



Agenda

Board of Directors Meeting

June 1, 2022, 2:00 pm

San Mateo County Transit District

Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public, and staff members whose presence is not specifically requested, are encouraged to participate remotely.**

Directors, staff and the public may participate remotely via Zoom at:

<https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAwUpSVUg3L1V5U1RoUXFrdz09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA

Please Note the following COVID-19 Protocols for in-person attendance:

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of Breath
 - Fever
 - Chills
 - Muscle Pain
 - Sore Throat
 - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac>

Public Comments: Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

Each public comments is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Wednesday, June 1, 2022

2:00 pm

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Consent Calendar

- | | | |
|------|---|------------|
| 3.a. | Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person | Resolution |
| 3.b. | Approval of Minutes of the Board of Directors Meeting of May 4, 2022 | Motion |
| 3.c. | Acceptance of Statement of Revenues and Expenses for the Period Ending April 30, 2022 | Motion |
| 3.d. | Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022 | Motion |
| 3.e. | Acceptance of Quarterly Fuel Hedge Update | Motion |

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|--------|--|---------------|
| 3.f. | Execution of Contracts for Information Technology Licenses, Maintenance Services, and Professional Services | Resolution |
| 3.g. | Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Programs | Resolution |
| 4. | Public Comment for Items Not on the Agenda
<i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | |
| 5. | Report of the Chair | |
| 5.a. | Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer Pride Month and Reaffirming a Commitment to Diversity, Equity, Access, and Inclusion | Resolution |
| 6. | Report of the General Manager/CEO | |
| 6.a. | Reimagine SamTrans Update | Informational |
| 6.b. | General Manager/CEO Report - May 25, 2022 | Informational |
| 7. | Board Member Requests/Comments | |
| 8. | Recess to Committee Meetings | |
| 8.a. | Community Relations Committee / Committee of the Whole
<i>R. Guilbault (Chair), M. Fraser, R. Medina</i> | |
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of May 4, 2022 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Paratransit Coordinating Council Update | Informational |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Monthly Performance Report April 2022 | Informational |
| 8.a.7. | Adjourn | |

8.b. Finance Committee / Committee of the Whole

M. Fraser (Chair), J. Gee, R. Guilbault

8.b.1. Call to Order

8.b.2. Approval of Minutes of the Finance Committee Meeting of May 4, 2022 Motion

8.b.3. Amend to Increase the Fiscal Year 2022 Capital Budget to \$70,525,178 Motion

8.b.4. Award of Contract for the Purchase and Delivery of 10 2022 NorCal 350EL Paratransit Vehicles and Authorize Disposition of 10 2017 Paratransit Minivan Vehicles Motion

8.b.5. Award of Contract for the Purchase and Delivery of 10 Heavy-duty Low-floor Hydrogen New Flyer Fuel Cell Electric Buses and Disposition of 10 2009 Gillig Diesel Buses Motion

8.b.6. Award of Contract for the Purchase and Delivery of 20 Battery Electric Heavy-duty Low-floor Buses and Authorize the Disposition of 20 2009 Gillig Diesel Buses Motion

8.b.7. Adoption of Proposed Fiscal Year 2023 Operating and Capital Budgets Motion

8.b.8. Award of Contract to Trapeze Software Group for Paratransit Scheduling Software and Services Motion

8.b.9. Adjourn

8.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole

C. Groom (Chair), J. Gee, D. Pine

8.c.1. Call to Order

8.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of May 4, 2022 Motion

8.c.3. Update on District's Participation in the Regional Institutional Pass Pilot Informational

8.c.4. SamTrans Youth Unlimited Pilot Program Evaluation Informational

- 8.c.5. Adjourn
- 8.d. Legislative Committee / Committee of the Whole
R. Medina (Chair), C. Groom, C. Stone
 - 8.d.1. Call to Order
 - 8.d.2. Approval of Minutes of the Legislative Committee Meeting of May 4, 2022 Motion
 - 8.d.3. State and Federal Legislative Update Informational
 - 8.d.4. Adjourn
- 9. Reconvene Board of Directors Meeting
- 10. Matters for Board Consideration: Community Relations Committee
 - 10.a. Accessible Services Update Informational
 - 10.b. Paratransit Coordinating Council Update Informational
 - 10.c. Citizens Advisory Committee Update Informational
 - 10.d. Monthly Performance Report - April 2022 Informational
- 11. Matters for Board Consideration: Finance Committee
 - 11.a. Amending to Increase the Fiscal Year 2022 Capital Budget by \$15,005,478 for a New Budget of \$70,525,178 Resolution
 - 11.b. Awarding a Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery of 10 2022 Paratransit 350EL Vehicles for a Total Not-to-exceed Amount of \$871,299 and Authorizing the Disposition of 10 2017 Paratransit Minivan Vehicles Resolution
 - 11.c. Awarding a Contract to New Flyer of America, Inc. for the Purchase and Delivery of 10 Hydrogen Fuel Cell Electric 40-foot Heavy-duty Low-floor Buses for an Estimated Amount of \$13,898,262 and Authorizing the Disposition of 10 2009 Gillig Diesel Buses Resolution

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|---|---------------|
| 11.d. Awarding a Contract to Gillig, LLC for the Purchase and Delivery of 20 Battery Electric 40-foot Heavy-duty Low-floor Buses for an Estimated Amount of \$22,801,186 and Authorizing the Disposition of 20 2009 Gillig Diesel Buses | Resolution |
| 11.e. Adopting Fiscal Year 2023 Operating Budget in the Amount of \$231,916,131 and Fiscal Year 2023 Capital Budget in the Amount of \$30,604,672 | Resolution |
| 11.f. Awarding a Contract to Trapeze Software Group for Paratransit Scheduling Software and Services for a Total Not-to-exceed Amount of \$683,298 for a Five-year Base Term | Resolution |
| 12. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee | |
| 12.a. Update on District's Participation in the Regional Institutional Pass Pilot | Informational |
| 12.b. SamTrans Youth Unlimited Pilot Program Evaluation | Informational |
| 13. Matters for Board Consideration: Legislative Committee | |
| 13.a. State and Federal Legislative Update | Informational |
| 14. Communications to the Board of Directors | Informational |
| 15. Date and Time of Next Regular Meeting - Wednesday, July 6, at 2:00 pm
<i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the July 6 meeting agenda for more information.</i> | |
| 16. General Counsel Report | |
| 16.a. Closed Session: Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Mario Serrano-Reyes v. San Mateo County Transit District, San Mateo County Superior Court, Case No. 20-CIV-03205 | |
| 17. Adjourn | |

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will be conducted both in person and via teleconference as per the information provided at the top of the agenda.

*Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>. Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: Carter Mau
Acting General Manager/CEO

From: Joan Cassman, Legal Counsel

Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person**

Action

Staff recommends the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transit District (District) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the District to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

Significance

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Board and committee meetings to be conducted via teleconference for the next 30 days, with some modifications. Specifically, Staff recommends that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for safe attendance.

Consistent with District workplace safety policy, Board members, staff and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly

vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

Committee and Advisory Committee meetings will continue to be conducted remotely.

If the Board does not adopt the resolution, the Board, Committees, and Advisory Committees must meet in person, and any Board or committee member who participates via teleconference must notice the location from which the member participates, and open such location to the public for purposes of attending the meeting, as required by the Ralph M. Brown Act (pending any amendments to the Act, as described in more detail below).

Budget Impact

There is no impact on the budget.

Background

Pending Legislation

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. The bill also would allow local governmental bodies meeting remotely to waive the requirement that agencies identify the address of locations from which members participate via teleconference.

The provisions of AB 1944 are similar to AB 339, which was introduced by Assemblymember Lee in 2021 and which would have applied to jurisdictions with more than 25,000 residents. The Legislature passed AB 339 in 2021, but Governor Newsom vetoed the bill over concerns that the bill would have limited meeting flexibility and increased operating costs for the affected governmental bodies.

AB 1944 was referred to the Committee on Local Government on February 18, 2022. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

COVID-19 and AB 361

On March 4, 2020, Governor Gavin Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in

the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared state of emergency is still in place. While rates of COVID-19 infections and hospitalizations have recently declined, new variants continue to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2022 -

**Board of Directors, San Mateo County Transit District
State Of California**

Finding that the Proclaimed State of Emergency for the COVID-19 Pandemic Continues to Impact the Ability of the Board of Directors and Committees to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue

Whereas, on March 4, 2020, Governor Newsom declared a State of Emergency in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

Whereas, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

Whereas, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every 30 days during the term of the declared state of emergency; and

Whereas, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transit District Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

Whereas, the rates of transmission of COVID-19 and its variants continue to pose risks for the health of attendees at indoor gatherings involving individuals from different households; and

Whereas, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health, and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

Whereas, Staff recommends that the Board renew the resolution for the District's Board and committee meetings to be conducted via teleconference for the next 30 days, and that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board and committee meetings if they comply with the District's workplace safety policy requiring all individuals to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days before a meeting; and

Whereas, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, committee, and advisory committee meetings remotely via teleconference pursuant to AB 361 with an option for in-person

attendance at Board and committee meetings for members of the Board, staff and the public, subject to the restrictions described above; and

Whereas, the Board will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and give members of the public ample opportunity for public comment.

Now, Therefore, Be It Resolved, that the Board of Directors has reviewed the findings made in Resolution 2021-42 and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the state of emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

Be It Further Resolved, that in light of these findings, the Board directs the Acting General Manager/CEO and Board Secretary to continue to agendize public meetings of the Board, and all District committees that are subject to the Brown Act, as remote teleconference meetings, with the understanding that Board meetings will also be open for in-person attendance; and

Be It Further Resolved, that the District will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

Be It Further Resolved, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California**

Minutes of Board of Directors Meeting

May 4, 2022

Members Present: J. Powell (Vice Chair), P. Ratto (Chair)
(In Person)

Members Present: C. Groom, M. Fraser, J. Gee, R. Guilbault, R. Medina, C. Stone (left at
(Via Teleconference) 3:45 pm)

Members Absent: D. Pine

Staff Present: J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. Call to Order/Pledge of Allegiance

Chair Peter Ratto called the meeting to order at 2:00 pm and led the Pledge of Allegiance.

2. Roll Call

Ms. Seamans confirmed that a quorum of the Board was present.

3. Consent Calendar

3.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-26

3.b Approval of Minutes of the Board of Directors Meeting of April 6, 2022

3.c Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2022

3.d Acceptance of Quarterly Investment Report - Fixed Income Market Review and Outlook

3.e Award of Contracts to Provide Real Estate and Other Legal Services – Approved by Resolution No. 2022-27

3.f Amendment of Contract with MV Transportation for Contracted Shuttle Services – Approved by Resolution No. 2022-28

Motion/Second: Medina/Guilbault

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

4. Public Comment for Items Not on the Agenda

There were no comments.

5. Report of the Chair

5.a Resolution Honoring Asian/Pacific American Heritage Month – Approved by Resolution No. 2022-29

Chair Ratto requested that Director Jeff Gee read the text of the resolution.

Motion/Second: Stone/Fraser

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

Chair Ratto noted the passing of Norman Mineta, former US Secretary of Transportation, and proposed to adjourn the meeting in his honor. Director Rose Guilbault provided a retrospective on Secretary Mineta's public service career.

6. Report of the General Manager/CEO

April Chan, Acting Deputy General Manager/CEO, noted the report was included in the packet. She announced the upcoming SamTrans Board virtual workshop would take place on Friday, May 27.

7. Board Member Requests/Comments

There were no comments.

8. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:13 pm.

Director Charles Stone left the meeting at 3:45 pm.

9. Reconvene Board of Directors Meeting

Chair Ratto reconvened the Board meeting at 3:51 pm.

