expenses, based on the estimated requirements of the District during this term and unit prices submitted by EDM; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or designee, is authorized to execute a contract on behalf of the District with EDM in full conformity with the terms and conditions of the bid specification documents and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of November, 2018 by the following vote:

AYES:

NOES:

ABSENT:

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, NOVEMBER 7, 2018 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of October 3, 2018
3. Adoption of Transit Asset Management Policy

INFORMATIONAL

4. US 101 Express Bus Feasibility Study Update
5. Caltrain Business Plan
6. Youth Mobility Initiatives Update
7. 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
OCTOBER 3, 2018**

Committee Members Present: J. Powell (Committee Chair), D. Pine

Committee Members Absent: Z. Kersteen-Tucker

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, M. Tolleson, D. Pape, J. Nogales-DeGuzman, S. van Hoften, A. Rivas, K. Cheema, C. Fromson, T. Dubost, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

CALL TO ORDER

Committee Chair Powell called the meeting to order at 3:14 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF SEPTEMBER 5, 2018

Motion/Second: Ratto/Stone

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

Absent: Groom, Kersteen-Tucker

APPROVAL OF MOBILITY PLAN FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES

David Pape, Senior Planner, gave a presentation summarizing the plan and its purpose of updating the 2006 Senior Mobility Plan. He noted the soon-to-be-launched Mobility Management Center, which will include a website and a call center operated by the Customer Service department. Mr. Pape also talked about programs set for the future.

Director Guilbault asked if there were an income requirement to qualify. Mr. Pape said the majority of the programs were age-based rather than income-based, and that some had disability requirements.

Director Gee suggested that the District use existing partnerships with other agencies to get the word out about the Management Center.

Director Stone left the meeting at 3:24 pm.

Committee Chair Powell asked if the Mobility Plan was conceived for funding or District planning purposes. April Chan, Chief Officer, Planning, Grants/Transportation Authority, clarified that the Board was being asked to approve an update of a plan that had been in existence for over ten years and that is funded by the Federal Transit Administration. She said the Mobility Management Center is being added to the District's suite of services.

Motion/Second: Gee/Guilbault

Ayes: Gee, Guilbault, Matsumoto, Pine, Powell, Ratto

Absent: Groom, Kersteen-Tucker, Stone

SAMTRANS MICROTRANSIT PILOT

Christy Wegener, Director, Planning, gave an overview of the ongoing microtransit study. Ana Rivas, Manager, Bus Transportation, described why the FLX Pacifica route will be used as the service area for the microtransit pilot.

Director Gee asked about the City of Pacifica's participation in the planning process. Ms. Wegener said that staff is planning on meeting with City staff soon. He said the District is evolving beyond just being a bus company towards being a company that provides mobility options.

Director Matsumoto suggested South San Francisco's biotech campus area as the next pilot area.

Director Ratto noted that the pilot should be given enough time to meet its projections.

Committee Chair Powell said he supported the pilot's repurposing of the existing FLX service. He said it is important to get the word out to FLX riders.

Ms. Wegener stressed that no additional funding is being requested for moving forward for the pilot.

David Olmeda, Chief Operating Officer, Bus, said the pilot augments existing programs.

Director Matsumoto suggested having community outreach meetings to let riders know.

Public Comment:

Mark Roest, Sustainable Energy, Inc., 350.org, said that going forward, microtransit vehicles could focus on first- and last-mile trips.

ADJOURN

The meeting adjourned at 4:00 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: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **TRANSIT ASSET MANAGEMENT POLICY FOR SAMTRANS**

ACTION

Staff proposes that the Committee recommend that the Board adopt a Transit Asset Management Policy for the San Mateo County Transit District (District)

SIGNIFICANCE

The purpose of Transit Asset Management (TAM) is to help achieve and maintain a State Of Good Repair (SOGR) for an agency's public transportation assets. TAM is a business model that uses transit asset condition to guide the optimal prioritization of funding.

If the Board of Directors (Board) adopts this TAM Policy, staff will move forward with implementing the TAM Plan that describes and formalizes the steps to develop a TAM Program, maintain District assets in a SOGR, and communication it's the District's progress to all relevant stakeholders.

BUDGET IMPACT

There is no budget impact that results from the adoption of the TAM Policy. However, future implementation of TAM Plan requirements will require additional resources, such as consultant and/or software support for updating an asset inventory that corresponds to asset condition ratings, or identifying SOGR needs. The TAM Plan also identifies the potential systems and staff enhancements that may be needed to achieve full compliance with Federal Transit Administration (FTA) regulations. Furthermore, the TAM Plan provides recommendations for SOGR investments which will need to be prioritized and integrated with future budget activities. Finally, resources will need to be identified to update the TAM Plan every four years, and to monitor and report on the District's progress.

BACKGROUND

In July 2016, FTA published the Transit Asset Management Final Rule. The TAM Rule requires the District to develop its own TAM Plan and designate an Accountable Executive to ensure that necessary resources are available to carry out the TAM Plan.

The initial TAM Plan is required to be completed by October 1, 2018. The TAM Plan must then be updated at least every four (4) years.

On October 1, 2018, the District's General Manager/CEO approved the TAM Plan, meeting this requirement of the TAM rule. The TAM Plan contains several key elements, such as:

- Agency-wide TAM policy
- TAM Program implementation details
- An asset inventory
- A recommended capital reinvestment plan.

The TAM Plan aligns with the District's vision to be "a mobility leader, providing transportation choices and a sustainable future that meets the needs of our diverse communities." Naturally, the TAM Policy is an extension of the vision statement by setting the direction for establishing and continually improving asset management strategies and practices.

The District's proposed TAM Policy reads as follows:

The San Mateo County Transit District is committed to sustainably maintaining its assets in a state of good repair in order to deliver safe and reliable passenger bus and paratransit services. This commitment will be ensured through financial stewardship and resource allocation, promoting a culture that supports asset management across the organization, and focusing on high quality information to provide the foundation for a risk-based approach for decision-making.

The proposed TAM Policy also includes the following Focus Areas and Goals:

Focus Area	TAM Goal
Safety	Maintain assets in a SOGR to support a safe operating environment for employees, customers, and the public
Fiscal Sustainability	Build and promote financial sustainability through implementation of asset management best practices
Infrastructure & Rolling Stock	Maintain assets in a SOGR to support a high quality passenger bus service
Organizational Efficiency	Strengthen asset management processes
People and TAM Culture	Promote asset management culture throughout the organization

Staff will be providing a supplemental presentation to discuss the TAM Plan, including the TAM Policy and findings.

Prepared by:
Greg Moyer, Deputy Director, Facilities

650-508-7987

RESOLUTION NO. 2018-

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

* * *

ADOPTING A TRANSIT ASSET MANAGEMENT POLICY

WHEREAS, the San Mateo County Transit District (District) desires to establish a policy that requires the agency to implement a strategic and systematic process for maintenance and improvement of District assets serving the County of San Mateo; and

WHEREAS, Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a state of good repair (SOGR) for public transportation assets; and

WHEREAS, the Federal Transit Administration (FTA) requires the District to develop a TAM Plan, including a TAM Policy, per Title 49 Code of Federal Regulations Part 625; and

WHEREAS, on October 1, 2018, the General Manager/CEO approved the District's TAM Plan, meeting the FTA requirement, and recommends that the Board adopt the TAM Policy.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby adopts the following policy, to be effective immediately upon its passage:

The San Mateo County Transit District is committed to sustainably maintaining its assets in a state of good repair in order to deliver safe and reliable passenger bus and paratransit services. This commitment will be ensured through financial stewardship and resource allocation, promoting a culture that supports asset management across the organization, and focusing on high quality

information to provide the foundation for a risk-based approach for decision-making.

The District's Transit Asset Management Program will focus on the following areas and goals:

Focus Area	TAM Goal
<i>Safety</i>	<i>Maintain assets in a SOGR to support a safe operating environment for employees, customers, and the public</i>
<i>Fiscal Sustainability</i>	<i>Build and promote financial sustainability through implementation of asset management best practices</i>
<i>Infrastructure & Rolling Stock</i>	<i>Maintain assets in a SOGR to support a high quality passenger bus service</i>
<i>Organizational Efficiency</i>	<i>Strengthen asset management processes</i>
<i>People and TAM Culture</i>	<i>Promote asset management culture throughout the organization</i>

Regularly passed and adopted this 7th day of November, 2018 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

Acting District Secretary

TAM Policy

I. Purpose

The San Mateo County Transit District (District) is committed to implementing a strategic and systematic process for operating, maintaining, and improving transportation assets that serve the residents, employers, and people that travel within and through San Mateo County. This policy directs the District to formalize and support implementation of a Transit Asset Management (TAM) program, to maintain its assets in a State of Good Repair (SGR) and to communicate progress to all relevant stakeholders.

II. Organizational Units Affected

This policy affects most organizational units, particularly:

- District Board members
- District General Manager and Deputy General Manager
- Finance Division (Accounting, Budgets, Procurement, IT)
- Operations Division (Transportation, Maintenance, Facilities, Operational Asset Management)
- Planning and Grants Division

III. Policy

The San Mateo County Transit District is committed to sustainably maintaining its assets in a State of Good Repair consistent with TAM guidelines as published by the Federal Transportation Administration. Transit Asset Management is the strategic practice of procuring, operating, inspecting, maintaining, rehabilitating and replacing transit capital assets to manage their performance, risks and costs over their life cycles, for provision of safe, cost-effective and reliable public transportation.

A primary goal of this policy is to strengthen District's existing business practices and to deploy reliable performance-based strategies to support the District's decision-making, resource allocation and asset preservation actions. The scope includes all District assets further identified under the TAM Plan (i.e. vehicles, facilities, bus stops and related support systems).

IV. Authority

Within this Board-approved policy, the District's General Manager is the Accountable Executive with overall responsibility for the TAM Plan meeting FTA-stipulated criteria and performance benchmarks.

The District's Deputy General Manager is the TAM Executive Sponsor reporting to the Board on the status of asset management in cooperation with the District's Division Chiefs to provide applicable staff, procedures and resources.

V. Procedure

The TAM Policy will be a shared responsibility for all departments with the District regarding expectations and mandatory requirements. Day-to-day responsibilities include:

- Operations Division is a major stakeholder as the primary asset owner. Specific support includes stewardship and SGR maintenance of these assets. This division coordinates TAM across the District and supports TAM Plan implementation/updates. The Operations Division participates in tracking TAM performance measures, and related budgets/expense data for ongoing analysis of maintenance practices. Bus Maintenance staff focuses on District’s revenue and non-revenue fleets; Facilities/Engineering staff focus on District buildings and properties.
- Finance Division is responsible for accounting, financial reporting and analysis, capital programming, and IT/ERP support for the TAM program. The Accounting and Financial departments assure the proper recording and reporting of financial transactions. The Budget department is responsible for management of Capital Programs and assuring budgetary control. The Procurement Department coordinates activities necessary to ensure timely procurement of goods and services. The IT Department coordinates the delivery of IT services throughout the District.
- Planning and Grants Division is responsible for assessment, analysis and action planning for District’s short-term and long-term Capital Improvement Plans within the TAM process. The District’s capital programming and funding requests will incorporate and emphasize improved service reliability, customer safety, reduced cost of delivery, increased system productivity and sustainability; our system-wide allocation resources will demonstrate better management of assets throughout their lifecycle.

VI. Related Documents

- a. Transit Asset Management Plan
- b. SamTrans Strategic Plan 2015-2019
- c. Short Range Transportation Plan 2017-2026
- d. District Mission and Vision Statements

VII. Essential Responsibilities

District’s TAM Plan is compliant to recent mandated guidelines as issued by the Federal Transit Administration. The nine critical elements of the TAM Plan include: (1) an inventory of capital assets; (2) condition assessment; (3) decision support tools; (4) an investment prioritization strategy; (5) TAM policy; (6) implementation guidelines; (7) list of key annual activities;(8) identification of resources: and, (9) an evaluation plan. The TAM Plan and critical elements will be subject to appraisal and compliance measures in context with FTA triennial audits.

The TAM Plan is a “living document” that will be reviewed, updated and incorporated into District’s capital and budget planning processes and reporting structure. To be most effective, TAM activities should be integrated into existing and future strategic, business and operational management processes.

VIII. Definitions

- a. TAM – Transit Asset Management
- b. SGR – State of Good Repair
- c. ERP – Enterprise Resource Planning

IX. Provisions and Conditions

Enforcement of the TAM policy and allocation of resources will be an ongoing discussion within the Executive Team. The Deputy General Manager serves as the TAM Plan's Executive Sponsor.



**TRANSIT ASSET MANAGEMENT (TAM)
SamTrans TAM Plan & TAM Policy
Board Meeting – November 7, 2018**



TRANSIT ASSET MANAGEMENT (TAM)

- **TAM Overview**
- **Federal Requirements for TAM**
- **TAM Fundamental Principles**
- **FTA's Nine Element TAM Plan**
- **Transit Economic Requirements Model (TERM) Results & Investment Strategy**
- **Phased Implementation**
- **Acceptance of a TAM Policy**

TAM Overview

- In 2012, federal legislation called for the FTA to establish new long-term programs for Transit Asset Management (TAM).
- In October 2016, the FTA published its TAM Final Rule to guide state and local transit providers.
- TAM provides a detailed framework for transit agencies to maintain a State of Good Repair (SOGR) by monitoring and managing assets, improving safety, increasing reliability and performance, and establishing performance measures.
- The District's TAM Plan includes new procedures to meet its SOGR performance targets and inform future investments through its annual capital budget process.
- Agencies that receive FTA funds are required to create and maintain a TAM Plan (target date October 1, 2018).