10. Matters for Board Consideration: Community Relations Committee

Director Rose Guilbault led the Board on voting on the following items:

10.a Proclamation Declaring May as Older Americans Month

Motion/Second: Guilbault/Groom

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto

Noes: None

Absent: Pine, Stone

10.b Appointment of Christopher Carey, Representing Community Riders, to the Citizens Advisory Committee

Motion/Second: Guilbault/Medina

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto

Noes: None

Absent: Pine, Stone

Director Guilbault reported on the following items:

10.c Accessible Services Update

10.d Paratransit Coordinating Council Update

10.e Citizens Advisory Committee Update

10.f Monthly Performance Report – February 2022

11. Matters for Board Consideration: Finance Committee

Director Marina Fraser reported on the following items:

11.a Preliminary Fiscal Year 2023 Operating and Capital Budgets

11.c Caltrain Electrification Project Update

Director Fraser led the Board in voting on the following item:

11.b Expressing a Willingness and Desire to Contribute Funds to the Fiscal Year 2022-23 Caltrain Capital Budget – Approved by Resolution No. 2022-30

Motion/Second: Powell/Ratto

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto

Noes: None

Absent: Pine, Stone

12. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee

Director Carole Groom reported on the following item:

12.a El Camino Real Bus Speed and Reliability Study - Draft Recommendations

13. Matters for Board Consideration: Legislative Committee

Director Rico Medina reported on the following item:

13.a State and Federal Legislative Update

14. Communications to the Board of Directors

Chair Ratto noted that the correspondence was in the packet (available online).

15. Date and Time of Next Regular Meeting

Chair Ratto announced the time and location of the next meeting as Wednesday, June 1, 2022 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

16. General Counsel Report

16.a Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957; Position: General Manager/CEO

Joan Cassman, Legal Counsel, announced the closed session and noted that following the closed session, the Board would reconvene back into open session to consider a potential action.

The Board recessed to closed session at 3:59 pm and reconvened into open session at 4:48 pm.

Ms. Cassman announced that the Board considered and was prepared to make a motion to approve the recruiting firm that had been recommended by the General Manager/CEO Recruitment Ad Hoc Committee, K&A (Krauthamer & Associates, Inc.).

Motion/Second: Ratto/Groom

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto

Noes: None

Absent: Pine, Stone

17. Adjourn

The meeting adjourned at 4:51 pm in memory of former US Secretary of Transportation Norman Mineta.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Statement of Revenues and Expenses for the Period Ending April 30, 2022**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of April 30, 2022 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through April 30, 2022. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

Significance

Annual Forecast: The annual forecast was updated based on actual revenue and expense trends through April 2022. The forecast was derived by analyzing trends and reviewing details with cost center managers.

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 19) are forecast \$16.8 million higher than budget primarily due to Sales Tax revenues (page 1, line 11 & 12). Sales Tax revenues include the latest projections which continue to reflect recovery from pandemic. Passenger Fares (page 1, line 1) is higher than budget by \$0.4 million due to improving ridership. Local TDA and STA Funds (page 1, line 2) is higher than budget by \$0.9 million reflecting updated allocation. Other Interest, Rent, & Other Income (page 1, line 14) is higher than budget by \$0.4 million due primarily to a reimbursement of Bus services for BART. This is partially offset by American Rescue Plan Act (ARPA) funds (page 1, line 5) which is lower than budget by \$0.4 million. This reflects the final actual ARPA Tranche #1 allocation received from MTC.

Forecast Expenses: Total Uses of Funds (page 1, line 44) are forecast \$9.4 million higher than budget. Draw from Prior Year Surplus (page 1, line 42) is \$21.6 million better as higher forecasted revenues and reduced expenses do not require use of prior year reserves. Motor Bus (page 1, line 23) expense is lower than budget due to lower expenses in Motor Bus Wages & Benefits (page 3, line 1), CUB (page 3, line 34), Technical Services (page 3, line 8), Professional Services (page 3, line 7), Uniforms and Driver Expense (page 3, line 13), Promotional and Legal

Advertising (page 3, line 26), Other Services (page 3, line 9), Training and Business Travel (page 3, line 27), and Timetables and Tickets (page 3, line 14). A.D.A. Programs (page 1, line 24) is lower than budget due to reduced consultant services. Other Multi-Modal programs (page 1, line 26) is lower than budget due to limited ridership and reduced shuttle services.

Year to Date Revenues: As of April year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$11.6 million lower than the prior year. This is primarily driven by the decreases in the CARES Act Funds (page 1, line 4) and SMCTA Measure A (page 1, line 7). The decreases are partially offset by increases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), ARPA Funds (page 1, line 5), District Sales Tax (page 1, line 11), and Measure W Sales Tax (page 1, line 12).

Year to Date Expenses: As of April year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$20.2 million lower than the prior year-to-date actual. This is primarily due to the decreases in Caltrain (page 1, line 25) and Sales Tax Allocation for Capital Programs (page 1, line 36). The decreases are partially offset by increases in Motor Bus (page 1, line 23) and A.D.A. Programs (page 1, line 24).

In Fiscal Year 2022, the San Mateo Transportation Authority will not provide funding for Caltrain operations as the Peninsula Corridor Joint Powers Board is not requesting member funding for operations. Therefore, there will be no expenses in Peninsula Rail Service (page 1, line 25 and page 4, line 62) and corresponding revenues in Transfers from SMCTA for Caltrain (page 1, line 7 and page 2, line 35).

Budget Impact

There is no budget impact for the month of April 2022.

Prepared By: Soe Aung
Jennifer Ye

Accountant III
Director, Accounting

650-622-8020
650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2022
APRIL 2022

% OF YEAR ELAPSED: 83.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	4,220,277	7,423,594	3,203,317	75.9%	8,183,000	8,583,000	400,000
2 Local TDA and STA Funds	37,235,286	41,120,141	3,884,855	10.4%	42,499,928	43,361,274	861,346
3 Pass through to Other Agencies	383,621	497,810	114,189	29.8%	597,375	597,375	-
4 CARES Act Funds	42,108,358	-	(42,108,358)	(100.0%)	-	-	-
5 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	15,633,362	(404,468)
6 Operating Grants	1,303,815	674,041	(629,774)	(48.3%)	4,392,998	4,392,998	-
7 SMCTA Measure A	9,179,697	3,216,518	(5,963,179)	(65.0%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	510,248	340,251	(169,998)	(33.3%)	315,900	315,900	-
9 Subtotal - Operating Revenues	94,941,301	68,905,716	(26,035,586)	(27.4%)	75,812,631	76,669,509	856,878
Other Revenue Sources							
11 District Sales Tax	74,775,122	87,452,990	12,677,868	17.0%	96,490,000	106,900,000	10,410,000
12 Measure W Sales Tax	37,187,759	43,645,058	6,457,299	17.4%	48,245,000	53,450,000	5,205,000
13 Investment Income	2,665,328	1,802,111	(863,217)	(32.4%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	5,476,969	5,247,642	(229,327)	(4.2%)	5,845,069	6,205,572	360,503
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	24,873,809	21,283,898	(3,589,911)	(14.4%)	33,829,222	33,829,222	-
16							
17 Subtotal - Other Revenues	144,978,987	159,431,700	14,452,712	10.0%	187,249,291	203,224,794	15,975,503
18 Total Revenues	239,920,289	228,337,416	(11,582,873)	(4.8%)	263,061,922	279,894,304	16,832,382
19 Total Sources of Funds	239,920,289	228,337,416	(11,582,873)	(4.8%)	263,061,922	279,894,304	16,832,382
USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	24,873,809	21,283,898	(3,589,911)	(14.4%)	33,829,222	33,829,222	-
23 Motor Bus	101,216,309	102,967,906	1,751,597	1.7%	144,278,978	132,812,552	(11,466,426)
24 A. D. A. Programs	12,304,580	13,968,774	1,664,194	13.5%	17,797,833	17,447,833	(350,000)
25 Caltrain	7,706,101	-	(7,706,101)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,744,351	1,561,003	(183,348)	(10.5%)	2,790,281	2,390,281	(400,000)
27 Pass through to Other Agencies	383,621	497,810	114,189	29.8%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 Total Operating Expense	148,228,770	140,279,392	(7,949,378)	(5.4%)	199,389,100	187,172,674	(12,216,426)
30							
31 Total Operating Surplus / (Deficit)	91,691,519	88,058,024	(3,633,495)	(4.0%)	63,672,822	92,721,630	29,048,808
32							
33 District Sales Tax Capital	4,661,817	3,035,171	(1,626,646)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	833,333	5,675,601	4,842,268	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	15,214,219	-	(15,214,219)	(100.0%)	-	-	-
36 Sales Tax Allocation - Capital Program	20,709,369	8,710,772	(11,998,597)	(57.9%)	10,452,926	10,452,926	-
37							
38 Total Debt Service	7,388,984	7,097,012	(291,972)	(4.0%)	19,149,881	19,149,881	-
39							
40 Reserve for Operating Reserve Fund	-	-	-	-	41,240,626	41,240,626	-
41 Reserve for Sales Tax Stabilization Fund	-	-	-	-	14,473,500	14,473,500	-
42 Draw from prior year surplus	-	-	-	-	(21,644,111)	-	21,644,111
43							
44 Total Uses of Funds	176,327,124	156,087,176	(20,239,948)	(11.5%)	263,061,922	272,489,607	9,427,685
45							
46 NET SURPLUS / (DEFICIT)	63,593,165	72,250,240	8,657,075	13.6%	-	7,404,697	7,404,697

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2022 APRIL 2022							
% OF YEAR ELAPSED: 83.3%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	4,086,079	7,069,180	2,983,101	73.0%	7,753,000	8,153,000	400,000
2							
3 LOCAL (TDA) TRANSIT FUND	32,188,197	29,225,853	(2,962,343)	(9.2%)	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	2,950,113	8,859,043	5,908,930	200.3%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	1,074,315	399,589	(674,726)	(62.8%)	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	55,056,945	53,123,921	(1,933,024)	(3.5%)	89,621,669	76,994,740	(12,626,929)
10							
11 INVESTMENT INTEREST INCOME	2,146,736	1,494,043	(652,693)	(30.4%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	1,162,301	1,214,347	52,046	4.5%	1,684,688	1,684,688	-
15 Advertising Income	251,343	694,204	442,861	176.2%	745,500	745,500	-
16 Other Income	2,300,279	887,724	(1,412,555)	(61.4%)	140,406	900,909	760,503
17 TOTAL OTHER REVENUES	3,713,922	2,796,275	(917,647)	(24.7%)	2,570,594	3,331,097	760,503
18							
19 TOTAL MOTOR BUS	101,216,308	102,967,906	1,751,597	1.7%	144,278,978	132,812,552	(11,466,426)
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	134,197	354,413	220,216	164.1%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	1,700,441	1,538,211	(162,230)	(9.5%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	396,535	1,497,033	1,100,498	277.5%	635,687	1,497,033	861,346
25 Operating Grants	229,500	274,451	44,951	19.6%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	5,567,717	5,485,931	(81,786)	(1.5%)	6,833,022	5,621,676	(1,211,346)
27 Interest Income - Paratransit Fund	518,592	308,068	(210,524)	(40.6%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	2,674,667	3,216,518	541,851	20.3%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	1,082,931	1,294,147	211,216	19.5%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	12,304,579	13,968,774	1,664,195	13.5%	17,797,833	17,447,833	(350,000)
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	6,421,697	-	(6,421,697)	(100.0%)	-	-	-
36 Other Sources - Caltrain	1,284,404	-	(1,284,404)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	510,248	340,251	(169,998)	(33.3%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	639,286	1,044,931	405,644	63.5%	1,762,500	1,362,500	(400,000)
39 Dumbarton Rental Income	427,981	456,566	28,586	6.7%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	166,835	(280,745)	(447,580)	(268.3%)	549,906	549,906	-
41							
42 TOTAL MULTIMODAL	9,450,452	1,561,003	(7,889,449)	(83.5%)	2,790,281	2,390,281	(400,000)
43							
44 TOTAL REVENUES	122,971,340	118,497,683	(4,473,656)	(3.6%)	164,867,092	152,650,666	(12,216,426)

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2022
APRIL 2022

% OF YEAR ELAPSED: 83.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	56,110,363	53,086,212	(3,024,151)	(5.4%)	73,734,760	68,000,000	(5,734,760)
2							
3 Services:							
4 Board of Directors	105,926	114,670	8,745	8.3%	118,733	118,733	-
5 Contracted Vehicle Maintenance	977,482	959,528	(17,954)	(1.8%)	1,364,178	1,364,178	-
6 Property Maintenance	1,240,875	1,363,786	122,911	9.9%	1,744,500	1,744,500	-
7 Professional Services	2,874,850	4,305,095	1,430,245	49.8%	6,001,230	5,201,230	(800,000)
8 Technical Services	6,609,594	6,331,104	(278,490)	(4.2%)	10,780,517	9,100,000	(1,680,517)
9 Other Services	2,374,607	2,597,178	222,571	9.4%	4,370,839	4,160,839	(210,000)
10 Materials & Supply:							
11 Fuel and Lubricants	1,323,483	3,350,080	2,026,597	153.1%	3,526,864	4,000,000	473,136
12 Bus Parts and Materials	1,853,781	1,958,896	105,114	5.7%	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	276,140	509,278	233,138	84.4%	1,093,563	629,278	(464,285)
14 Timetables and Tickets	10,881	75,044	64,163	100.0%	224,134	174,134	(50,000)
15 Office Supplies / Printing	423,065	357,006	(66,059)	(15.6%)	405,194	405,194	-
16 Other Materials and Supply	170,547	98,950	(71,597)	(42.0%)	146,800	146,800	-
17							
18 Utilities:							
19 Telephone	471,984	472,154	169	0.0%	669,200	669,200	-
20 Other Utilities	1,040,468	1,113,709	73,241	7.0%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,748,697	546,741	24.8%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	126,760	1,036,216	909,456	717.5%	600,000	600,000	-
23 Workers' Compensation	2,580,182	2,674,223	94,040	3.6%	3,756,275	3,756,275	-
24 Taxes and License Fees	512,496	752,795	240,300	46.9%	957,142	957,142	-
25 Leases and Rentals	54,132	60,375	6,242	11.5%	81,900	81,900	-
26 Promotional and Legal Advertising	168,770	241,304	72,534	43.0%	1,252,443	602,443	(650,000)
27 Training and Business Travel	219,446	132,600	(86,846)	(39.6%)	675,125	325,125	(350,000)
28 Dues and Membership	125,477	143,289	17,811	14.2%	188,467	188,467	-
29 Postage and Other	86,893	97,331	10,438	12.0%	217,442	217,442	-
30							
31 Total District Operated Buses	81,940,159	84,579,519	2,639,361	3.2%	118,674,861	109,208,435	(9,466,426)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	17,082,107	15,240,710	(1,841,397)	(10.8%)	21,123,100	19,123,100	(2,000,000)
35 Coastside Services	1,331,147	1,366,933	35,787	2.7%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	167,668	149,722	(17,946)	(10.7%)	229,300	229,300	-
37 La Honda - Pescadero	-	22,575	22,575	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	56,426	120,161	63,734	113.0%	152,000	152,000	-
39 CUB Related Wages & Benefits	289,731	328,264	38,532	13.3%	505,717	505,717	-
40 CUB Related Other Support	91,736	80,328	(11,408)	(12.4%)	143,936	143,936	-
41 CUB Insurance	901,592	1,255,604	354,012	39.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(644,259)	(175,910)	468,349	72.7%	200,000	200,000	-
43 Total Contracted Bus Service	19,276,150	18,388,387	(887,763)	(4.6%)	25,604,117	23,604,117	(2,000,000)
44							
45 TOTAL MOTOR BUS	101,216,309	102,967,906	1,751,597	1.7%	144,278,978	132,812,552	(11,466,426)

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2022
APRIL 2022

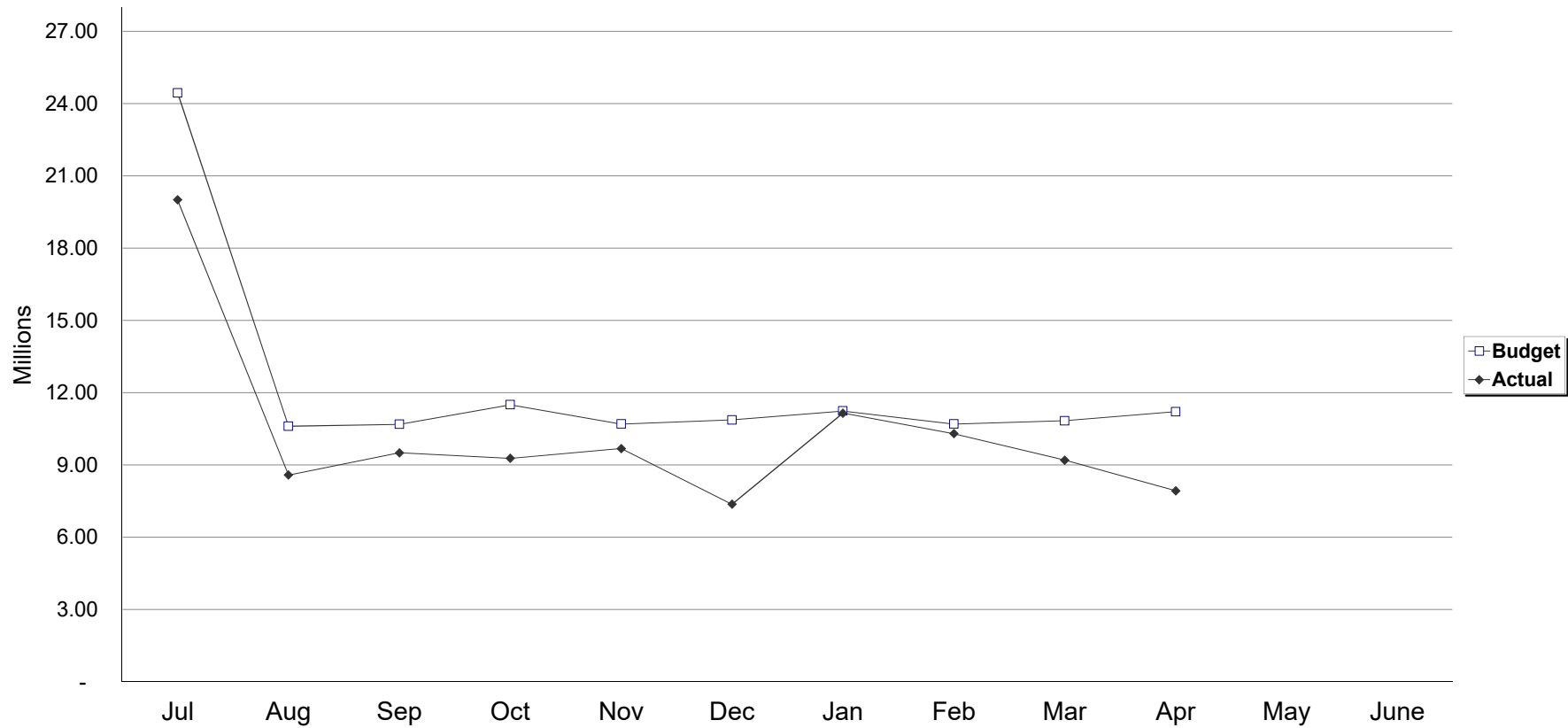
% OF YEAR ELAPSED: 83.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	5,802,691	6,490,275	687,584	11.8%	7,675,510	7,675,510	-
49 ADA Sedans / Taxi Service	1,586,095	1,889,143	303,048	19.1%	2,212,350	2,212,350	-
50 Coastside ADA	931,518	1,131,343	199,825	21.5%	1,420,000	1,420,000	-
51 ADA Related Wages & Benefits	2,247,978	2,099,242	(148,736)	(6.6%)	2,753,826	2,753,826	-
52 ADA Related Other Support	1,007,832	1,386,142	378,310	37.5%	2,347,603	1,997,603	(350,000)
53 ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	(15,378)	(83,897)	(68,519)	(445.6%)	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	12,304,580	13,968,774	1,664,194	13.5%	17,797,833	17,447,833	(350,000)
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 CALTRAIN SERVICE							
62 Peninsula Rail Service	7,706,101	-	(7,706,101)	(100.0%)	-	-	-
63 Total Caltrain Service	7,706,101	-	(7,706,101)	(100.0%)	-	-	-
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	1,525,303	1,372,147	(153,157)	(10.0%)	2,331,500	1,931,500	(400,000)
67 Shuttle Related Wages & Benefits	70,607	57,876	(12,731)	(18.0%)	91,806	91,806	-
68 Dumbarton M.O.W.	21,952	-	(21,952)	(100.0%)	161,975	161,975	-
69 Maintenance Multimodal Facilities	126,489	130,981	4,492	3.6%	205,000	205,000	-
70 Total Other Support	1,744,351	1,561,003	(183,348)	(10.5%)	2,790,281	2,390,281	(400,000)
71							
72							
73 TOTAL MULTI-MODAL PROGRAMS	9,450,452	1,561,003	(7,889,449)	(83.5%)	2,790,281	2,390,281	(400,000)
74							
75							
76 TOTAL OPERATING EXPENSES	122,971,340	118,497,683	(4,473,656)	(3.6%)	164,867,092	152,650,666	(12,216,426)

SAN MATEO COUNTY TRANSIT DISTRICT

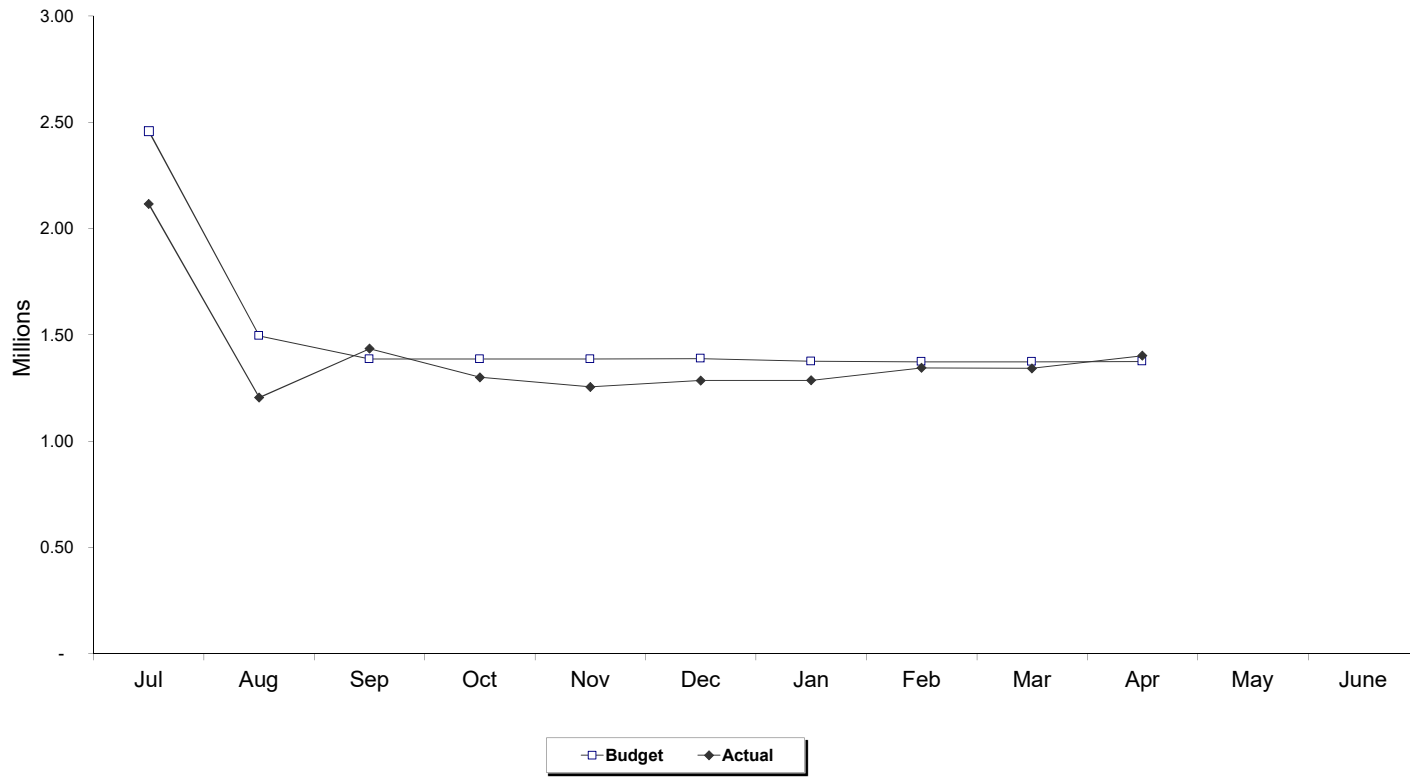
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