Minimum Federal Requirements for TAM

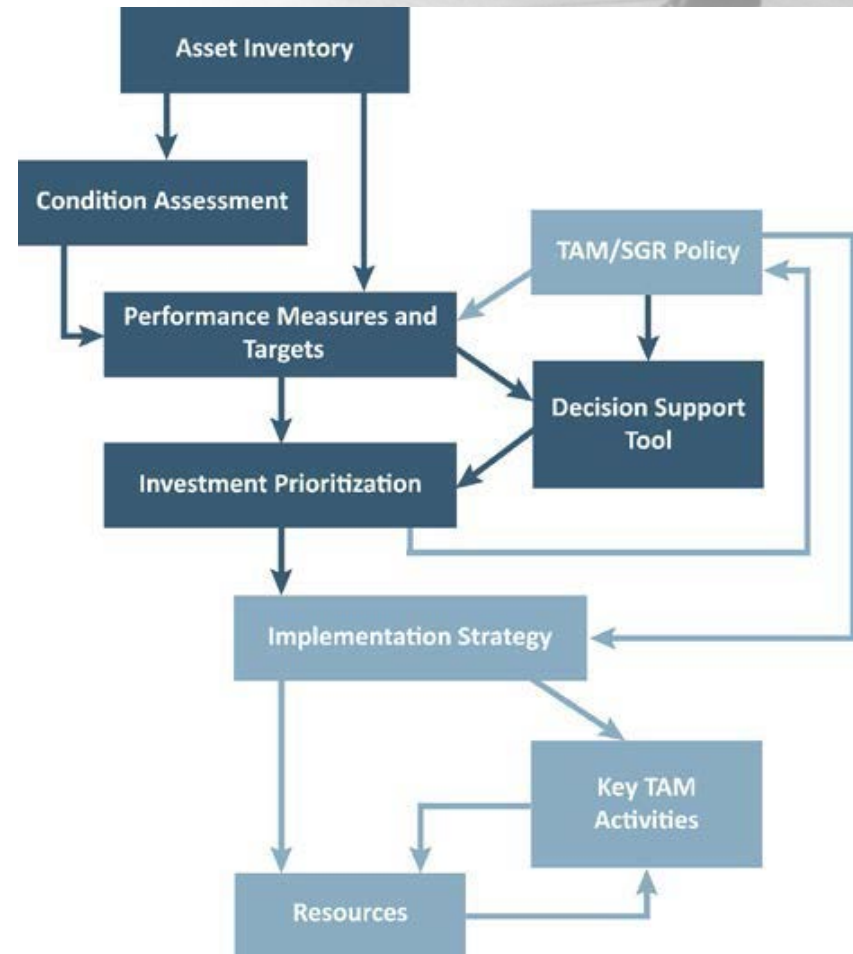
- Create, maintain, and update a TAM Plan
- TAM Plan data and practices shall be self-certified annually
- Submit annual SOGR data and reports through the National Transit Database (NTD)
- Satisfactorily conform with triennial reviews and State management review for audit/oversight

TAM Fundamental Principles

- Asset management is an essential element of good business planning and effective lifecycle planning; it requires coordination on a District-wide level.
- Capital planning/programming benefits from accurate and reliable TAM data which in turn will recommend timely investment decisions, work prioritization and SOGR planning.
- Lifecycle management allows the District to predict asset and infrastructure needs based on data matrices.
- Comply with FTA's Nine Element TAM Plan.

FTA's Nine Element TAM Plan

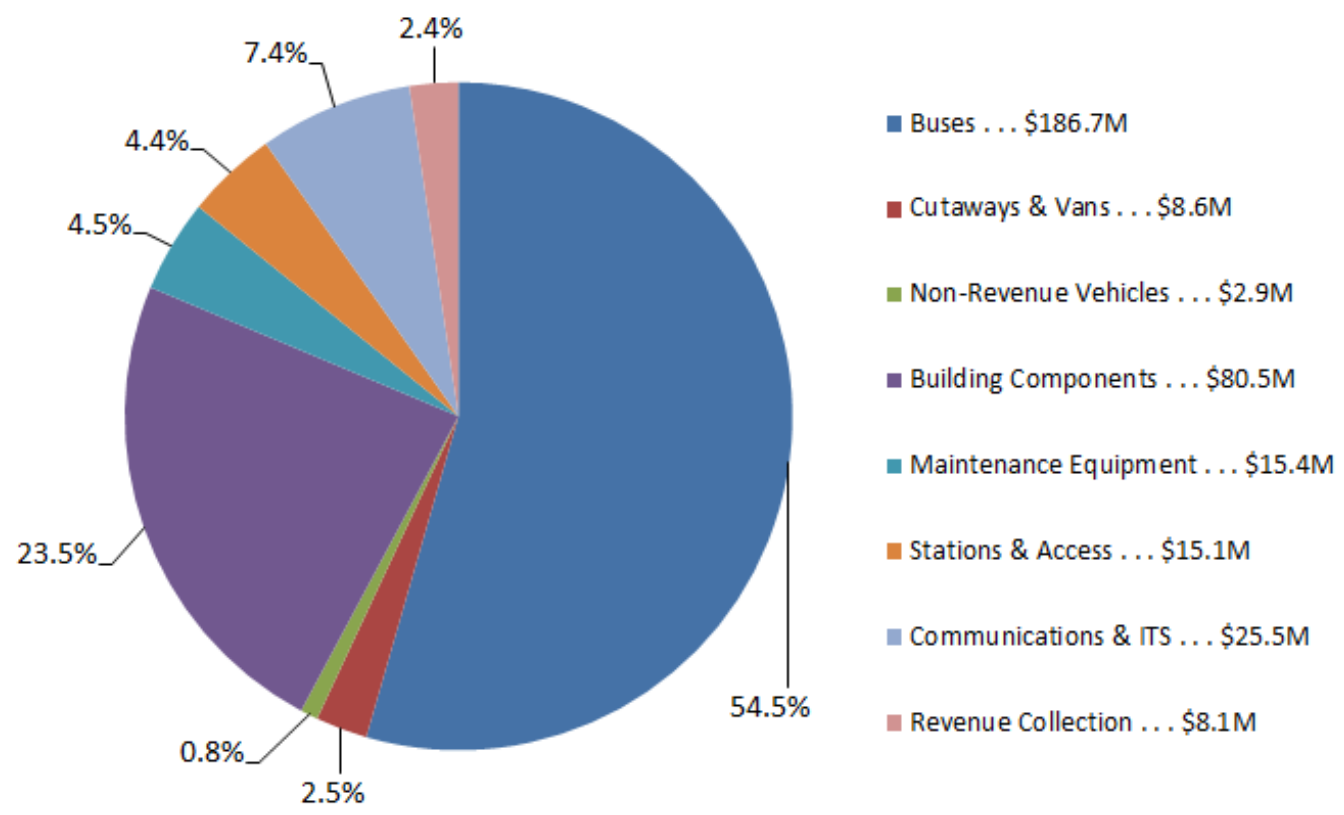
1. Inventory of Assets
2. Condition Assessment of Assets
3. TAM Policy
4. TAM Metrics and Targets
5. Investment Prioritization Strategy
6. Investment Decision Support Tools
7. TAM Implementation Guidelines
8. TAM Resources
9. TAM Evaluation Plan



SamTrans Assets Estimated to be \$342.8M

Revenue fleet and facilities assets account for 81% of total inventory value

Existing Asset Base by Category





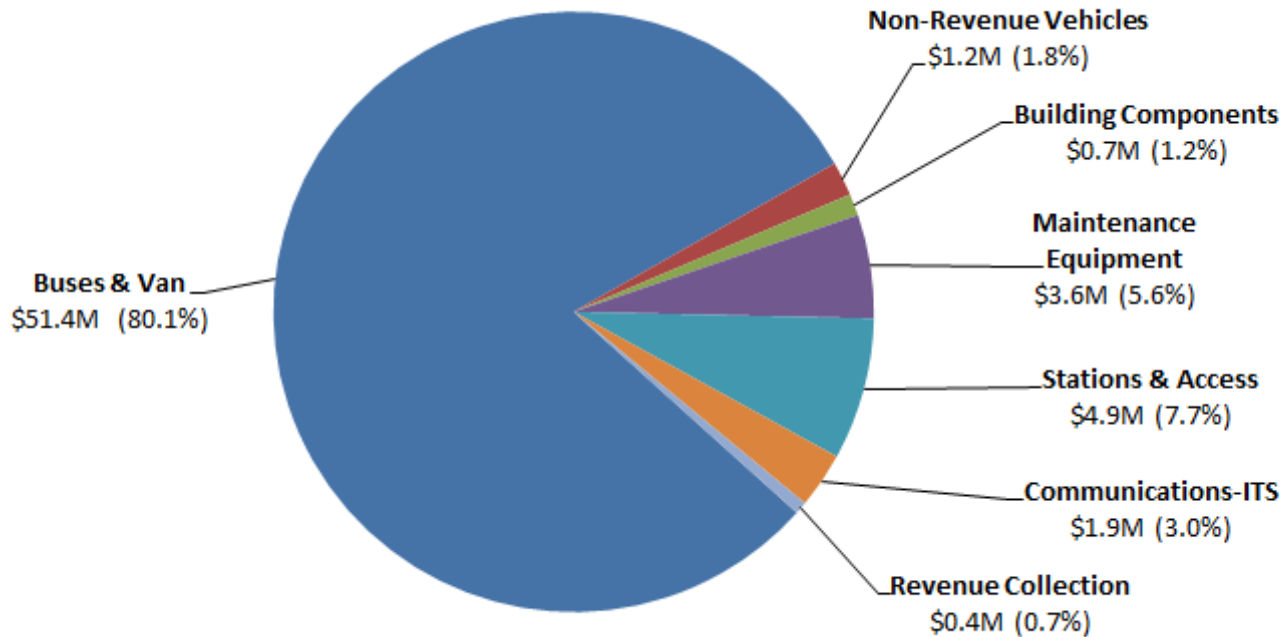
FTA Performance Measures

Grantees are required to report performance measures and targets as outlined in the table below.

<i>Asset Type</i>	<i>FTA Definition</i>
Facilities	The percentage of facilities within an asset class, rated below condition 3 on the FTA TERM scale
Rolling Stock	The percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Infrastructure	The percentage of track/rail segments with performance restrictions. <i>Note -- this asset type does not apply to SamTrans.</i>
Equipment	The percentage of non-revenue vehicle, support service and maintenance vehicles that have either met or exceeded their ULB

SamTrans FY18 SOGR Backlog is \$64.1 million

- The SamTrans FY18 SOGR Backlog measures the value of assets that exceed their useful life as of the end of FY18
- SOGR Backlog value (\$64.1M) largely reflects pending 60-foot articulated buses that exceed their useful life by 2 to 3 years; such replacement buses are scheduled to arrive in CY2019.





The 20-year projected value for SamTrans Capital Investment Plan (CIP) plus Unconstrained SOGR Reinvestment is \$222.4 million

SamTrans CIP plus Unconstrained SOGR Reinvestment Projection (Millions of \$YOE) ¹

Asset Type	2018-2022	2023-2027	2028-2032	2033-2037	20-Year Total
Facilities	\$12.3	\$17.9	\$17.0	\$15.5	\$62.6
Stations	\$5.9	\$0.2	\$7.6	\$8.3	\$22.0
Systems	\$15.9	\$24.1	\$4.8	\$0.7	\$45.5
Vehicles ²	\$28.3	\$10.9	\$23.7	\$29.4	\$92.3
Annual Average	\$12.5 /yr	\$10.6 /yr	\$10.6 /yr	\$10.8 /yr	\$11.1 /yr
Total	\$62.4	\$53.1	\$53.1	\$53.9	\$222.4

1. Analysis in Year of Expenditure (YOE) – calculated with an inflation rate of 2.7%
2. Vehicle funds here reflect the 20% local commitment by SamTrans; this value does not include any matching grant funds

Phased Implementation

Completed

- District set SOGR performance targets with MTC & FTA
- Draft TAM Policy & Plan

Work-In-Progress

- District to adopt TAM Policy & TAM Plan on/before October 1, 2018
- File Annual NTD posting with added TAM records

Within the 1st Year of TAM

- Extend TAM training to applicable staff in multiple departments
- Dataflow feeds into Capital Improvement Plan (CIP)
- Define functional requirements and strategy for decision-making TAM & Enterprise Asset Management (EAM) tools
- Complete condition assessment updates for 25% of District's buildings & facilities

Every 4-year TAM cycle

- Ongoing assessment of TAM Program; it's a dynamic & interactive process
- Receive feedback from FTA and APTA upon triennial audit
- Adjust the TAM Plan based on recommendations and improved business enterprise systems

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **PRESENTATION OF DRAFT EXPRESS BUS FEASIBILITY STUDY**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District (SamTrans) launched the US-101 Express Bus Feasibility Study (Study) in May 2017. The Study aimed to evaluate the feasibility and viability of introducing a network of express bus routes serving key origins and destinations in San Mateo, San Francisco, and Santa Clara counties.