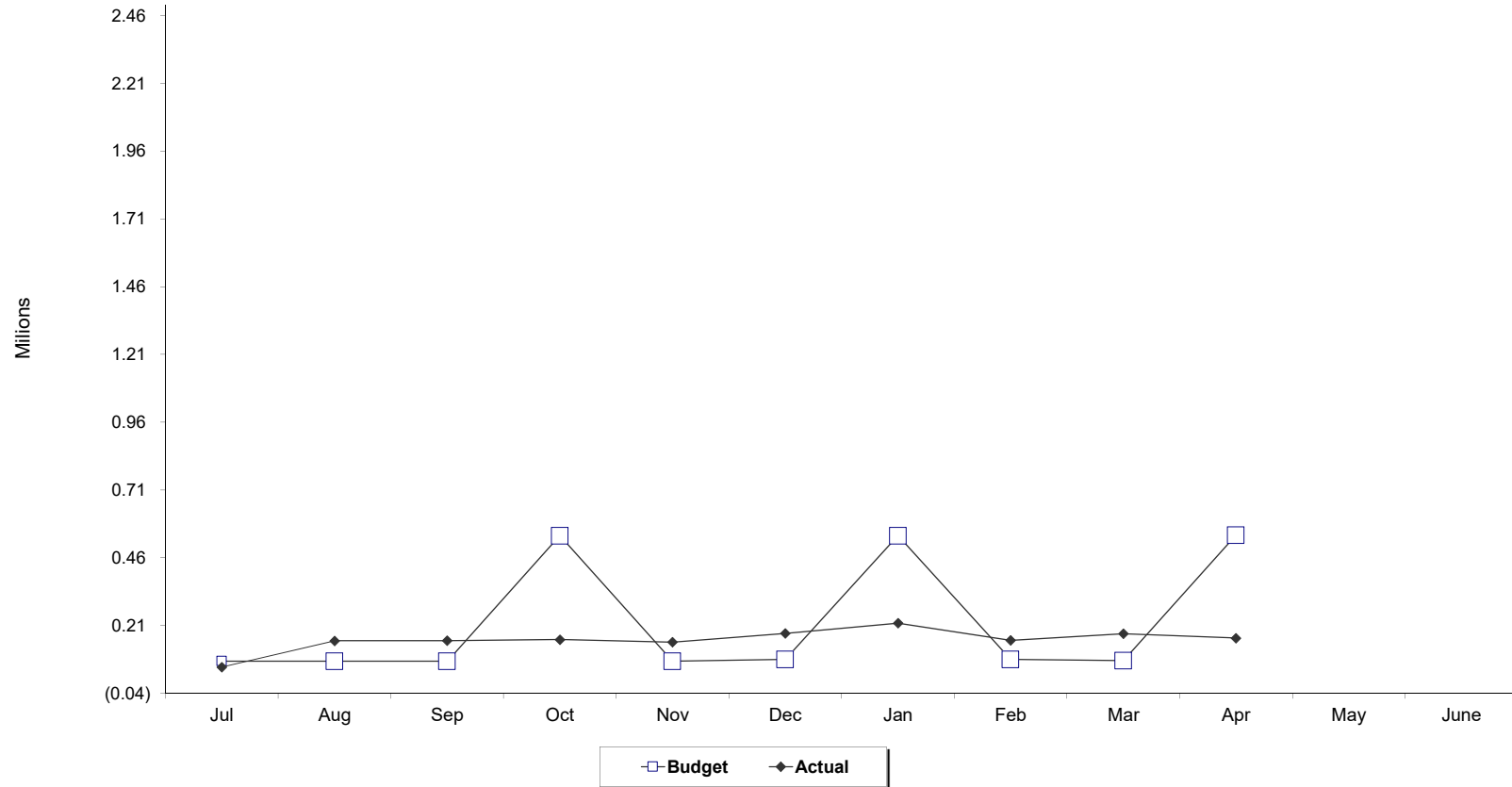
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269	11,238,999	10,694,709	10,833,317	11,205,321		
Actual	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357	11,147,156	10,296,735	9,193,900	7,926,856		
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040	90,030,039	100,724,749	111,558,066	122,763,387		
Actual	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259	75,550,415	85,847,150	95,041,050	102,967,906		
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781	14,479,624	14,877,599	16,517,016	19,795,481		
Variance %	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%	16.1%	14.8%	14.8%	16.1%		

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2022



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680	1,375,387	1,372,662	1,372,662	1,374,537		
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079	1,285,390	1,344,632	1,342,195	1,402,032		
CUMULATIVE EXPENSES												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815	10,875,202	12,247,863	13,620,525	14,995,062		
Actual	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527	9,879,916	11,224,548	12,566,742	13,968,774		
Variance - F(U)	343,564	634,128	585,468	671,520	802,688	905,288	995,283	1,023,316	1,053,783	1,026,287		
Variance %	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%	9.2%	8.4%	7.7%	6.8%		

SAN MATEO COUNTY TRANSIT DISTRICT MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	77,345	77,345	77,345	540,945	77,345	83,945	540,945	83,945	79,845	543,445		
Actual	56,004	152,622	153,378	156,901	147,846	180,046	218,183	154,528	179,052	162,443		
CUMULATIVE EXPENSES												
Budget	77,345	154,690	232,035	772,980	850,325	934,270	1,475,215	1,559,160	1,639,005	2,182,450		
Actual	56,004	208,626	362,004	518,905	666,752	846,798	1,064,980	1,219,509	1,398,561	1,561,003		
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573	87,472	410,235	339,651	240,444	621,447		
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%	27.8%	21.8%	14.7%	28.5%		

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF APRIL 30, 2022**

4/30/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	104,164,218.38
Bank of America Checking (Restricted)	10,043,379.88
Wells Fargo	0.00
LAIF	74,902,021.17

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	201,503,192.67
MMF - US Bank Custodian Account	11,132,106.88

Debt Service Reserves Held By Trustee 13,387,508.89

TOTAL 415,132,427.87

* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	-603,536.22
MMFund (incl LAIF)	86,034,128.45
Fixed Income	202,106,728.89
Duration	1.998
Convexity	0.054
WAL	1.553
Years to Final Maturity	2.127
Years to Effective Maturity	1.542
Yield	2.550
Book Yield	0.796
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	26.034%
United States	23.876%
Other	23.665%
Federal Home Loan Mortgage Corporation	14.030%
Federal National Mortgage Association	5.821%
U.S. Bancorp	4.491%
JPMorgan Chase & Co.	1.049%
Berkshire Hathaway Inc.	1.033%
---	100.000%

Footnotes: 1,2

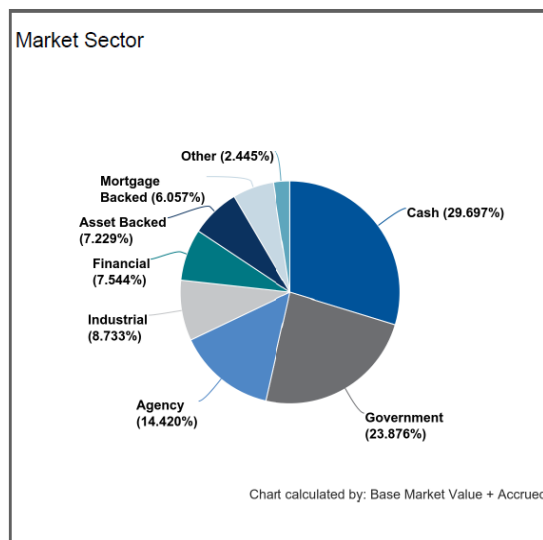
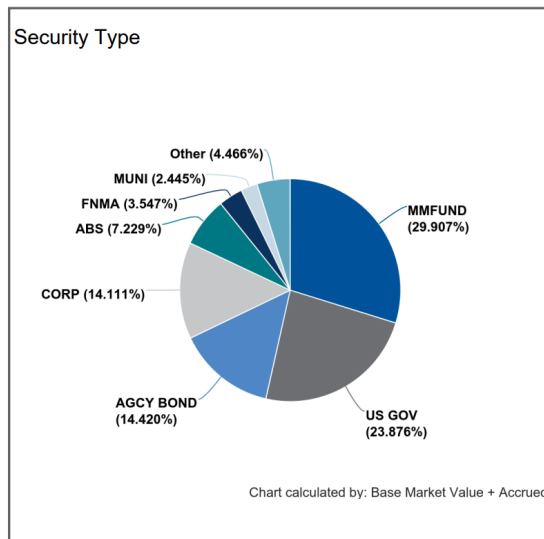
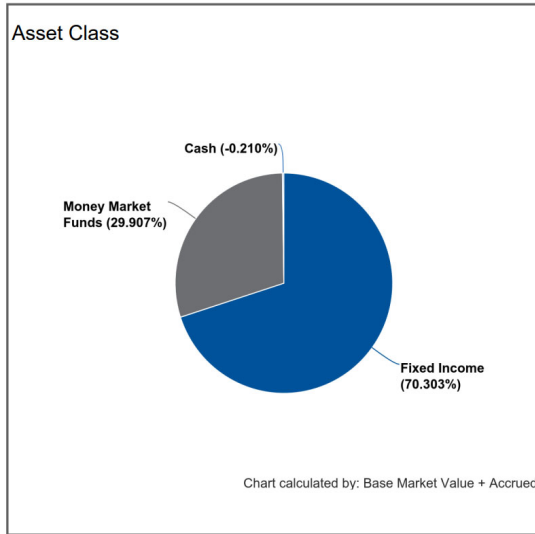
Footnotes:
1) Grouped by Issuer Concentration
2) Groups sorted by: % of Base Market Value+Accrued

Risk Summary

SAM Transit District Agg (136232)