The Board received an update on the Study's progress in July 2018. Since then, staff have completed a draft Study which is available for download from the project webpage at www.samtrans.com/expressbusstudy.

After identifying 15 route concepts, the Study team conducted two rounds of evaluation before narrowing the list to six top-performing routes. The Study recommends implementation of SamTrans express service over three phases.

Phase 1: Pilot, tentatively in summer 2019

- Bi-directional route between Foster City and downtown San Francisco
- Bi-directional route between Palo Alto/Stanford and western San Francisco via Daly City

Phase 2: With launch of Managed Lanes on US-101, tentatively in 2022

- One-directional route serving downtown San Francisco from San Mateo via the park-and-ride at CA-92/US-101 interchange
- Bi-directional route between San Bruno BART and East Palo Alto with stops at SFO, Redwood Shores, Redwood City and Menlo Park

Phase 3: Further Growth, tentatively in 2023

- Bi-directional route between San Mateo and western San Francisco via Daly City
- One-directional route serving downtown San Francisco from Burlingame

A multi-departmental staff working group convenes monthly to plan for the launch of an express bus pilot in Summer 2019. The group continues to seek internal and external funding sources to launch the pilot routes.

BUDGET IMPACT

There is no budget impact associated with this information item.

BACKGROUND

SamTrans operated a network of seven express bus routes until December 2009, when the majority were eliminated due to declining ridership and economic conditions associated with the Great Recession. The former KX (current 398) was the only remaining express route from the prior network.

SamTrans engaged in this Study in order to explore the potential to take advantage of the proposed US-101 Managed Lanes Project and to respond to the commute needs of a robust economy with homes and jobs located throughout the Peninsula.

STRATEGIC INITIATIVE

Priority 1: Expand Mobility Options

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

Prepared By:
Millie Tolleson, Principal Planner

650-622-7815

Draft Express Bus Feasibility Study





Board of Directors Update

November 7, 2018

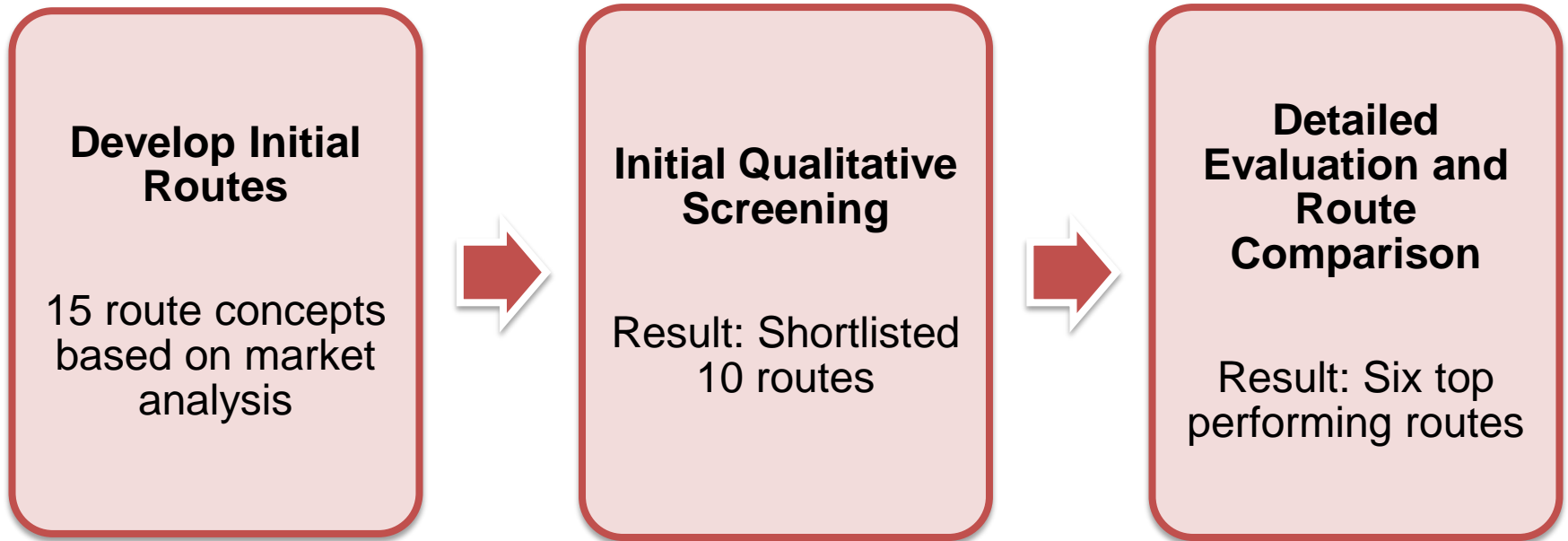
Project Purpose

Provide a direct, fast, frequent and reliable transportation choice for long-distance commute trips within and between San Mateo, San Francisco, and Santa Clara counties.

Project Goals

	Goal 1:	Provide Mobility Options for Regional Trips	20%
	Goal 2:	Increase Transit Market Share in Corridor	20%
	Goal 3:	Develop a Cost-Effective Service	30%
	Goal 4:	Improve Transportation Equity	10%
	Goal 5:	Enhance Access to Jobs and Population Centers	10%
	Goal 6:	Support Sustainable Land Use and Transportation Policies	10%

Route Development and Evaluation

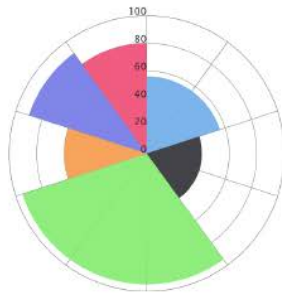


Detailed Evaluation Results

Route Concept 2
East Palo Alto to San Bruno BART limited



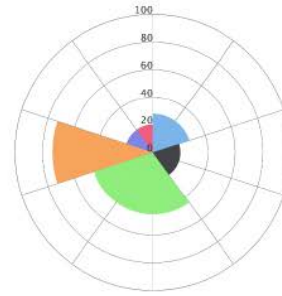
Route Concept 3
Foster City to San Francisco



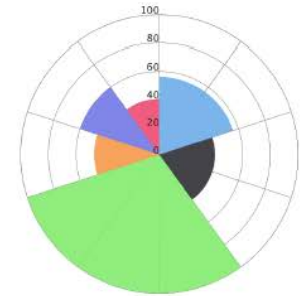
Route Concept 4
Redwood Shores to San Francisco



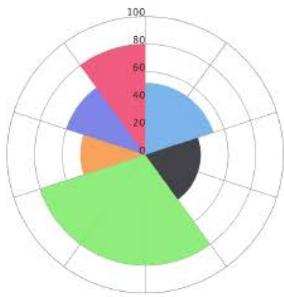
Route Concept 5
Foster City to Palo Alto



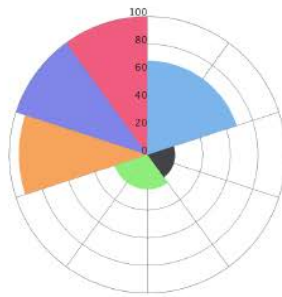
Route Concept 6
Western SF to Palo Alto via Daly City



Route Concept 8
Western San Francisco to San Mateo



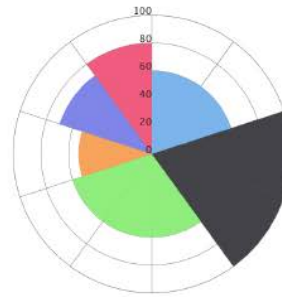
Route Concept 10
Sunnyvale to San Francisco



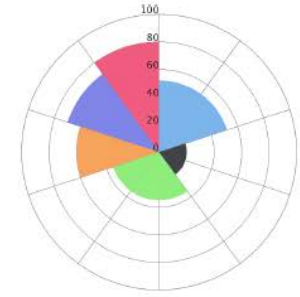
Route Concept 11
Burlingame to San Francisco



Route Concept 12
San Mateo (101/92 PNR) to San Francisco



Route Concept 13
San Carlos/Belmont to San Francisco



Mobility

Market Share

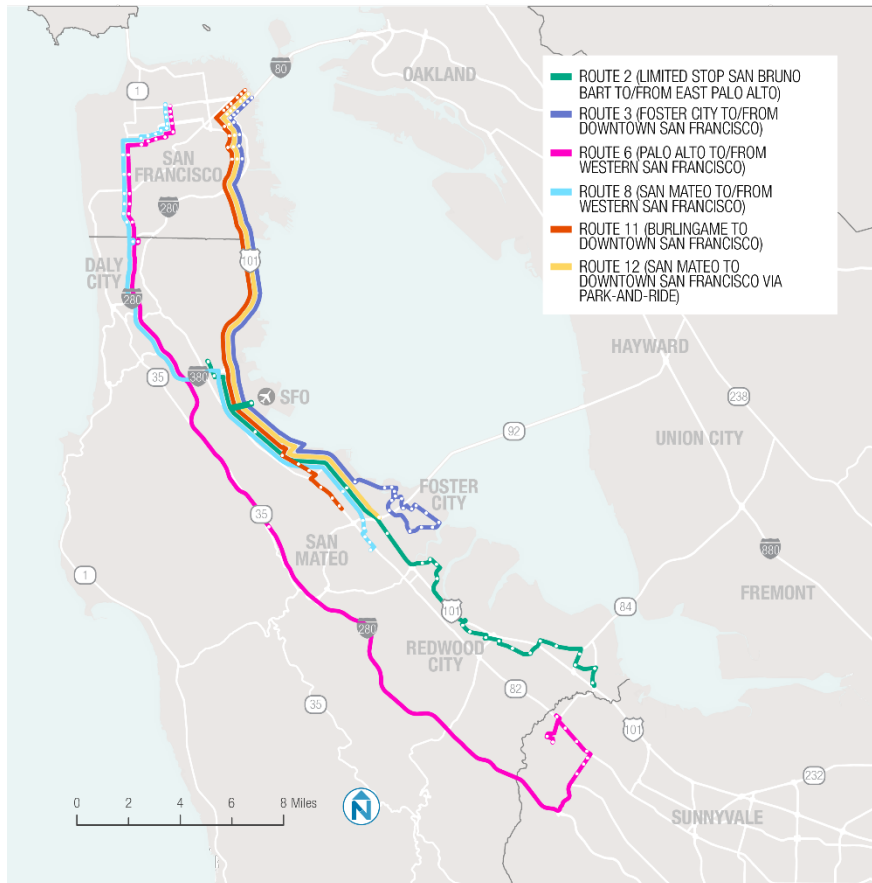
Cost-Effectiveness

Equity

Access

Sustainability

Proposed Express Bus Network



- Four bidirectional routes, two one-directional routes
- One limited stop route from East Palo Alto to San Bruno
- Three routes into downtown San Francisco from Foster City, San Mateo, Burlingame
- Two routes into Western SF from Palo Alto, San Mateo

Implementation Strategy

Phase 1: Pilot Project (Summer 2019)

- Two routes (Route 3 and Route 6)

Phase 2: With Managed Lanes Opening (2022)

- Two more routes (Route 2 and Route 12)

Phase 3: Further Growth (2023)

- Two more routes (Route 8 and Route 11)

Costs

Phase 1: Pilot Project (June 2019)

- Annual O&M: \$5.5M
- Capital in 2019: \$470K for existing bus retrofit, secure bike parking (seeking partners), marketing, bus stops as needed
- Capital in 2022: \$17.3M in electric buses + chargers (17)

Phase 2: With Managed Lanes Opening (2022)

- Annual O&M: \$5.9M
- Capital: \$17.1M for 92/101 PNR, electric buses + chargers (13), secure bike parking, marketing, bus stops as needed

Phase 3: Further Growth (2023)

- Annual O&M: \$4.8M
- Capital: \$11.4M for electric buses + chargers (11), secure bike parking, marketing, bus stops as needed

Funding Sources

O&M:

- Reallocation of existing resources (amount available TBD)
- External partners
- RM3 (competitive process)
- Other state and regional sources

Capital:

- Transit and Intercity Rail Capital Program grant: electric buses, PNR improvements, secure bike parking, stop facilities
- Low Carbon Transit Operations Program
- Bond against future Managed Lanes toll revenue

Evaluation Metrics

- What is success?
 - System-wide ridership increases
 - Farebox recovery above 20% (required by some funding sources)
 - <\$15 cost / passenger
 - Reliable service (85%+ OTP)
 - Mode shift from auto to transit, VMT/GHG reduction
 - Partners support and promote the service
 - Positive customer feedback

Next Steps: Study

- Draft Express Bus Feasibility Study on project website, soliciting feedback from Board, public, stakeholders until November 16
- Tentatively seek Board adoption in December

Next Steps: Bus Service

- Phase 1 Implementation Working Group has been formed; convenes monthly toward launch of Phase 1 route(s) in June 2019
- Define fare products as part of SamTrans Fare Study
- Work with partners along routes to support and promote service

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: San Mateo County Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Michelle Bouchard
Chief Rail Officer

SUBJECT: **CALTRAIN BUSINESS PLAN**

ACTION

Staff recommends the Board receive a PowerPoint presentation providing a quarterly update on Caltrain Business Plan activities and progress covering late summer and early fall, 2018.