04/01/2022 - 04/30/2022

Dated: 05/11/2022

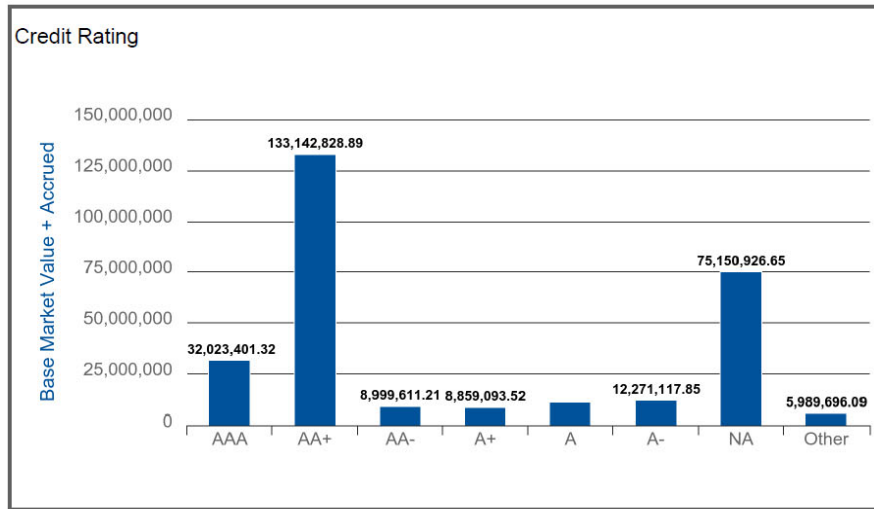


Risk Summary

04/01/2022 - 04/30/2022

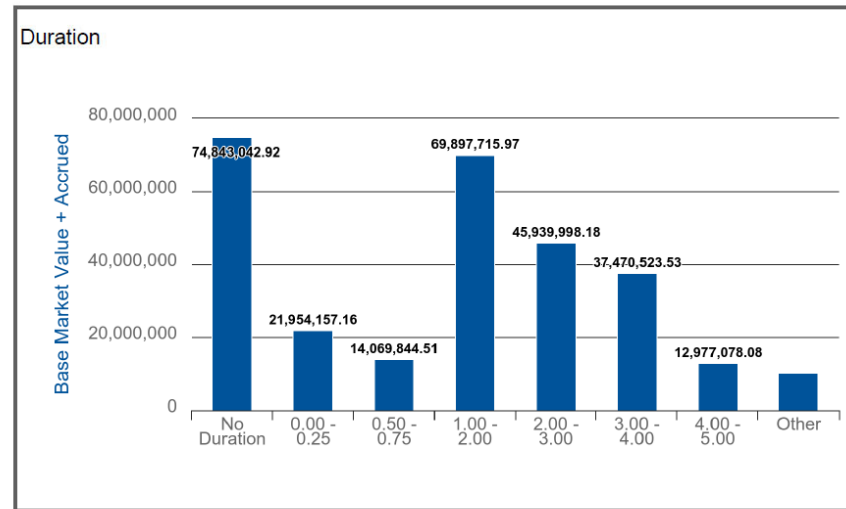
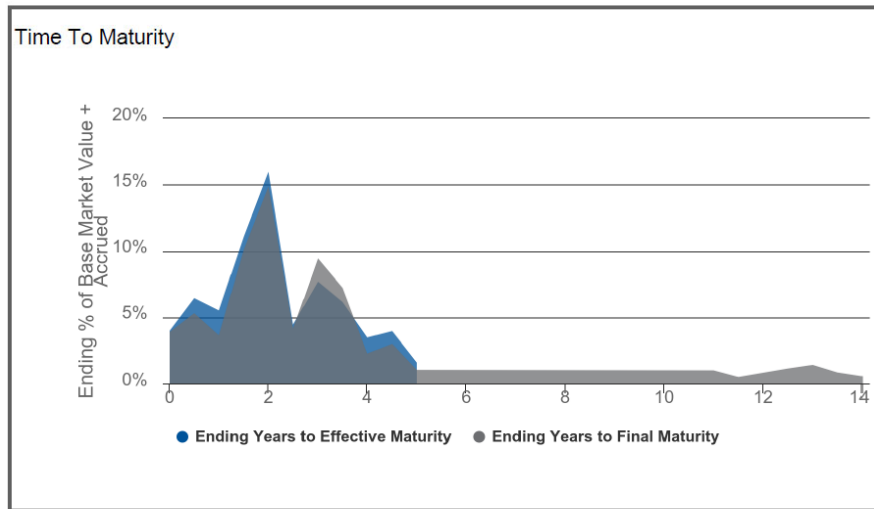
SAM Transit District Agg (136232)

Dated: 05/11/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.855%	2.131%	2.153%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	7.646%	19.866%	8.911%	11.698%	2.587%	0.000%	0.000%	0.000%	0.000%
A	1.621%	1.802%	4.504%	1.336%	1.927%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.407%	0.412%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.107%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

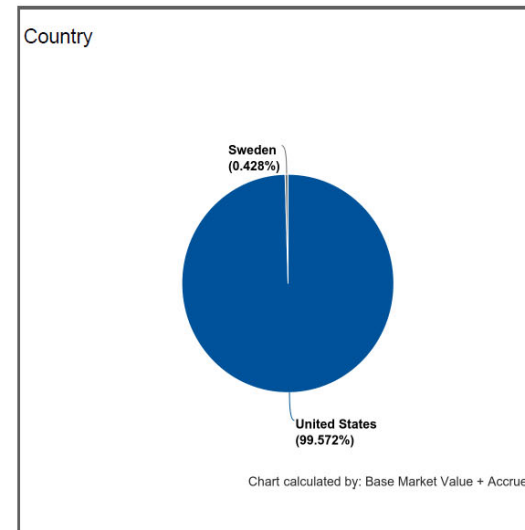
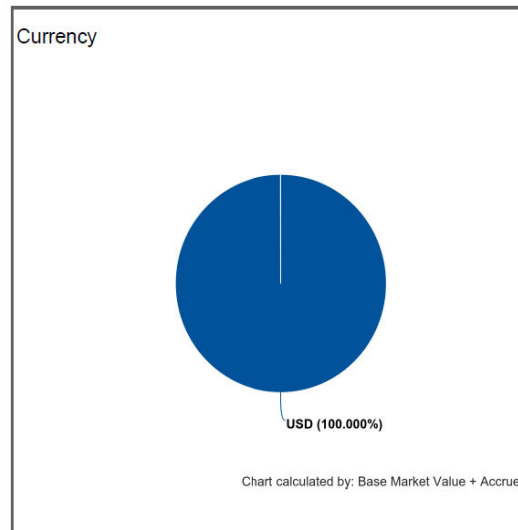
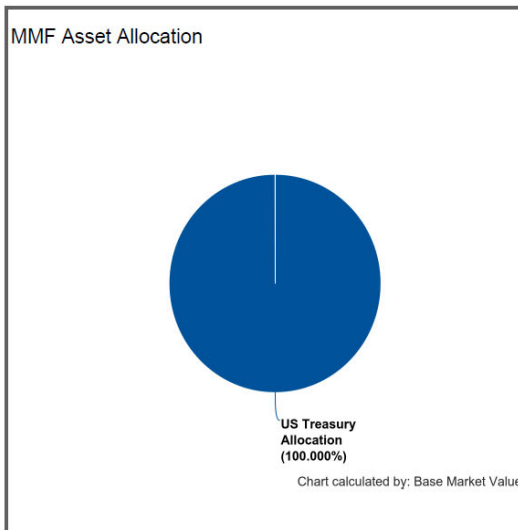
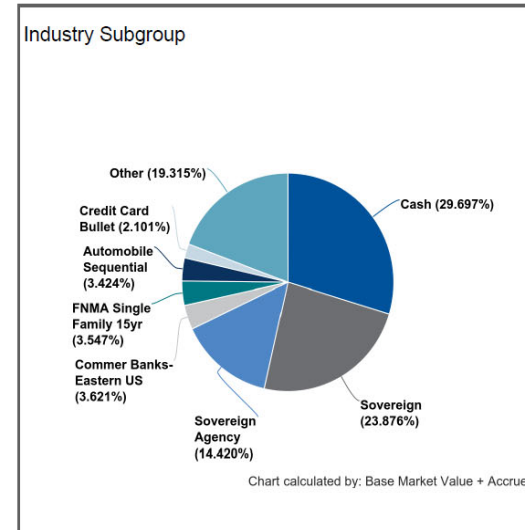
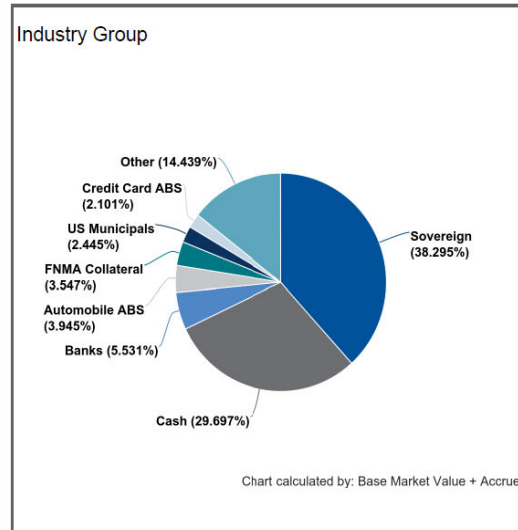
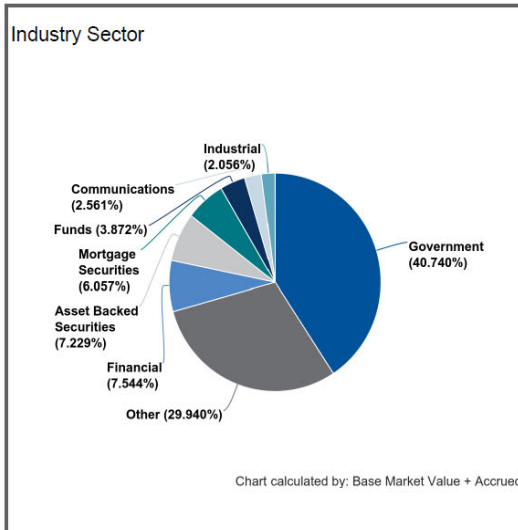


Risk Summary

04/01/2022 - 04/30/2022

SAM Transit District Agg (136232)

Dated: 05/11/2022



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 04/30/2022
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	269.76	---	04/30/2022	269.76	0.00	269.76	269.76
CASH			269.76	---		269.76	0.00	269.76	269.76

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,379.92	---	04/30/2022	8,441,379.92	0.00	8,441,379.92	8,441,379.92
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,379.92	---	04/30/2022	8,441,379.92	0.00	8,441,379.92	8,441,379.92

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,441,649.68	---	04/30/2022	8,441,649.68	0.00	8,441,649.68	8,441,649.68

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

CLEARWATER ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 04/30/2022
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	359,387.68	359,410.50
ABS	09661RAD3	BMWOT 2020-A A3	207,707.40	07/15/2020	10/25/2024	207,691.72	16.62	205,964.92	205,981.54
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,661,669.23	1,662,938.21
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,391,008.96	1,391,369.51
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,083,156.85	1,083,686.10
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	440,480.34	440,637.77
ABS	14315FAD9	CARMX 2020-3 A3	354,735.90	07/22/2020	03/17/2025	354,675.09	97.75	351,492.65	351,590.40
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	417,120.42	417,214.87
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	249,281.10	249,319.63
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	836,829.52	837,058.95
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	368,211.89	368,320.97
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	297,006.92	297,053.67
ABS	362590AC5	GMCAR 2020-3 A3	592,622.35	08/19/2020	04/16/2025	592,486.75	111.12	584,647.42	584,758.54
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	393,398.41	393,461.74
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	400,207.13	400,248.47
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	585,618.09	585,740.09
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	442,573.67	442,686.11
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,227,461.73	1,227,672.84
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	325,591.77	325,648.35
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	340,811.46	340,928.22
ABS	47787NAC3	JDOT 2020-B A3	187,479.88	07/22/2020	11/15/2024	187,451.31	42.50	184,984.82	185,027.32
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	338,961.55	339,059.37
ABS	65479CAD0	NAROT 2020-B A3	245,763.84	06/30/2020	07/15/2024	245,757.10	60.08	244,142.86	244,202.93
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,403,604.91	1,403,818.31
ABS	89237VAB5	TAOT 2020-C A3	741,090.82	07/27/2020	10/15/2024	741,033.76	144.92	733,545.46	733,690.39
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	324,028.75	324,079.93
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,013,581.14	1,013,729.06
ABS	92348TAA2	VZOT 2020-A A1A	331,504.40	01/29/2020	07/22/2024	331,465.58	187.39	331,172.81	331,360.20
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	657,365.76	657,579.25
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	534,916.48	535,118.08
ABS			18,265,904.58			18,263,345.10	5,166.60	17,728,224.71	17,733,391.31

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	236.11	932,124.00	932,360.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	326.56	505,238.80	505,565.36
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	9,930.56	9,993,450.00	10,003,380.56
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	156.25	934,897.00	935,053.25
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,861.11	927,708.00	929,569.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	893.75	1,195,730.90	1,196,624.65
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,900.00	1,102,454.40	1,105,354.40
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2025	1,148,689.00	1,229.86	1,109,173.85	1,110,403.71
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,741.67	933,561.20	935,302.87
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	868.06	976,768.00	977,636.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,666.67	1,476,088.00	1,477,754.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,163.19	2,429,377.50	2,430,540.69
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	404.86	1,067,592.90	1,067,997.76
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	552.08	1,455,808.50	1,456,360.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	514.58	1,193,007.40	1,193,521.98
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	62.50	1,159,136.40	1,159,198.90
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,579.86	1,255,906.60	1,257,486.46
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	8,166.67	7,708,920.00	7,717,086.67
AGCY BOND			37,650,000.00			37,615,238.87	34,254.34	36,356,943.45	36,391,197.79

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(609,854.80)	---	04/30/2022	(609,854.80)	0.00	(609,854.80)	(609,854.80)
CASH	CCYUSD	Receivable	87,715.60	---	04/30/2022	87,715.60	0.00	87,715.60	87,715.60
CASH			(522,139.20)			(522,139.20)	0.00	(522,139.20)	(522,139.20)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	885.00	1,180,146.00	1,181,031.00
CD	23341VZT1	DNB BANK ASA - NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	8,075.00	950,040.85	958,115.85
CD	65558TLL7	NORDEA ABP - NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	3,026.81	951,333.80	954,360.61
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	3,141.33	951,364.20	954,505.53
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION - NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	1,942.50	899,321.40	901,263.90
CD			4,950,000.00			4,950,000.00	17,070.64	4,932,206.25	4,949,276.89

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	12,835.00	908,120.70	920,955.70
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,777.94	1,254,002.41	1,256,780.35
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	1,320.00	877,875.68	879,195.68
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	7,440.00	889,233.30	896,673.30
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	5,312.50	942,942.00	948,254.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	5,312.50	942,942.00	948,254.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,718.75	660,059.40	663,778.15
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	5,625.00	883,129.50	888,754.50
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	534.90	308,427.93	308,962.82
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	2,331.60	769,812.70	772,144.30
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	7,750.00	803,824.80	811,574.80
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	5,319.97	1,007,704.50	1,013,024.47
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	97.60	377,945.20	378,042.80
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	14,606.25	2,521,027.80	2,535,634.05
CORP	084664C22	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	7,935.00	2,579,509.80	2,587,444.80
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	7,076.25	1,244,575.80	1,251,652.05
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	6,604.50	853,704.90	860,309.40
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	0.00	389,033.58	389,033.58
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	6,056.25	850,783.70	856,839.95
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	429.43	458,874.99	459,304.42
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	1,792.19	441,641.19	443,433.38
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	2,909.38	919,851.75	922,761.13
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	3,785.63	883,158.30	886,943.93
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	10,876.25	904,311.90	915,188.15
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	346.50	138,665.10	139,011.60
CORP	46625HMM7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	5,167.50	451,666.80	456,834.30
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	711.80	900,453.60	901,165.40
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,991.33	545,989.96	547,981.29
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	3,622.19	720,327.75	723,949.94
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	1,706.25	372,715.59	374,421.84
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	0.00	218,563.40	218,563.40
CORP	69347SAV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	8,575.00	904,884.30	913,459.30
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	307.22	382,820.57	383,127.79
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	723.19	599,544.78	600,267.97
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	7,037.38	2,255,782.51	2,262,819.89
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	443.44	473,718.47	474,161.90
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,629.60	381,508.40	383,138.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,261.00	225,021.60	226,282.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	1,755.00	430,605.00	432,360.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	546.00	133,966.00	134,512.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	526.50	129,181.50	129,708.00
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	1,080.63	236,327.00	237,407.63
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	384.64	264,900.72	265,285.36
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	10,920.00	1,768,566.60	1,779,486.60
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	6,098.19	1,049,086.35	1,055,184.54
CORP			36,700,000.00			37,347,908.40	177,280.23	35,256,789.82	35,434,070.04

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	1,111,119.59	06/25/2021	06/01/2035	1,197,231.37	3,240.77	1,121,853.67	1,125,094.43
FHLMC	3133L7LB1	FH RC1222	1,341,375.03	10/19/2021	12/01/2034	1,441,978.16	3,912.34	1,354,627.92	1,358,540.26
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	645,073.00	646,731.58
FHLMC	3137BM6P6	FHMS K-721 A2	209,014.28	04/09/2018	08/25/2022	210,794.17	538.21	209,403.05	209,941.26
FHLMC	3137F62S5	FHMS K-131 A1	343,021.46	10/29/2020	05/25/2026	343,014.60	162.65	323,530.98	323,693.63
FHLMC	3137FKK39	FHMS K-P05 A	12,456.42	12/17/2018	07/25/2023	12,456.38	33.25	12,474.11	12,507.35
FHLMC	3137FQ3V3	FHMS K-127 A1	71,974.60	11/26/2019	07/25/2024	71,972.87	125.48	71,667.99	71,793.46
FHLMC	3137H4RZ5	FHMS K-136 A1	210,263.16	12/16/2021	12/25/2026	210,262.32	227.43	195,986.29	196,213.72
FHLMC			3,949,224.54			4,169,905.17	9,898.71	3,934,617.00	3,944,515.71

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,501,850.26	12/29/2020	09/25/2033	1,523,087.36	1,251.54	1,425,123.93	1,426,375.47
FHLMC CMO	3137F7DH5	FHR 5048 B	906,321.09	11/30/2020	05/25/2033	917,791.71	755.27	847,716.26	848,471.53
FHLMC CMO			2,408,171.35			2,440,879.07	2,006.81	2,272,840.18	2,274,846.99

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,235,710.53	05/18/2021	03/01/2035	1,324,141.07	3,089.28	1,217,440.05	1,220,529.32
FNMA	3140Q9FM0	FN CA1971	1,579,599.32	01/18/2022	06/01/2033	1,666,724.09	4,607.16	1,594,472.34	1,599,079.50
FNMA	3140QGKN6	FN CA8400	1,194,914.92	03/22/2021	12/01/2035	1,307,311.61	3,485.17	1,211,559.55	1,215,044.72
FNMA	3140X92C8	FN FM6170	1,050,420.02	06/25/2021	07/01/2035	1,138,392.69	3,501.40	1,074,739.74	1,078,241.14
FNMA	3140X9K46	FN FM5714	792,783.60	03/25/2021	11/01/2035	863,638.63	2,642.61	805,319.43	807,962.04
FNMA	3140XALC4	FN FM6622	1,382,803.87	03/29/2021	02/01/2036	1,454,104.70	2,880.84	1,325,957.26	1,328,838.10
FNMA	3140XC4K1	FN FM8925	1,338,935.14	11/16/2021	08/01/2034	1,451,907.79	4,463.12	1,391,111.07	1,395,574.19
FNMA			8,575,167.40			9,206,220.59	24,669.58	8,620,599.43	8,645,269.01

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	2,196,988.70	---	04/30/2022	2,196,988.70	0.00	2,196,988.70	2,196,988.70
MMFUND			2,196,988.70			2,196,988.70	0.00	2,196,988.70	2,196,988.70

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,255.45	252,003.75	253,259.20
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,853.30	394,150.90	396,004.20
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,208.08	225,167.70	226,375.78
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,467.67	327,316.50	328,784.17
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,725.67	607,873.50	610,599.17
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,048.33	233,797.50	234,845.83
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,062.88	503,717.50	504,780.38
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	956.25	711,960.00	712,916.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	637.88	374,572.35	375,210.23
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,151.70	303,444.90	304,596.60
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	1,778.67	1,495,344.00	1,497,122.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,009.13	544,829.75	545,838.88
MUNI			6,375,000.00			6,378,878.00	16,154.98	5,974,178.35	5,990,333.33

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	244.57	3,965,000.00	3,965,244.57
US GOV	912828N30	UNITED STATES TREASURY	3,795,000.00	01/10/2019	12/31/2022	3,740,298.63	26,955.51	3,803,894.53	3,830,850.04
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	21,308.70	3,007,031.25	3,028,339.95
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	19,678.57	2,880,968.75	2,900,647.32
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	6,446.43	943,765.63	950,212.05
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	11,535.71	1,688,843.75	1,700,379.46
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	130.26	2,911,742.19	2,911,872.45
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	101.56	2,270,171.88	2,270,273.44
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	33,425.41	4,921,875.00	4,955,300.41
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	9,860.50	1,451,953.13	1,461,813.62
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	4,345.30	639,843.75	644,189.05
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,008.29	442,968.75	445,977.04
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	9,024.86	1,328,906.25	1,337,931.11
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	4,972.03	825,960.94	830,932.97
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	2,089.09	2,300,781.25	2,302,870.34
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	705.70	1,441,640.63	1,442,346.33
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	438.71	319,156.25	319,594.96
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,504.14	1,094,250.00	1,095,754.14
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	9,024.86	6,565,500.00	6,574,524.86
US GOV	91282CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	2,950.82	17,206,875.00	17,209,825.82
US GOV			62,120,000.00			61,864,915.85	167,751.03	60,011,128.91	60,178,879.94

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	182,668,317.37			183,912,140.55	454,252.92	176,762,377.60	177,216,630.52

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

CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
Account: SAM Paratransit Fund (136227)
As of: 04/30/2022
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,135.67	63,139.68
ABS	09661RAD3	BMWOT 2020-A A3	59,344.97	07/15/2020	10/25/2024	59,340.49	4.75	58,847.12	58,851.87
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	475,477.64	475,840.75
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	240,479.51	240,541.85
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	203,387.53	203,486.91
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	76,605.28	76,632.65
ABS	14315FAD9	CARMX 2020-3 A3	102,479.26	07/22/2020	03/17/2025	102,461.70	28.24	101,542.32	101,570.56
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	98,145.98	98,168.20
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	43,990.78	43,997.58
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	145,739.97	145,779.93
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	62,165.64	62,184.06
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	64,351.50	64,361.63
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	83,597.16	83,610.62
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,328.05	68,335.10
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	100,803.11	100,824.11
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	81,779.92	81,800.70
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	270,041.58	270,088.02
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	63,174.52	63,185.50
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,601.94	57,621.67
ABS	47787NAC3	JDOT 2020-B A3	44,995.17	07/22/2020	11/15/2024	44,988.32	10.20	44,406.36	44,406.56
ABS	65479CAD0	NAROT 2020-B A3	67,585.05	06/30/2020	07/15/2024	67,583.21	16.52	67,139.29	67,155.81
ABS	89237VAB5	TAOT 2020-C A3	78,839.45	07/27/2020	10/15/2024	78,833.38	15.42	78,036.75	78,052.17
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	62,871.25	62,881.18
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	147,608.90	147,630.45
ABS	92348TAA2	VZOT 2020-A A1A	87,238.00	01/29/2020	07/22/2024	87,227.78	49.31	87,150.74	87,200.05
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	110,360.68	110,396.52
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	90,744.76	90,778.96
ABS			3,130,481.91			3,129,997.14	1,019.13	3,047,503.96	3,048,523.10