SIGNIFICANCE

Caltrain staff has prepared a Caltrain Business Plan quarterly update describing project activities and progress from July through the end of September of 2018. An expanded version of this presentation was given to a special session of the Peninsula Corridor Joint Powers Board that held in advance of the Board's regularly scheduled October meeting. The full version of the quarterly update presentation is available here: http://www.caltrain.com/Assets/___Agendas+and+Minutes/JPB/2018/2018-10-04+BUSINESS+PLAN+SPECIAL+MEETING.pdf.

This update on the Business Plan is an opportunity for interested stakeholders to ask questions about project activities and to provide feedback on the Business Plan Process.

BACKGROUND

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

The initial concept for a Caltrain "Business Plan" was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. The

Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in 2019.

Prepared By:
Sebastian Petty, Senior Policy Advisor

650.622.7831

Caltrain Business Plan

OCTOBER 2018

Quarterly Update





Business Plan Overview



**Business Plan
Overview**



A Vision for
Growth



Crafting the Vision



Next Steps



What is the Caltrain Business Plan?

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

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

What Will the Business Plan Cover?

Technical Tracks



Service

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



Business Case

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



Community Interface

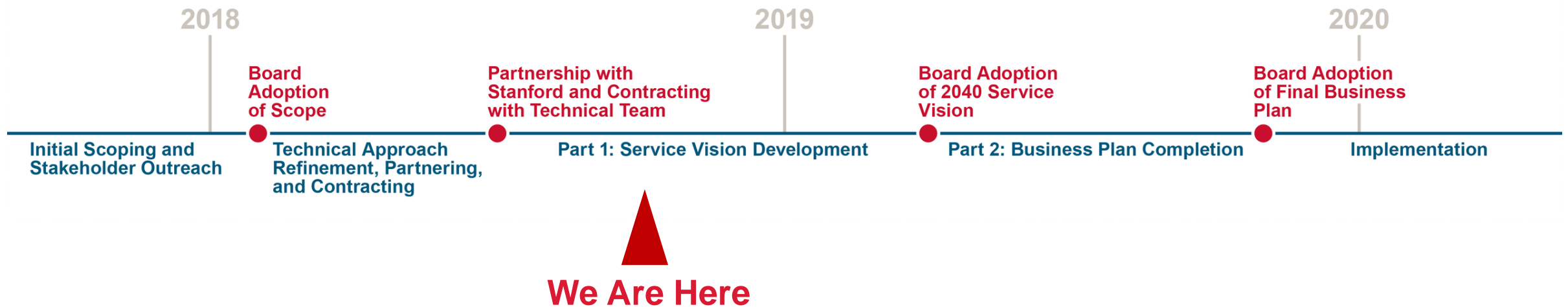
- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



Organization

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

Where Are We in the Process?





A Vision for Growth



Business Plan
Overview



**A Vision for
Growth**



Crafting the Vision



Next Steps



Electrification is the Foundation for Growth with Plans for More



Choosing a Vision- How Will the Railroad Grow?

What

In the Spring of 2019 the team will present two growth scenarios to the Board. One will generally reflect past and ongoing Blended System planning efforts while another will explore a higher level of growth. Each scenario will provide a detailed picture of how the railroad could grow over the next 20-30 years. The Board will be asked to choose one of these growth scenarios as the “Service Vision” for the corridor

Why

In selecting a long range Service Vision the Board will answer the question “How should the railroad grow?” This will allow Caltrain to further optimize and refine the Vision while developing a Business Plan that builds towards the future in a consistent and efficient manner



Crafting the Vision



Business Plan
Overview



A Vision for
Growth



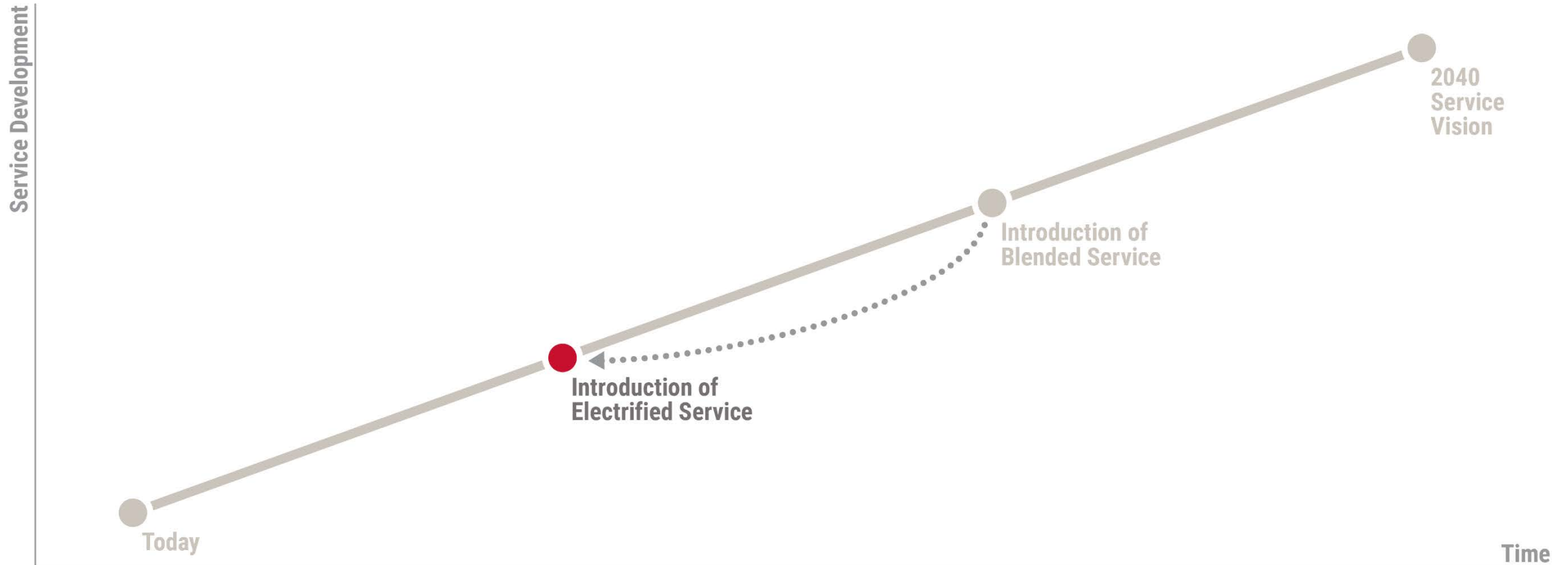
Crafting the Vision



Next Steps

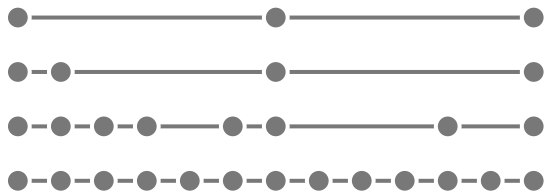


Working Backwards from 2040



Planning within Constraints

Decisions and commitments that have already been made on the corridor bring three fundamental service planning questions into tension with one another:



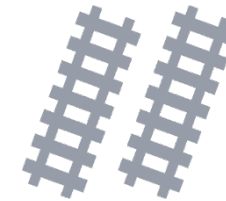
1. Service Differentiation

How can local, regional and high speed services be blended and balanced on the corridor to best serve multiple markets?



2. Peak Service Volume

How much growth in peak train traffic volume can the corridor support and what kinds of growth may be required to meet long term demand?



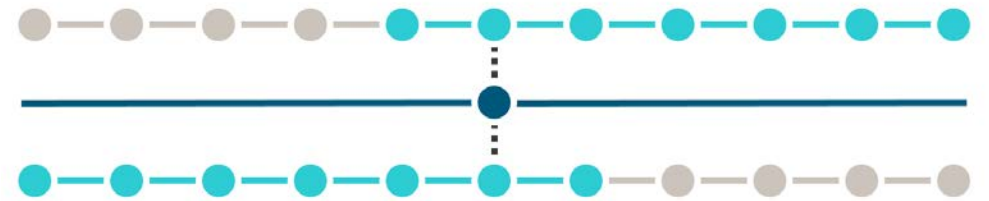
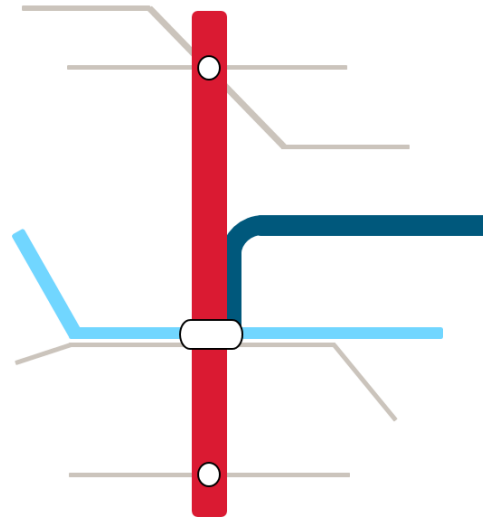
3. Service Investments

What types of investments into operations, systems and infrastructure will be required to achieve the desired types and volumes of service?

Planning for the Service we Want

Network Integration

Caltrain is part of a local, regional and statewide transportation network. Planning for enhanced connectivity and a seamless customer experience is a priority.



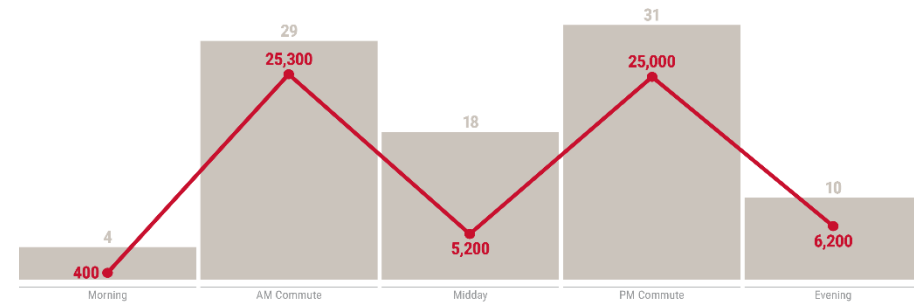
Coordinated Transfers

Timed, well-coordinated transfers increase the usability of the rail system and help provide high quality service to a larger range of travel markets.

Planning for the Service we Want

Clock-Face Scheduling

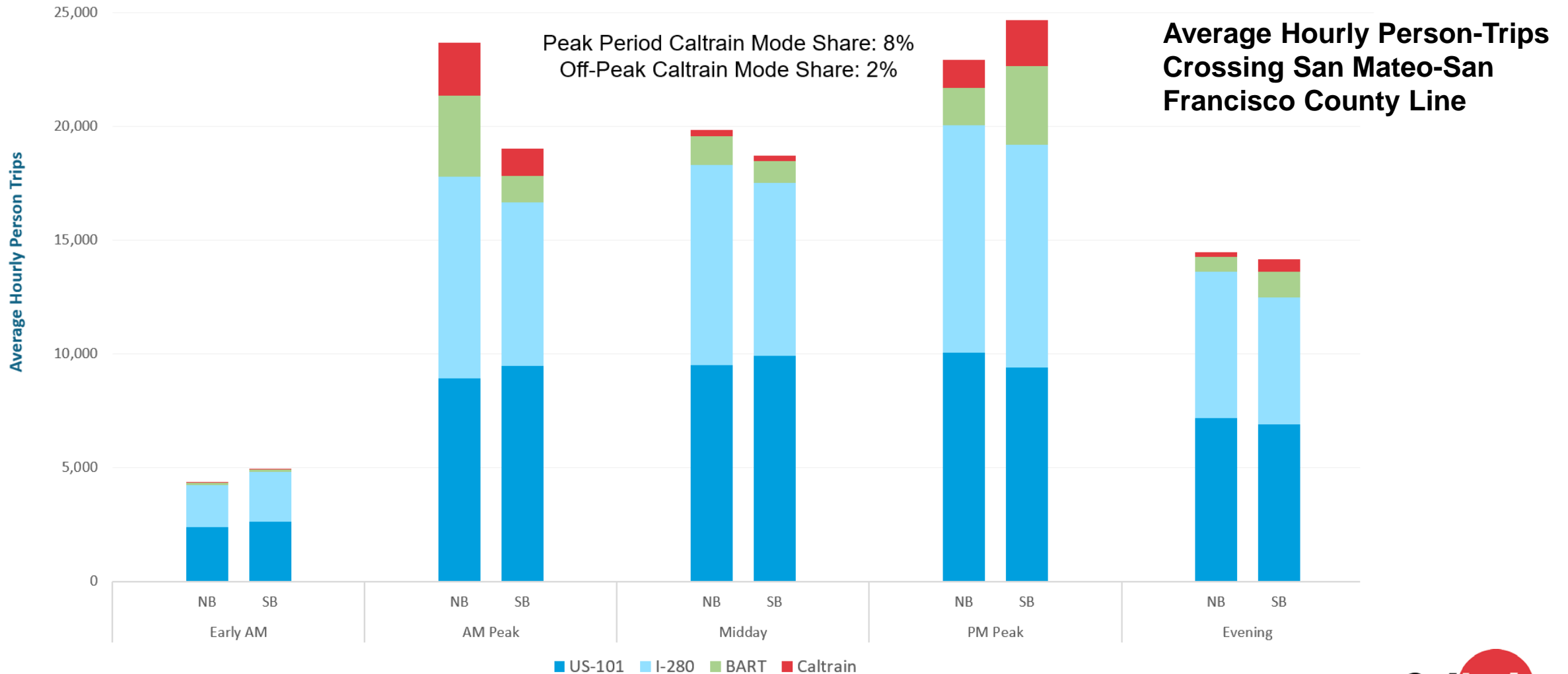
With clock-face scheduling, trains arrive and depart at consistent intervals, like every 10 minutes. This simplicity makes it easy for customers to remember train schedules, which cuts down on travel planning complexity.



All-Day Service

Expanded all-day service makes the system more useful to a range of different customers and helps build new markets

Today, Caltrain Captures a Modest Percentage of the Regional Travel Market



What is the Potential, Long-Term Demand for Caltrain Service?

Purpose

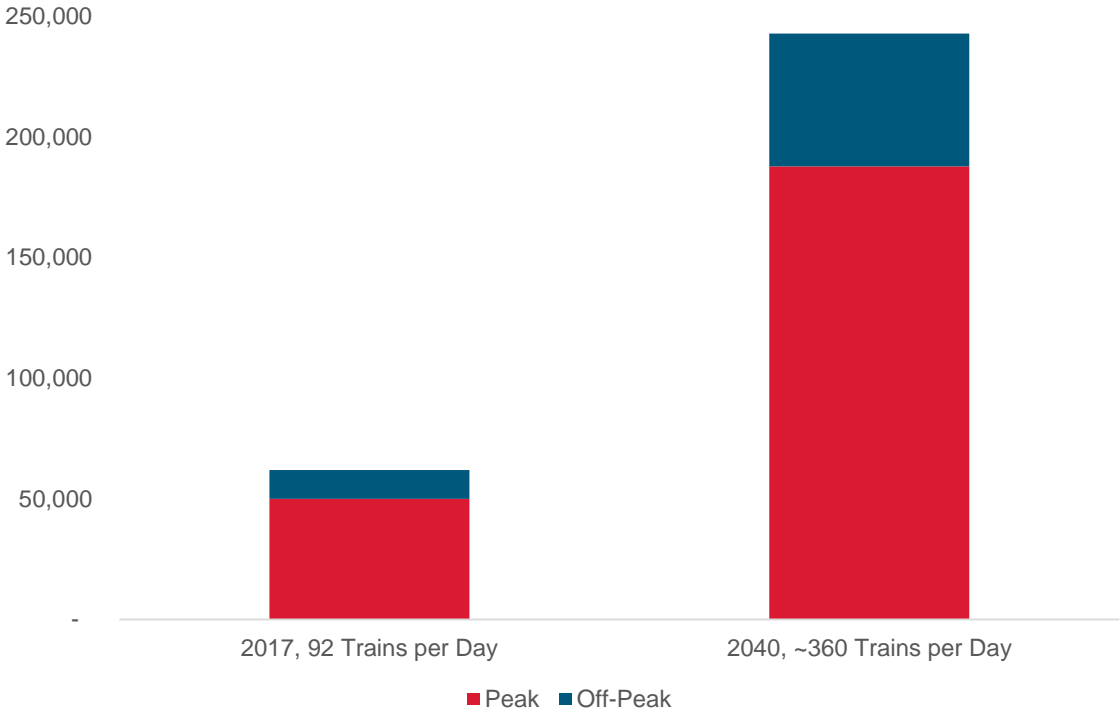
- Understand the underlying long range, order-of-magnitude demand for rail service in the Caltrain corridor.
- Establishes a rough, quantified benchmark that informs how a long range service vision can be calibrated and scaled

Methodology

- Use VTA – C/CAG Model updated with latest Plan Bay Area land use forecasts
- Develop a sensitivity test using an imaginary, high frequency, unconstrained service plan that includes;
 - Realistic train times (60-80 minutes SF-SJ)
 - High level of sustained all-day service (8 to 16 trains per hour per direction. These frequencies are comparable to many sections of the BART system)

Exploring the Potential Long Term Demand for Caltrain Service

This sensitivity test suggests that providing BART-like frequencies on the Caltrain Corridor has the potential to yield BART-like ridership. Today, Caltrain serves approximately 1,300 daily passengers per mile between San Francisco and Tamien Stations, while BART serves approximately 5,200 passengers per mile along its Richmond-Daly City and Fremont-Daly City trunk lines. The sensitivity test suggests Caltrain has a long term (2040) unconstrained demand of about 4,600 passengers per mile, comparable to BART’s core service in San Francisco and the inner East Bay. However, demand per mile south of Tamien is approximately 1/10th demand north of Tamien.



Description	2017, 92 Trains/Day	2040, ~360 Trains/Day
Daily	62,000	243,000
Peak	50,000	188,000
Off-Peak	12,000	55,000
Mainline (SF-SJ)	61,500	231,000
South of Tamien	500	12,000



Why Do We Need A Business Case?

A Framework for Decision-making

The business case helps the JPB Board select a 2040 Service Vision with a fully informed understanding of what their choice means for the long-term costs and benefits of the system. Once the Board has selected a long range Service Vision the business case can then be further optimized and detailed.

Major Inputs to the Business Case Include



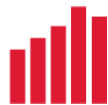
Railroad
Network



Fleet



Current and
Future
Operations



Ridership
and Travel
Demand



Finances



Policy
Assumptions



Infrastructure
Investments

Why Do We Need A Business Case?

The Business Case will also consider User Benefits and Regional Economic Benefits:



Direct & Indirect Jobs

Economic impact model captures effects on regional employment



User Benefits

Benefits from travel time/cost savings as well as safety improvements



Societal Benefits

Societal benefits including public health and environmental benefits



Land Value

Influence of increased rail service on the value of land arounds stations

Caltrain's Corridor is Complex and Constrained



Mostly 2 Tracks

Some 4-Track Sections



Width Varies



Multiple Tenants



At-Grade Crossings



Bridges & Tunnels



Ownership Varies

Especially at Stations

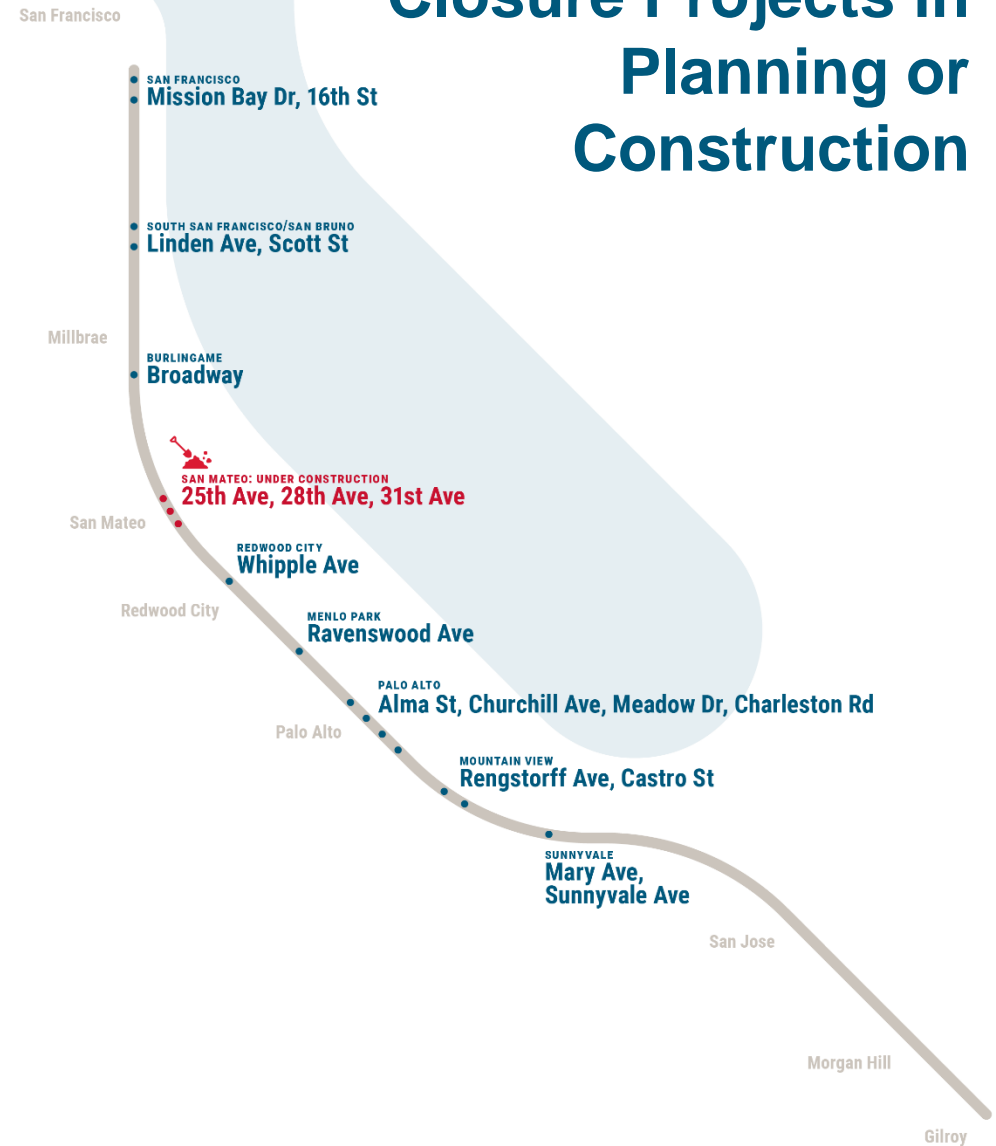


Caltrain Owns Tracks

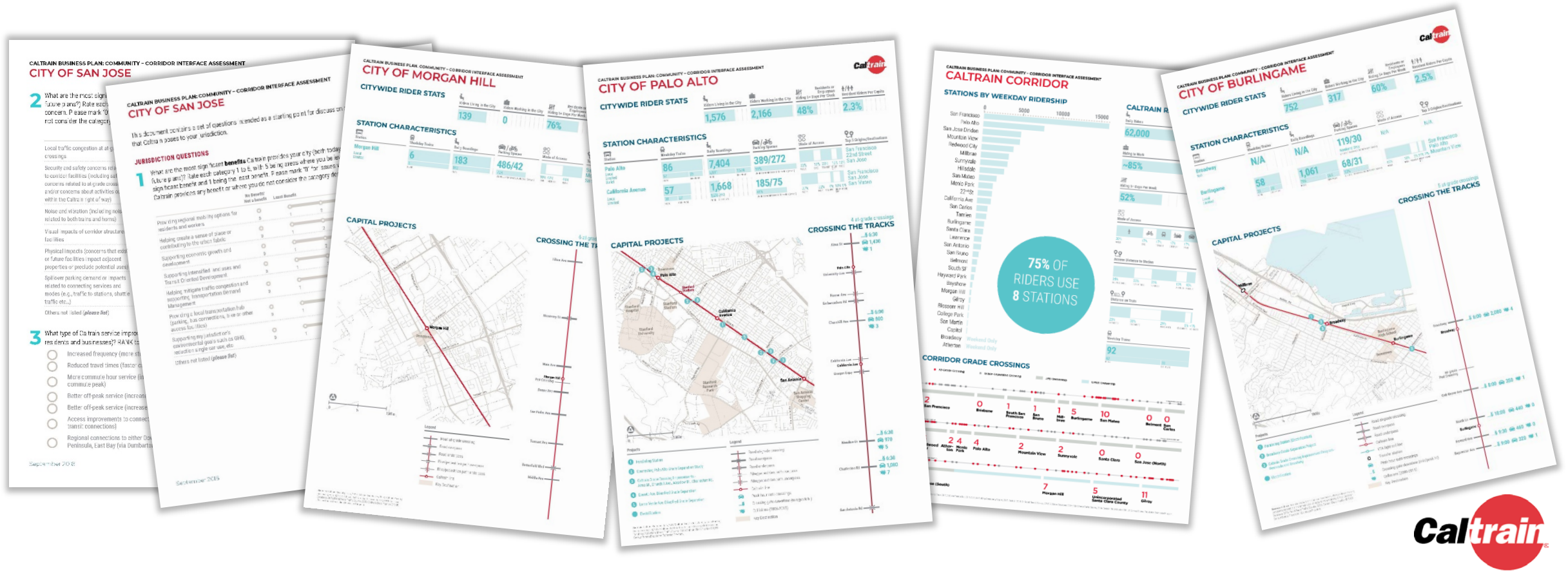
Union Pacific Railroad Owns Tracks. Caltrain Has Access Rights

At Grade Crossings are a Particularly Pressing and Difficult Issue within the Corridor – Community Interface

Grade Separation or Closure Projects in Planning or Construction



Direct Engagement with Local Jurisdictions is Central to this Effort



Organizational Assessment

How will the Caltrain Organization Support the Service Vision?