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	64.93	256,334.10	256,399.03
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	68.28	105,640.84	105,709.12
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	42.97	257,096.68	257,139.64
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	511.81	255,119.70	255,631.51
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	189.06	252,943.08	253,132.14
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	664.58	252,645.80	253,310.38
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	267.36	241,124.75	241,392.11
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	504.17	270,241.40	270,745.57
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	238.72	268,611.20	268,849.92
AGCY BOND	3137EAEU7	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	364.58	322,894.25	323,258.83
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	372.22	777,400.80	777,773.02
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	125.14	329,983.26	330,108.40
AGCY BOND	3137EAEX5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	169.31	446,447.94	446,617.25
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	217.71	504,733.90	504,951.61
AGCY BOND	3137EAEX1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	13.54	251,146.22	251,159.76
AGCY BOND	3137EAEX8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	334.20	265,672.55	266,006.75
AGCY BOND			5,325,000.00			5,313,158.74	4,148.58	5,058,036.46	5,062,185.04

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(94,977.35)	---	04/30/2022	(94,977.35)	0.00	(94,977.35)	(94,977.35)
CASH	CCYUSD	Receivable	13,310.57	---	04/30/2022	13,310.57	0.00	13,310.57	13,310.57
CASH			(81,666.78)			(81,666.78)	0.00	(81,666.78)	(81,666.78)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	147.50	196,691.00	196,838.50
CD	23341VZT1	DNB BANK ASA - NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,337.50	275,011.83	277,349.33
CD	65558TLL7	NORDEA ABP - NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	876.18	275,386.10	276,262.28
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	909.33	275,394.90	276,304.23
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION - NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	539.58	249,811.50	250,351.08
CD			1,275,000.00			1,275,000.00	4,810.10	1,272,295.33	1,277,105.42

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	517.56	233,635.43	234,152.99
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	195.00	129,686.18	129,881.18
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,066.67	247,009.25	249,075.92
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,460.94	259,309.05	260,769.99
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,562.50	245,313.75	246,876.25
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	90.52	52,195.50	52,286.02
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	411.46	135,849.30	136,260.76
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	967.27	183,219.00	184,186.27
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	48.80	188,972.60	189,021.40
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	2,299.13	396,828.45	399,127.58
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,175.56	382,149.60	383,325.16
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,048.33	184,381.60	185,429.93
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	0.00	59,851.32	59,851.32
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	79.69	85,152.06	85,231.75
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	269.79	66,483.62	66,753.41
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	826.88	261,431.55	262,258.43
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,021.18	251,197.75	254,218.93
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	49.50	19,809.30	19,858.80
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	81.63	96,688.10	96,769.73
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	703.83	192,979.21	193,683.04
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	482.96	96,043.70	96,526.66
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	262.50	57,340.86	57,603.36
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	0.00	34,771.45	34,771.45
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	2,381.94	251,356.75	253,738.69
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	119.58	99,137.33	99,256.91
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,102.42	353,373.66	354,476.08
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	76.15	81,345.60	81,421.74
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	244.44	57,226.26	57,470.70
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	183.90	32,815.65	32,999.55
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	487.50	119,612.50	120,100.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	195.00	47,845.00	48,040.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	97.50	23,922.50	24,020.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	1,060.56	182,449.80	183,510.36
CORP			5,340,000.00			5,345,197.50	23,570.67	5,109,383.66	5,132,954.33

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	206,240.30	06/25/2021	06/01/2035	222,223.92	601.53	208,232.70	208,834.23
FHLMC	3133L7LB1	FH RC1222	241,447.51	10/19/2021	12/01/2034	259,556.06	704.22	243,833.03	244,537.25
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	173,673.50	174,120.04
FHLMC	3137BM6P6	FHMS K-721 A2	60,381.90	04/09/2018	08/25/2022	60,896.09	155.48	60,494.21	60,649.70
FHLMC	3137F62S5	FHMS K-J31 A1	80,901.29	10/29/2020	05/25/2026	80,899.67	38.36	76,304.48	76,342.84
FHLMC	3137FKK39	FHMS K-P05 A	3,538.76	12/17/2018	07/25/2023	3,538.74	9.45	3,543.78	3,553.23
FHLMC	3137FQ3V3	FHMS K-J27 A1	18,694.70	11/26/2019	07/25/2024	18,694.25	32.59	18,615.06	18,647.65
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,450.96	12/16/2021	12/25/2026	33,450.82	36.18	31,179.64	31,215.82
FHLMC			819,655.41			862,927.53	2,024.36	815,876.40	817,900.76

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	191,721.77	11/30/2020	05/25/2033	194,148.25	159.77	179,324.59	179,484.36
FHLMC CMO			191,721.77			194,148.25	159.77	179,324.59	179,484.36

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	218,066.57	05/18/2021	03/01/2035	233,671.95	545.17	214,842.36	215,387.53
FNMA	3140Q9FM0	FN CA1971	236,939.90	01/18/2022	06/01/2033	250,008.61	691.07	239,170.85	239,861.93
FNMA	3140QGKN6	FN CA8400	233,880.49	03/22/2021	12/01/2035	255,879.88	682.15	237,138.34	237,820.49
FNMA	3140X92C8	FN FM6170	196,953.75	06/25/2021	07/01/2035	213,448.63	656.51	201,513.70	202,170.21
FNMA	3140X9K46	FN FM5714	141,568.50	03/25/2021	11/01/2035	154,221.18	471.90	143,807.04	144,278.94
FNMA	3140XALC4	FN FM6622	259,275.73	03/29/2021	02/01/2036	272,644.63	540.16	248,616.99	249,157.14
FNMA	3140XC4K1	FN FM8925	251,050.34	11/16/2021	08/01/2034	272,232.71	836.83	260,833.33	261,670.16
FNMA			1,537,735.27			1,652,107.60	4,423.79	1,545,922.61	1,550,346.40

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	493,738.26	---	04/30/2022	493,738.26	0.00	493,738.26	493,738.26
MMFUND			493,738.26			493,738.26	0.00	493,738.26	493,738.26

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	270.78	54,353.75	54,624.53
MUNI	13077DQD7	V REV	75,000.00	07/29/2021	11/01/2025	75,000.00	323.25	68,747.25	69,070.50
MUNI	15741TK5	CHAFFEEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	315.15	58,739.40	59,054.55
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	230.63	51,435.45	51,666.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	314.50	70,139.25	70,453.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	545.13	121,574.70	122,119.83
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	222.24	105,322.75	105,544.99
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	133.88	78,613.95	78,747.83
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	191.95	50,574.15	50,766.10
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	305.71	257,012.25	257,317.96
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	219.38	118,441.25	118,660.63
MUNI			1,105,000.00			1,105,886.10	3,072.60	1,034,954.15	1,038,026.75

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	1,420,000.00	01/10/2019	12/31/2022	1,399,532.03	10,086.12	1,423,328.13	1,433,414.24
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	6,037.47	851,992.19	858,029.65
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	1,357.14	198,687.50	200,044.64
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	3,732.14	546,390.63	550,122.77
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	37.53	838,976.56	839,014.10
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	27.60	616,894.53	616,922.13
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	7,019.34	1,033,593.75	1,040,613.09
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,841.16	418,359.38	421,200.54
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	835.64	123,046.88	123,882.51
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,169.89	172,265.63	173,435.51
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,008.29	442,968.75	445,977.04
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,462.36	242,929.69	244,392.05
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	188.02	136,781.25	136,969.27
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	658.06	478,734.38	479,392.44
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	98.36	573,562.50	573,660.86
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	7.13	321,343.75	321,350.88
US GOV			8,595,000.00			8,581,117.98	38,566.25	8,419,855.47	8,458,421.72

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,731,665.84			27,871,612.33	81,795.24	26,895,224.11	26,977,019.35