Key Concepts

Service Delivery

- How Caltrain operates and manages service (both on and off the corridor)
- Includes activities like train operations, maintenance, capital project delivery, joint development, planning, and budgeting

Governance

- The manner in which Caltrain is overseen by the Board
- Focus on the agency's decision making process and the Board's oversight of the Caltrain organization

Organizational Assessment

How will the Caltrain Organization Support the Service Vision?

Analysis

- Initial organizational assessment and interviews with stakeholders
- Organizational “mapping” and analysis of current Caltrain structure
- Analysis of national and international peer railroads

Outcomes

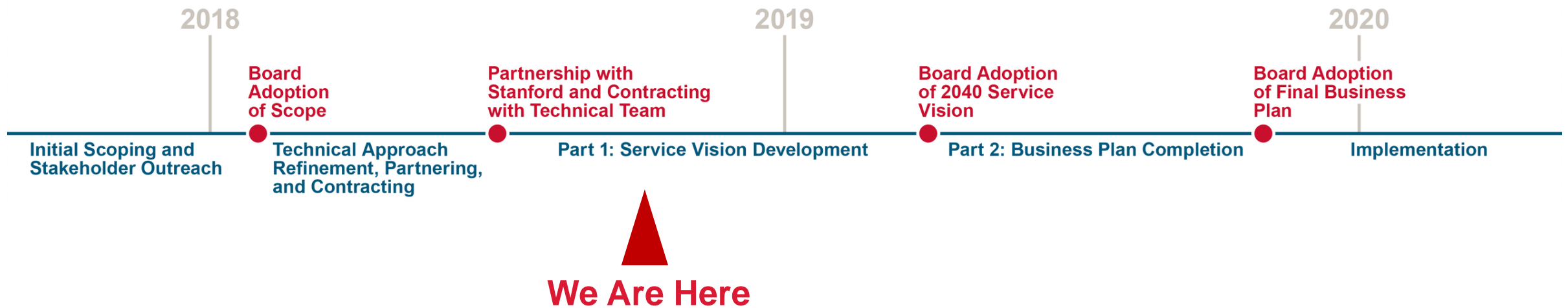
- Understand the range of potential organizational structures for both service delivery and governance and evaluate at a high level
- Work with JPB and JPA members to determine strategy and next steps
- Identify near term priorities related to Business Plan implementation



Next Steps



Project Schedule - Overview



FOR MORE INFORMATION

WWW.CALTRAIN.COM



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

Seamus Murphy
Chief Communications Officer

SUBJECT: **YOUTH MOBILITY INITIATIVES UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide an update on two initiatives born out of the previously-adopted San Mateo County Transit District (SamTrans) Youth Mobility Plan:

- **Youth Mobility Coordinator:** A key initiative was hiring a youth-focused marketing outreach coordinator who would serve as a key contact for youth, parents, educators, and other youth stakeholders in the county. SamTrans hired Christina Contreras in this role in January 2018 and since then, she has been establishing partnerships with schools, youth groups, and educational programs. These partnerships have led to many outreach opportunities, including during school registration, school and community events, and a "How To Ride Workshop" at YMCA East Palo Alto.
- **Youth Ambassador Program:** SamTrans' new youth ambassador program launched at the end of October 2018. A kick-off meeting was held with staff and the eight participants or "ambassadors", who represent four service areas in the county (north, central, south and coast), and they range in age from 15 to 17 years old. Youth ambassadors will gain knowledge and access to the day-to-day operations at SamTrans, carry out marketing campaigns, engage on social media, earn community service credit, and conduct travel trainings. The ambassadors will meet as a group on a monthly basis to plan for upcoming outreach and promotion events and campaigns. The first year of the program will run through June 2019.

BUDGET IMPACT

Implementation of the Youth Ambassador Program for this school year will cost

approximately \$110,000 to cover materials for monthly meeting and events, video conference software, marketing collateral, event outreach vendors and fees, Ambassador gear/toolkits, and Ambassador stipends and monthly youth passes. This is accounted for in the existing Marketing budget.

BACKGROUND

SamTrans completed the Youth Mobility Plan in August 2017. The Youth Mobility Plan identified 14 initiatives designed to foster and enhance youth awareness of and ease of access to SamTrans today, and begin to cultivate the next generation of SamTrans riders. Staff continue to work toward implementation of these initiatives.

STRATEGIC INITIATIVE

Priority 1: Expand Mobility Options

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

Prepared By: Millie Tolleson, Principal Planner 650-622-7815
Christina Contreras, Marketing Outreach Coordinator 650-508-7763

Youth Mobility Initiatives Update

SamTrans Board of Directors

November 7, 2018

Youth Mobility Plan

- ✓ Create a Youth Mobility Coordinator Position
- ✓ Establish a Transit Youth Ambassador Program
 - Launch a Pilot Expansion of the Way2Go Program to Include Colleges
- ✓ Integrate Youth Sensitivity Training into Existing Bus Driver Training
- ✓ Increase Social Media Engagement with Youth and Parents
- ✓ Enable Purchase of Youth Fares on Mobile Ticketing App
 - Launch a Clipper Card Awareness Campaign
 - Improve/Increase Visibility of School-Related Route On-time Performance

Community and School Outreach

- 10 community events, 14,275 interactions with public at youth-related events
- 16 school outreach events, 1,303 interactions with parents, students and school administrators



Youth Mobility Newsletter

- Monthly newsletter launched February 16
- Highlights school-related service updates from bus operations, past and future outreach/events, information on future events and other exciting SamTrans News
- Sent to 345 contacts
 - Including school administrators, youth groups, PTA, SMCTD employees, SamTrans Board
- Average open rate 35% (industry average 22.8%)



Youth Ambassador Program


- Youth Ambassadors gain knowledge and access to day-to-day operations at SamTrans, carry out marketing campaigns, engage on social media, earn community service credit and conduct travel trainings
- Opened Youth Ambassador applications on August 6
- Received 19 applications
- 8 SamTrans Youth Ambassadors chosen, age 15-17 from Burlingame, Daly City, Half Moon Bay, Redwood City, San Bruno and San Mateo



Calling All High School And College Students In San Mateo County!

SamTrans is seeking eight Youth Ambassadors to help promote SamTrans transit services at their schools and in their communities.

You'll gain knowledge and access of the day-to-day operations at SamTrans, carry out marketing campaigns, engage on social media, earn community service credit and conduct travel trainings.

 To learn more, contact Christina Contreras at 650-508-7763 or contreras@samtrans.com

samTrans | *youth*
mobility



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, NOVEMBER 7, 2018 – 3:15 pm

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of October 3, 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
OCTOBER 3, 2018**

Committee Members Present: J. Gee, J. Powell

Committee Members Absent: Z. Kersteen-Tucker (Committee Chair)

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, M. Tolleson, D. Pape, J. Nogales-DeGuzman, S. van Hoften, A. Rivas, K. Cheema, C. Fromson, T. Dubost, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

CALL TO ORDER

Committee Member Gee called the meeting to order at 4:00 pm.

APPROVAL OF MINUTES OF COMMITTEE MEETING OF SEPTEMBER 5, 2018

Motion/Second: Ratto/Gee

Ayes: Gee, Guilbault, Matsumoto, Pine, Powell, Ratto

Absent: Groom, Kersteen-Tucker, Stone

STATE AND FEDERAL LEGISLATIVE UPDATE

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

Public Comment:

Mark Roest, Sustainable Energy, Inc., 350.org, said that recently BART, the City of San Jose, and senior citizens organizations were discussing design alternatives for the airspace above the Berryessa BART station, which culminated in him being asked to provide a design for a residential and commercial structure. He offered to lend his design expertise in District discussions about the airspace above the tracks in San Mateo County.

ADJOURN

The meeting adjourned at 4:06 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 September 2018

CONGRESS

President Signs Two Appropriations Minibus Packages, Avoiding Shutdown: Ahead of the 2018 mid-term elections on November 6, President Trump has signed into law two FY 2019 appropriations packages finalizing five of the 12 appropriations bills (75 percent of the federal government appropriations). The second spending package included a continuing resolution (CR) that extended FY 2018 funding for the unfinished appropriations bills—including the Transportation-Housing and Urban Development (THUD) bill—through December 7, averting a government shutdown before the end of FY 2018 on September 30.

Though the Senate is expected to remain in session for most of October, House Republicans announced on September 28 that they were recessing with two weeks left on their October schedule to provide candidates with more time to campaign before the midterm elections on November 6. Therefore, the THUD bill will not be considered until after the 2018 mid-term elections. Lawmakers will return to Washington on November 13. The House and Senate Appropriations Committees have been conferencing on the THUD bill and are considering about \$71.1 billion for the THUD conference report (the House bill included \$71.8 billion and the Senate bill included \$71.147 billion).

On September 21, the President signed the first minibus spending package for FY 2019 appropriations, including spending for Military Construction-Veterans Affairs (VA), Energy-Water, and Legislative Branch bills. The \$147 billion package had been approved in the House and Senate in August. On September 28, the President approved the second minibus package. [H.R. 6157](#), which includes the \$674.4 billion Department of Defense Appropriations bill and the \$178.1 billion Labor-Health and Human Services (HHS)-Education Appropriations bill. The Senate passed the measure in a [93-7 vote](#) earlier in September, and the House passed it in a [361-16 vote](#) on September 26.

FAA Reauthorization Signed Into Law: On October 5, the President signed into law a bill ([H.R. 302](#)) that included a five-year reauthorization through FY 2023 of the Federal Aviation Administration (FAA). The Senate passed the conference report on October 3 by a vote of 93 to 6, and the House passed the legislation on September 26 by a vote of 398 to 21.

The measure would expand the eligible uses of federal grants at airports, create new protections for passengers on commercial airlines, expand oversight of the NextGen technology upgrade program, streamline aircraft certification procedures, and further regulate drone use. The bill would not extend beyond FY 2018 a requirement that money in the Airport and Airway Trust Fund equal 90 percent of estimated receipts and interest for that fiscal year and unspent funds

from the preceding year. It would repeal a requirement that provides additional funding for airport planning and development in fiscal years when amounts authorized for facilities and equipment exceed the level provided. It would extend current tax rates on aviation fuel, tickets, and air freight that support the Airport and Airway Trust Fund through September 30, 2023. Additionally, the bill does not make any changes to the PFC. Other provisions in the measure:

- Provide additional funds for disaster relief and federal disaster programs;
- Reauthorize the National Transportation Safety Board (NTSB) and the Transportation Security Administration (TSA);
- Authorize \$1.02 billion for grants in FY 2019 for a new discretionary grant program for airports;
- Allow the Department of Transportation (DOT), until the end of FY 2023, to decide whether certain drones could fly over people, beyond their operator's line of sight, or at night without a waiver or certificate, as is currently required for those activities;
- DOT would have to enter into agreements with agencies to provide expedited reviews and a one-time approval of federal drone operations;
- Expand the definition of public aircraft to include drones operated by Native American tribes;
- Give the Departments of Homeland Security (DHS) and Justice (DOJ) limited authority to intercept dangerous drones. The FAA would have to review those agencies' use of counter drone systems; and
- Omit provisions relating to changing pilot training hours and preempting state meal and rest requirements for truckers.

2019 Transportation Agenda: The two members of Congress who are running for chairman of the House Transportation Committee, Reps. Jeff Denham (R-CA) and Sam Graves (R-MO), both predicted that infrastructure will be a majority priority in 2019, for both Congress and the Administration. Specifically, the members noted that a fix for the Highway Trust Fund (HTF) would be a committee priority. They noted that there are several ideas on the table, including a battery tax, a tire tax, and increasing the fuel tax to a vehicle-miles-traveled system. Department of Transportation Undersecretary for Policy Derek Kan has also indicated that there will be in-depth discussion on a major infrastructure bill in early 2019, and he expects to see legislation in the next two years.

ADMINISTRATION

NHTSA Reports Decrease in Traffic Deaths: The National Highway Traffic Safety Administration (NHTSA) reported a 1.8 percent decrease in traffic deaths over the prior year. Traffic crashes killed 37,133 people in the United States last year, according to new data from NHTSA's [Fatality Analysis Reporting System](#). The agency simultaneously released a statistical projection of traffic fatalities for the first half of 2018, which also indicated a significant decline. NHTSA estimates that 17,120 people died on the roadways in the first half of 2018, a decrease of about 3.1 percent from the first half of 2017. The National Safety Council, which uses slightly different metrics to count roadway deaths, has estimated that 40,100 people lost their lives on U.S. roads in 2017. NHTSA Administrator Heidi King warned that this reduction in fatalities

does not constitute a trend. However, the report does note that the number of large truck fatalities was the largest it has been since 1989.

DOT Set to Issue Repeal of Brake Requirements: The Department of Transportation (DOT) issued a final rule repealing Obama Administration safety regulations for rail cars carrying oil. The rule would eliminate a 2015 requirement established in the FAST Act that crude oil rail cars be equipped with electric pneumatic brakes by the middle of the next decade. The repeal follows a study from the Government Accountability Office (GAO) that found complying with the electronically controlled pneumatic brake rule would cost more than its benefits. Removing the provision would save between \$280 million and \$372 million over 20 years, according to the study. The repeal will go into effect 90 days after its publication in [the Federal Register](#), which was on September 25.

DOT Releases AV 3.0 Guidance: Department of Transportation (DOT) Secretary Elaine Chao introduced the third iteration of the agency's voluntary guidelines for autonomous vehicles (AV), called [AV 3.0](#), on October 4. The guidance builds upon the [previous versions](#) released by the agency and incorporates broad stakeholder input, such as that of regional transportation agencies, industry leaders, safety advocates, and public sector representatives. AV 3.0 provides updated voluntary guidance and policy considerations for a range of industry sectors, including: manufacturers and technology developers, infrastructure owners and operators, commercial motor carriers, bus transit, and State and local governments. It seeks to support safe development of AV technology by updating DOT AV initiatives by:

- Stating that the Department will interpret and, consistent with all applicable notice and comment requirements, adapt the definitions of “driver” or “operator” as appropriate to recognize that such terms do not refer exclusively to a human, but may include an automated system.
- Identifying and supporting the development of automation-related voluntary standards developed through organizations and associations, which can be an effective non-regulatory means to advance the integration of automation technologies.
- Affirming that the Department is continuing its work to preserve the ability for transportation safety applications to function in the 5.9 GHz spectrum.

The guidance also announces several actions that DOT plans to take to ensure that automation will be safely integrated in vehicles, such as:

- The National Highway Traffic Safety Administration (NHTSA) will request public comment on a proposal to streamline and modernize the procedures it will follow when processing and deciding exemption petitions.
- The Federal Motor Carrier Safety Administration (FMCSA) will initiate an Advance Notice of Proposed Rulemaking to address automated vehicles, particularly to identify regulatory gaps, including in the areas of inspection, repair, and maintenance for Automated Driving Systems (ADS).
- The Federal Highway Administration (FHWA) plans to update the 2009 Manual on Uniform Traffic Control Devices (MUTCD), taking into consideration new connected and automated vehicle technologies.

- The Federal Railroad Administration (FRA) is initiating research to develop and demonstrate a concept of operations, including system requirements, for the use of automated and connected vehicles to improve safety of highway-rail crossings.
- The Maritime Administration (MARAD) and FMCSA are evaluating the regulatory and economic feasibility of using automated truck queueing as a technology solution to truck staging, access, and parking issues at ports.
- The Pipelines and Hazardous Materials Administration (PHMSA) is researching the ability to enable the digital transmission of information to first responders before they arrive at an incident that involves hazardous materials.
- The Federal Transit Administration (FTA) has published a five-year research plan on automating bus transit.

AV 3.0 was [published](#) in the Federal Register on October 9, which will begin a 60-day public comment period.

Grants

Bus and Bus Facilities Infrastructure Awards Announced: On September 25, the Federal Transit Administration (FTA) awarded [\\$366.2 million](#) in bus and bus facilities grants. A total of 107 projects in 50 states and territories will receive funding from FTA's Buses and Bus Facilities Infrastructure Investment Program. The state of California received a total of \$29,303,452 for 13 grants. 75 percent of the funding was given in grants of \$4 million or more, and the average grant size for 2018 was \$3.4 million after dropping to \$2.0 million in 2017. FTA stated that it received applications for 339 eligible projects totaling approximately \$2 billion in funding requests, from a total of 255 applicants in 51 states and territories.

AV Grants Will Be Announced Soon: During DOT's AV 3.0 announcement, the agency said that NHTSA will soon issue a NOFO for \$60 million in AV testing grants that were created in the FY 2018 Omnibus Appropriations bill. DOT has said that private companies are investing billions of dollars in testing autonomous vehicles and DOT believes its role is to support public and private investment and avoid artificially limiting HAV testing. Please find below the relevant language from the FY 2018 Omnibus joint explanatory statement highlighted in yellow governing the NOFO that will be released:

Highly automated vehicle research and development program.-The agreement provides \$100,000,000, to remain available until expended, for a highly automated vehicle research and development program to fund planning, direct research, and demonstration grants for highly autonomous vehicle (HAV) technologies and advanced driver-assistance systems (ADAS). The agreement does not include directives included in House Report 115-237 under the paragraph entitled "Highly automated commercial vehicle research and development program" and instead replaces those directives with those contained herein.

Of the total amount provided, not less than \$60,000,000 shall be used for grants and cooperative agreements to fund demonstration projects that test the feasibility and safety

of HAV and ADAS deployments, as well as necessary administrative expenses. The Secretary is directed to solicit applications within 180 days of enactment of this Act and to make funding awards within one year of enactment of this Act. The Secretary is directed to include state, local, and tribal governments, transit agencies and authorities, metropolitan planning organizations, other subdivisions of state or local governments, or a multijurisdictional group thereof, including entities designated as automated vehicle proving grounds, as eligible applicants. The Secretary may also include academic institutions or research institutions as eligible, but shall not award funds to private companies. The Department is expected to include as eligible activities the following: technologies associated with autonomous vehicles and other collision avoidance technologies, including systems using cellular technology; advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications; advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals; dynamic road network mapping; roadway marking and signage; community education and outreach; and transportation data collection and analysis. In reviewing applications and making funding awards, the Secretary is directed to award no more than \$10,000,000 to a single grantee, no more than \$15,000,000 to grantees within a single state, and not less than \$20,000,000 to entities designated as automated vehicle proving grounds. The Secretary is directed to select projects that serve a variety of communities, including urban, suburban, and rural environments, and that serve a variety of transportation markets including freight, personal mobility, and mass transit. The Secretary is directed to prioritize projects that test applications with the greatest potential to serve transportation-challenged populations, including the elderly and individuals with disabilities. For all funded projects, the Secretary is expected to require grantees to gather and share relevant data with the Department, subject to appropriate protections for confidential business information, to aid DOT research efforts, and to inform future policies and standards.

FTA Announces New Grant Opportunities: This month, the Federal Transit Administration (FTA) announced several new grant opportunities:

- [**Access and Mobility Partnership Grants: Human Services Coordination Research \(HSCR\)**](#): The FTA has made available \$2,434,767 in funding to support the implementation of innovative strategies in the coordination of human services transportation to provide more effective and efficient public transportation services to seniors, individuals with disabilities, and low-income individuals. Proposed research projects should address gaps identified in the locally developed Coordinated Public Transit-Human Services Transportation Plan. The funds will finance operating and capital project expenditures to develop and deploy projects that improve transportation services for targeted populations as noted above through methods that effectively and efficiently coordinate human services transportation. Eligible applicants for awards are state and local governmental entities, providers of public transportation, private or nonprofit organizations. Proposals may contain projects the recipient or its subrecipients will implement. Eligible subrecipients include public agencies, private nonprofit organizations and private providers engaged in public transportation. **All applications are due November 13, 2018.**

- **Access and Mobility Partnership Grants: Innovative Coordinated Access and Mobility (ICAM) Pilot Program**: The FTA has made available \$3,903,715 for the ICAM Pilot Program. Funds will be awarded competitively to finance innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and nonemergency medical transportation services. **All applications are due by November 13, 2018.**
- **Expedited Project Delivery Pilot Program**: The Expedited Project Delivery Pilot Program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects or core capacity improvement projects that utilize public-private partnerships, are planned to be operated and maintained by employees of an existing public transportation provider, and have a federal share not exceeding 25 percent of the project cost. **Expressions of interest to become one of the participants in this Pilot Program must be submitted to FTA by November 13, 2018.**

October 12, 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 – November 2018**

Legislative Update

The Legislature concluded the 2017-18 Legislative Session on August 31. Governor Brown had until September 30 to act on all bills sent to him in the waning days of the session. Election Day is November 6! The Legislature will officially reconvene December 3, but won't hit the ground running until early January.

ARB's Innovative Clean Transit Regulation

On October 28, the California Air Resources Board held its public meeting on the Initial Statement of Reasons for the Proposed Innovative Clean Transit Regulation. This public meeting was a procedural step necessary to clear the way for adoption of the proposed regulation in January 2019.

At the public meeting, the California Transit Association, the California Association for Coordinated Transportation and representatives from various transit agencies, offered public comments on behalf of the transit industry that showed appreciation for various positive changes made to the proposed regulation in recent months, but which also communicated concerns about the cost and operational impact of aggressively accelerating the transition to a fully electrified bus fleet statewide. SamTrans submitted a comment letter on these proposals. These organizations urged the board to consider including more robust safeguard provisions in the proposed regulation, specifically related to ZEB cost and performance (often referred to as "benchmarks and regulatory assessment") and the availability of state funding.

Following public comment, a majority of ARB Board Members in attendance showed support for including these requests in the proposed regulation. They directed staff to revisit these requests to better ensure that the proposed regulation does not harm transit operations as we implement cleaner technologies. ARB staff will need to address the direction from their Board in a revised proposed regulation set to be released in late October/early November. The release of the revised proposed regulation will begin a 15-day comment period.

We will work with SamTrans staff to fashion and submit on behalf of the agency your official comments in response to the revised proposed regulation.

SB 1 Repeal Update

The *No on Prop 6: Stop the Attack on Bridge & Road Safety* campaign committee, sponsored by business, labor, local governments and transportation advocates, continues to work to defeat the ballot measure, with television ads having begun to air recently in targeted regions around California. The coalition

continues to put on press events throughout the state. The broad coalition of organizations opposed to Proposition 6 – numbering over 400 so far – is comprised of organizations representing business, environmental, transportation, local government, senior citizen, labor, public safety, public interest, social justice, and taxpayer interests. Opponents of the measure begin airing their first statewide television ad on September 24.

The proponents of Proposition 6 have their own site and have been involved in a series of debates with opponents in recent weeks. Also, the proponents continue to host rallies and fundraising events, mainly in Southern California, and are preparing to file their own transportation funding initiative with the hopes of qualifying it for the 2020 ballot.

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 is formally opposed to Proposition 6.

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 87 Ting D</p> <p>Vehicles: removal: autonomous vehicles.</p>	<p>Signed by the Governor</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, non-substantive 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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

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>Dead</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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 1804 Berman D</p> <p>California Environmental Quality Act: categorical exemption: infill development.</p>	<p>Signed by the Governor</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA 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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 1866 Fong R</p> <p>Transportation funding.</p>	<p>Dead</p>	<p>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
State Legislative Matrix 10/12/18**

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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 2034 Kalra D</p> <p>Human trafficking: notice.</p>	<p>Signed by the Governor</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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 2065 Ting D</p> <p>Local agencies: surplus land.</p>	<p>Dead</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. 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>Signed by the Governor</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 State Legislative Matrix 10/12/18

Bill ID/Topic	Location	Summary	Position
<p>AB 2249 Cooley D</p> <p>Public contracts: local agencies: alternative procedure.</p>	<p>Signed by the Governor</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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 2923 Chiu D</p> <p>San Francisco Bay Area Rapid Transit District: transit-oriented development.</p>	<p>Signed by the Governor</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District (BART) with various powers and duties and establishes a board of directors as the legislative body of the district. Existing law requires the board to determine all questions of district policy and what transit facilities should be acquired or constructed, and authorizes the board to establish zones within the district to undertake the acquisition or construction of any transit facilities. This bill would require the board to adopt by ordinance new transit-oriented development (TOD) zoning standards for each station that establish minimum local zoning requirements for height, density, parking, and floor area ratio only, that apply to an eligible TOD project, as defined. The bill would require that the adoption of, or amendments to, the TOD zoning standards comply with specified requirements and would require affected local jurisdictions to adopt a local zoning ordinance that conforms to the TOD zoning standards and is operative within 2 years of the date that the TOD zoning standards are adopted by the board for a station, or by July 1, 2022, if the board has not adopted TOD zoning standards for the station. The bill would provide that BART's approval of TOD zoning standards is subject to California Environmental Quality Act (CEQA) review and would designate BART as the lead agency for CEQA review, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>AB 3059 Bloom D</p> <p>Go Zone demonstration programs.</p>	<p>Dead</p>	<p>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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

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>

San Mateo County Transit District State Legislative Matrix 10/12/18

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>	Dead	<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>	Supported May 2018
<p>ACA 4 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	Dead	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	Watch
<p>SB 119 Committee on Budget and Fiscal Review</p> <p>Budget Act of 2017.</p>	Dead	<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>	Watch

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 328 Portantino D</p> <p>Pupil attendance: school start time.</p>	<p>Vetoed by the Governor</p>	<p>Existing law requires the governing board of each school district to fix the length of the schoolday for the several grades and classes of the schools maintained by the school district in accordance with specified provisions of law. This bill would require the schoolday for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:30 a.m. by July 1, 2021, or the date on which a school district's collective bargaining agreement that is operative on January 1, 2019, expires, whichever is later, except for rural school districts. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program. The bill would encourage the State Department of Education to post specified information on its Internet Web site, including research on the impact of sleep deprivation on adolescents and the benefits of a later school start time, and to advise school districts of this posting. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 961 Allen D</p> <p>Enhanced infrastructure financing districts.</p>	<p>Signed by the Governor</p>	<p>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>

San Mateo County Transit District State Legislative Matrix 10/12/18

Bill ID/Topic	Location	Summary	Position
<p>SB 1000 Lara D</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	Signed by the Governor	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.	Watch
<p>SB 1014 Skinner D</p> <p>California Clean Miles Standard and Incentive Program: zero-emission vehicles.</p>	Signed by the Governor	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.	Watch

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 1119 Beall D</p> <p>Low Carbon Transit Operations Program.</p>	<p>Signed by the Governor</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>Signed by the Governor</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>

**San Mateo County Transit District
State Legislative Matrix 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 1376 Hill D</p> <p>Transportation network companies: accessibility for persons with disabilities.</p>	<p>Signed by the Governor</p>	<p>This bill would require the Public Utilities 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 (WAV). 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 WAV demand and WAV supply and to develop and provide recommendations regarding specified topics for programs for on-demand services and partnerships.</p>	<p>Supported June 2018</p>
<p>SB 1403 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Signed by the Governor</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 10/12/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 1434 Leyva D</p> <p>Transportation electrification: electricity rate design.</p>	<p>Dead</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 10/12/18

Bill ID/Topic	Location	Summary	Position
<p>SCA 6 Wiener D</p> <p>Local transportation measures: special taxes: voter approval.</p>	Dead	<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>	Supported May 2017
<p>SCA 20 Glazer D</p> <p>Local sales taxes: online sales.</p>	Dead	<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>	Watch

San Mateo County Transit District State Legislative Matrix 10/12/18

Bill ID/Topic	Location	Summary	Position
<p>Proposition 6 Transportation Taxes and Fees Repeal</p>	<p>On the November Ballot</p>	<p>Proposition 6 is a constitutional amendment ballot initiative that has qualified for the November 2018 General Election. Prop 6 requires that the statewide electorate approve any gas, diesel, or vehicle related tax or fee increase. Since the initiative has a retroactive effective date of January 1, 2017, it would repeal the revenue increases included in SB 1 – the Road Repair and Accountability Act of 2017 and potentially negatively impact other long-standing transportation funds.</p>	<p>Prop 6 Opposed August 2018</p>
<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>

SamTrans

CORRESPONDENCE

November 7, 2018
(as of 10-30-2018)

From: Siddiqu Shaikh
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: First Transit
Date: Wednesday, October 03, 2018 10:54:51 AM

Respected Board Member's,

ATU Local 1574 would like your assistance in avoiding possible work disturbance, ATU members voted yesterday to reject Last Best and Final contract offer with sanction for strike. The negotiations have been long 9 months and First Transit has made an honest efforts to settle this CBA.

Thank you.

Thanks!

Siddiqu Shaikh

PBA, ATU Local 1574

Work (650)573-7933 Fax (650)573-0853

This E-mail may contain material that is confidential and/or privileged, for the sole use of the intended recipient. Any review, reliance on or forwarding of this email without the express permission of the sender is strictly prohibited. If you are not the intended recipient please delete this E-mail.

From: Momcarreira
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Colma Park and Ride lot
Date: Wednesday, October 03, 2018 1:14:54 PM

Over the past 3-5 years I have noted motorhomes, trucks with campers, trailers and van parked at the Colma park n ride lot. This would not be unusually if the vehicles were not being "lived in" full time. I called the Sheriffs office only to get a reply that as long as they pay to park they can stay there. In looking at your web site I not that camping is not permitted but I guess if you are taking up "residency" it is alright. It also eliminates the 24 hour maximum parking rule as well.

With the \$63 monthly parking permit and a \$10 a month membership to the gym up the street with shower facilities we now have a place where you can live on the peninsula for under \$100 a month. I have not checked out the Redwood City lot to see if it offers the same accommodations.

I would appreciate being contacted regarding this during my non-work hours, it costs me way more then \$73 a month to live in the area. Best way to reach me is after 4:30 pm on my cell phone (650) 290-2202 or at my home address 747 Maddux Drive, Broadmoor, CA 94015. Please do not reply to my email address as it is not check by once a month,

Thank you for your time.

Note I have also brought my concern to the attention of Supervisor Canapa's office in case they should reach out to you.

From: Kevin Burke
To: [Board \(@samtrans.com\)](mailto:Board@samtrans.com); cacsecretary_f@samtrans.com
Subject: [SUSPECT URL!]HAWK beacon in downtown Belmont & opportunity for faster reliable bus service
Date: Sunday, October 07, 2018 3:39:51 PM

Hi,

Wednesday, October 10, Belmont Public Works will be unveiling plans for a HAWK beacon across El Camino Real at Emmett, and bike lanes on the east side of ECR between Emmett and Ralston.

I'm concerned about a HAWK beacon because it would reduce the level of service on ECR for SamTrans buses. They're also confusing for drivers, in my experience driving cars, and no guarantee of safety for bikes+pedestrians who have to cross five lanes of traffic.

An alternative plan would put a two-way bike lane along the west side of ECR and push the bus stop into the right hand ECR lane. **In-lane boarding would make ECR bus service faster** by avoiding the HAWK beacon and the need to merge back into traffic after picking up/dropping off passengers. It would also direct bike+ped traffic to the Ralston intersection, which is probably safer, since drivers are more likely to brake at signalized intersections. At a time where you are launching "Rapid" service and Transit Signal Priority this could be another big win for reliable bus service.

This could also allow for the installation of an ADA compliant bus stop in the southbound direction in downtown Belmont.

Could SamTrans work with the City of Belmont to provide bike access in a way that makes bus service faster and more reliable?

I wrote about this idea here (with pictures): <https://kev.inburke.com/kevin/belmont-village-bike-gap-ralston/>

Here is a friendly URL to the same page if you are typing this out from the correspondence packet: <https://bit.ly/downtown-belmont-bikes>

Thanks,
Kevin

--

Kevin Burke
phone: 925.271.7005 | kev.inburke.com



Jake Mackenzie, Chair
Sonoma County and Cities

Scott Haggerty, Vice Chair
Alameda County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

James E. Davis
California State
Transportation Agency

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Jane Kim
City and County of San Francisco

Sam Liccardo
San Jose Mayor's Appointee

Alfredo Pedroza
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

Amy R. Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

October 19, 2018

Mr. Jim Hartnett
General Manager/CEO
San Mateo County Transit District
P.O. Box 3006
San Carlos, CA 94070

Dear Mr. Hartnett:

As San Mateo County's representatives on the Metropolitan Transportation Commission, we wanted to update the stakeholders we represent about the important work MTC is doing to support and improve mobility for San Mateo County residents in partnership with local groups like C/CAG and county transportation agencies. In addition to MTC's annual investments, voters' approval of Regional Measure 3 in June 2018 will help the Commission make an even bigger difference in reducing traffic congestion and improving transit and mobility in San Mateo County.

Summary of MTC's work directly benefitting San Mateo County:

- Annual funding investments:
 - \$21 million a year for local streets and county roads in San Mateo Co.
 - Almost \$4 million for Caltrain
 - Almost \$4 million for SamTrans
 - \$19 million for new BART cars
 - Almost \$1 million annually to fund San Francisco Bay Ferry service.
- Ongoing support totaling \$350 million for the Caltrain Electrification project
- Approved Regional Measure 3 investments in San Mateo County:
 - \$325 million to extend Caltrain to downtown San Francisco
 - \$130 million for Dumbarton Bridge Corridor improvements
 - \$50 million for Highway 101/Route 92 interchange improvements
 - New funding for a Redwood City ferry terminal
 - Regional funding for Highway 101 Managed Lanes and public express bus service in San Mateo County
 - New funding for Ferry Enhancement Program

Among MTC's most important recent efforts was working with state legislators and transportation agencies across the state to shape development of Senate Bill 1, the multi-modal transportation financing package signed into law last spring. SB 1 is now generating more than \$5 billion of new revenue annually for street and highway repairs, congestion relief projects, transit modernization, freight-movement improvements and bicycle/pedestrian projects. This includes more than \$21 million a year for local streets and county roads in San Mateo County; close to \$4 million for Caltrain; nearly another \$4 million for SamTrans; \$19 million for BART and almost \$1 million annually to fund San Francisco Bay Ferry service.

Working in partnership with business and transportation interests, MTC identified expansion of U.S. 101 through San Mateo County as the Bay Area's top priority for the competitive funding programs established by SB 1. This regional consensus paid off this spring when the California Transportation Commission approved more than \$250 million in new funding to add Express Lanes in each direction of U.S. 101 from I-380 near San Francisco International Airport to State Route 237 in Silicon Valley. SB 1 also delivered funds for pedestrian and bicycle overcrossing projects in San Carlos and East Palo Alto. Funding for these and many other projects, however, would be suspended if voters approve Proposition 6 in November.

MTC, of course, also played a lead role in crafting the Regional Measure 3 toll measure approved by voters this June. RM 3 provides funding for reconstruction the U.S. 101/State Route 92 interchange in San Mateo, highway improvements throughout the Dumbarton Bridge corridor, the extension of a newly electrified Caltrain to the new Salesforce Transbay Transit Center in downtown San Francisco, new ferry service to Redwood City and expanded service to South San Francisco..

MTC vigorously supported the San Mateo County Transit District, the Caltrain Joint Powers Board, and a coalition of elected, business and community leaders to keep Caltrain's electrification project moving forward. MTC over the years has provided more than \$350 million for the nearly \$2 billion project. Now with a \$647 million Full Funding Grant Agreement completed, the project is into construction. To expand the electrification initiative, Caltrain this spring was awarded nearly \$165 million by the California Transportation Commission to provide all-electric service throughout the corridor, build eight-car platforms, improve bike-sharing and bike parking facilities, and install a broadband communications systems that will upgrade onboard WiFi and allow for remote diagnostics to improve maintenance and operations. The ongoing conversion from diesel to electric power will allow Caltrain to boost passenger capacity and operate as many as six trains per hour in each direction, while reducing both noise and greenhouse gas emissions.

Also on the clean-air and efficiency front, MTC and the Bay Area Air Quality Management District co-sponsored Senate Bill 1128, which in 2016 made permanent the Bay Area Commuter Benefit Program. Modeled on established policies at SFO and elsewhere, the program requires employers with 50 or more full-time employees in the region to offer commuter benefits to workers. By capitalizing on provisions in the federal tax code, the program helps employers and employees alike save money, and reduces greenhouse gas emissions and traffic congestion.

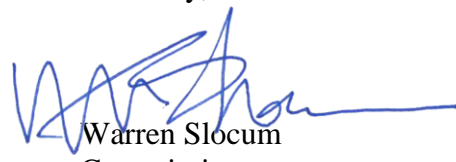
Closely related to transportation, MTC and the Association of Bay Area Governments are tackling the Bay Area housing crisis head on. MTC successfully supported state Senate bills — including SB 2, a document recording fee on real estate transactions and SB 3, a \$4 billion bond measure on the November 2018 ballot — that promote multiple new housing initiatives. Among these are a home-purchase assistance program, incentives for infill development, a transit-oriented development program, a \$1.5 billion multifamily housing program and a \$1 billion Cal-Vet home loan program. MTC this year also helped lobby for amendments to SB 828, authored by Sen. Scott Wiener, which will reform the regional housing needs assessment to ensure the state does a better job of forecasting housing needs.

We very much appreciate this opportunity to share with you and other San Mateo County leaders some of the recent highlights of MTC's work to plan for the future of Bay Area transportation, to ensure these plans are adequately funded, and to help make all the moving parts of the regional transportation network mesh as smoothly as possible. We warmly invite you to contact either of us at any time if you would like more information about these or any other MTC initiatives.

Sincerely,



Alicia Aguirre
Commissioner



Warren Slocum
Commissioner

Cc: San Mateo County Transit District
City/County Association of Governments
San Mateo County Council of Cities
San Mateo County School Boards Association
San Mateo County City Manager's Association
TBD
TBD

From: James Robinson
To: [cacsecretary \[@samtrans.com\]](mailto:cacsecretary [@samtrans.com])
Subject: 1990's Peak commute routes San Francisco
Date: Saturday, October 20, 2018 6:15:07 PM

Can your staff look into merging Caltrain together with SamTrans like some other Transit districts in the United States and Canada that run commuter trains and buses as one branded system such as Go Transit located in, Toronto Ontario Canada.

And another possibility of bringing back the, a.m. and p.m. commuter Express routes Bound for the financial district as far as Kearney and Jackson Street in San Francisco, and those other routes that's served McAllister Street back in the 1990's.

I know things have changed ever since then.

And definitely the traffic and scheduled delay times is much worse if those routes were reintroduced.

Ps,

These items would definitely balance the budget for both Caltrain and SamTrans combined.

And would relieve some pressure of the crush load of riders riding Caltrain into and out of San Francisco.

Great if you can dump MV Transportation and work with private transportation companies such as Chariot, to mimic or act as a Samtrans Routes.