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

CLEARWATER
ANALYTICS

Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 04/01/2022 - 04/30/2022
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	3,123,899.53	0.100	Buy	---	---	04/30/2022	3,123,899.53	0.00	(3,123,899.53)
31846V534	FIRST AMER:US TRS MM Y	(1,330,360.57)	0.100	Sell	---	---	04/30/2022	(1,330,360.57)	0.00	1,330,360.57
31846V534	FIRST AMER:US TRS MM Y	675,602.93	0.100	Buy	---	---	04/30/2022	675,602.93	0.00	(675,602.93)
31846V534	FIRST AMER:US TRS MM Y	(259,586.60)	0.100	Sell	04/13/2022	04/13/2022	04/30/2022	(259,586.60)	0.00	259,586.60
89237VAB5	TAOT 2020-A A3	(66,965.65)	0.440	Principal Paydown	04/15/2022	04/15/2022	10/15/2024	(66,965.66)	0.00	66,965.66
89237VAB5	TAOT 2020-A A3	(7,124.01)	0.440	Principal Paydown	04/15/2022	04/15/2022	10/15/2024	(7,124.01)	0.00	7,124.01
362590AC5	GMCAK 2020-3 A3	(44,799.57)	0.450	Principal Paydown	04/16/2022	04/16/2022	04/16/2025	(44,799.57)	0.00	44,799.57
09661RAD3	BMWOT 2020-A A3	(20,087.95)	0.480	Principal Paydown	04/25/2022	04/25/2022	10/25/2024	(20,087.95)	0.00	20,087.95
09661RAD3	BMWOT 2020-A A3	(5,739.41)	0.480	Principal Paydown	04/25/2022	04/25/2022	10/25/2024	(5,739.41)	0.00	5,739.41
47787NAC3	JDOT 2020-B A3	(19,943.51)	0.510	Principal Paydown	04/15/2022	04/15/2022	11/15/2024	(19,943.51)	0.00	19,943.51
47787NAC3	JDOT 2020-B A3	(4,786.44)	0.510	Principal Paydown	04/15/2022	04/15/2022	11/15/2024	(4,786.44)	0.00	4,786.44
65479CAD0	NAROT 2020-B A3	(26,974.35)	0.550	Principal Paydown	04/15/2022	04/15/2022	07/15/2024	(26,974.35)	0.00	26,974.35
65479CAD0	NAROT 2020-B A3	(7,417.95)	0.550	Principal Paydown	04/15/2022	04/15/2022	07/15/2024	(7,417.95)	0.00	7,417.95
3137F62S5	FHMS K-J31 A1	(18,921.74)	0.569	Principal Paydown	04/01/2022	04/01/2022	05/25/2026	(18,921.74)	0.00	18,921.74
3137F62S5	FHMS K-J31 A1	(4,462.68)	0.569	Principal Paydown	04/01/2022	04/01/2022	05/25/2026	(4,462.68)	0.00	4,462.68
14315FAD9	CARMX 2020-3 A3	(30,668.63)	0.620	Principal Paydown	04/15/2022	04/15/2022	03/17/2025	(30,668.63)	0.00	30,668.63
14315FAD9	CARMX 2020-3 A3	(8,859.83)	0.620	Principal Paydown	04/15/2022	04/15/2022	03/17/2025	(8,859.83)	0.00	8,859.83
3137F7DH5	FHR 5048 B	(24,581.64)	1.000	Principal Paydown	04/01/2022	04/01/2022	05/25/2033	(24,581.64)	0.00	24,581.64
3133Q5GZ3	FHS 370 A	(38,651.38)	1.000	Principal Paydown	04/01/2022	04/01/2022	09/25/2033	(38,651.38)	0.00	38,651.38
3137F7DH5	FHR 5048 B	(5,199.96)	1.000	Principal Paydown	04/01/2022	04/01/2022	05/25/2033	(5,199.96)	0.00	5,199.96
3137H4RZ5	FHMS K-J36 A1	(531.09)	1.298	Principal Paydown	04/01/2022	04/01/2022	12/25/2026	(531.09)	0.00	531.09
3137H4RZ5	FHMS K-J36 A1	(84.49)	1.298	Principal Paydown	04/01/2022	04/01/2022	12/25/2026	(84.49)	0.00	84.49
92348TAA2	VZOT 2020-A A1A	(49,231.16)	1.850	Principal Paydown	04/20/2022	04/20/2022	07/22/2024	(49,231.16)	0.00	49,231.16
92348TAA2	VZOT 2020-A A1A	(12,955.57)	1.850	Principal Paydown	04/20/2022	04/20/2022	07/22/2024	(12,955.57)	0.00	12,955.57
3137FQ3V3	FHMS K-J27 A1	(283.80)	2.092	Principal Paydown	04/01/2022	04/01/2022	07/25/2024	(283.80)	0.00	283.80
3137FQ3V3	FHMS K-J27 A1	(73.71)	2.092	Principal Paydown	04/01/2022	04/01/2022	07/25/2024	(73.71)	0.00	73.71
912828N30	UNITED STATES TREASURY	(883,746.88)	2.125	Sell	04/13/2022	04/13/2022	12/31/2022	(883,746.88)	(5,320.72)	889,067.60
912828N30	UNITED STATES TREASURY	(130,000.00)	2.125	Sell	04/13/2022	04/13/2022	12/31/2022	(130,553.52)	(786.02)	131,339.54
3140XALC4	FN FM6622	(37,939.87)	2.500	Principal Paydown	04/01/2022	04/01/2022	02/01/2036	(37,939.87)	0.00	37,939.87
3140XALC4	FN FM6622	(7,113.73)	2.500	Principal Paydown	04/01/2022	04/01/2022	02/01/2036	(7,113.73)	0.00	7,113.73
22535CDV0	Credit Agricole Corporate And Investment Bank, New	(900,000.00)	2.830	Maturity	04/01/2022	04/01/2022	04/01/2022	(900,000.00)	0.00	900,000.00
22535CDV0	Credit Agricole Corporate And Investment Bank, New	(250,000.00)	2.830	Maturity	04/01/2022	04/01/2022	04/01/2022	(250,000.00)	0.00	250,000.00
3140K7XA6	FN BP0672	(9,767.88)	3.000	Principal Paydown	04/01/2022	04/01/2022	03/01/2035	(9,767.88)	0.00	9,767.88
023135CE4	AMAZON.COM INC	880,000.00	3.000	Buy	04/11/2022	04/13/2022	04/13/2025	878,600.80	0.00	(878,600.80)
3140K7XA6	FN BP0672	(1,723.74)	3.000	Principal Paydown	04/01/2022	04/01/2022	03/01/2035	(1,723.74)	0.00	1,723.74
023135CE4	AMAZON.COM INC	130,000.00	3.000	Buy	04/11/2022	04/13/2022	04/13/2025	129,793.30	0.00	(129,793.30)
3137BM6P6	FHMS K-721 A2	(119,913.17)	3.090	Principal Paydown	04/01/2022	04/01/2022	08/25/2022	(119,913.17)	0.00	119,913.17
3137BM6P6	FHMS K-721 A2	(34,641.58)	3.090	Principal Paydown	04/01/2022	04/01/2022	08/25/2022	(34,641.58)	0.00	34,641.58
3137FKK39	FHMS K-P05 A	(32.52)	3.203	Principal Paydown	04/01/2022	04/01/2022	07/25/2023	(32.52)	0.00	32.52
3137FKK39	FHMS K-P05 A	(9.24)	3.203	Principal Paydown	04/01/2022	04/01/2022	07/25/2023	(9.24)	0.00	9.24
17252MAP5	CINTAS NO 2 CORP	390,000.00	3.450	Buy	04/26/2022	05/03/2022	05/01/2025	389,914.20	0.00	(389,914.20)
63743HF7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	3.450	Buy	04/27/2022	05/04/2022	06/15/2025	219,940.60	0.00	(219,940.60)
17252MAP5	CINTAS NO 2 CORP	60,000.00	3.450	Buy	04/26/2022	05/03/2022	05/01/2025	59,986.80	0.00	(59,986.80)
63743HF7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	3.450	Buy	04/27/2022	05/04/2022	06/15/2025	34,990.55	0.00	(34,990.55)
3132CWMM3	FH SB0364	(43,867.68)	3.500	Principal Paydown	04/01/2022	04/01/2022	06/01/2035	(43,867.68)	0.00	43,867.68
3140QGKN6	FN CA8400	(7,018.21)	3.500	Principal Paydown	04/01/2022	04/01/2022	12/01/2035	(7,018.21)	0.00	7,018.21
3133L7LB1	FH RCI1222	(62,538.15)	3.500	Principal Paydown	04/01/2022	04/01/2022	12/01/2034	(62,538.15)	0.00	62,538.15
3140Q9FM0	FN CA1971	(12,140.12)	3.500	Principal Paydown	04/01/2022	04/01/2022	06/01/2033	(12,140.12)	0.00	12,140.12
3132CWMM3	FH SB0364	(8,142.49)	3.500	Principal Paydown	04/01/2022	04/01/2022	06/01/2035	(8,142.49)	0.00	8,142.49
3140QGKN6	FN CA8400	(1,373.67)	3.500	Principal Paydown	04/01/2022	04/01/2022	12/01/2035	(1,373.67)	0.00	1,373.67
3133L7LB1	FH RCI1222	(11,256.87)	3.500	Principal Paydown	04/01/2022	04/01/2022	12/01/2034	(11,256.87)	0.00	11,256.87
3140Q9FM0	FN CA1971	(1,821.02)	3.500	Principal Paydown	04/01/2022	04/01/2022	06/01/2033	(1,821.02)	0.00	1,821.02
3140X9K46	FN FM5714	(24,442.01)	4.000	Principal Paydown	04/01/2022	04/01/2022	11/01/2035	(24,442.01)	0.00	24,442.01
3140X9K46	FN FM6170	(45,795.44)	4.000	Principal Paydown	04/01/2022	04/01/2022	07/01/2035	(45,795.44)	0.00	45,795.44
3140XC4K1	FN FM8925	(47,078.10)	4.000	Principal Paydown	04/01/2022	04/01/2022	08/01/2034	(47,078.10)	0.00	47,078.10
3140X9K46	FN FM5714	(4,364.65)	4.000	Principal Paydown	04/01/2022	04/01/2022	11/01/2035	(4,364.65)	0.00	4,364.65
3140X9K46	FN FM6170	(8,586.65)	4.000	Principal Paydown	04/01/2022	04/01/2022	07/01/2035	(8,586.65)	0.00	8,586.65
3140XC4K1	FN FM8925	(8,827.14)	4.000	Principal Paydown	04/01/2022	04/01/2022	08/01/2034	(8,827.14)	0.00	8,827.14
---	---	867,816.89	1.321	---	---	---	06/30/2023	861,742.68	(6,106.74)	(855,635.94)

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR April 2022

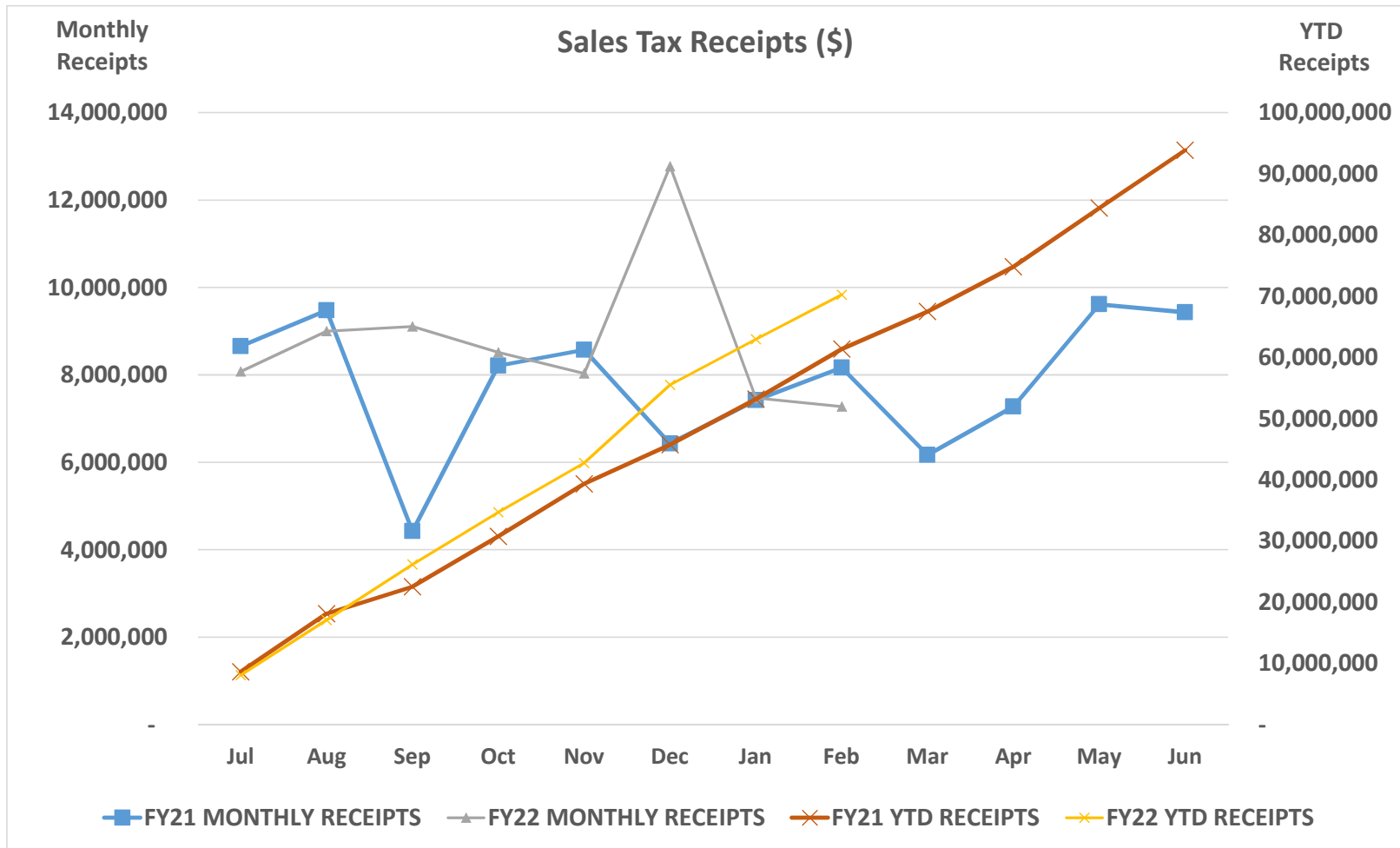
BUDGET AMENDMENTS

Amount	Line Item	Description	
		Line	
Apr-22			No Budget Amendments for APRIL 2022
<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

Amount	Line Item	Description	
Apr-22			No Budget Revisions for APRIL 2022
<u>\$ -</u>	Total	<u>\$ -</u>	Total

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2022
Measure A Sales Tax
April 2022**



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

SAN MATEO COUNTY TRANSIT DISTRICT
Monthly Sales Tax Receipts
FY2022
APRIL 2022

	FY21 MONTHLY RECEIPTS	FY22 MONTHLY RECEIPTS*	MONTHLY % Change	FY21 YTD RECEIPTS	FY22 YTD RECEIPTS	YTD % Change
Jul	8,652,560	8,073,453	(6.7%)	8,652,560	8,073,453	(6.7%)
Aug	9,475,233	8,998,280	(5.0%)	18,127,793	17,071,733	(5.8%)
Sep	4,423,442	9,104,933	105.8%	22,551,235	26,176,665	16.1%
Oct	8,212,521	8,516,856	3.7%	30,763,756	34,693,522	12.8%
Nov	8,570,674	8,032,736	(6.3%)	39,334,430	42,726,257	8.6%
Dec	6,428,114	12,772,114	98.7%	45,762,544	55,498,371	21.3%
Jan	7,420,385	7,468,855	0.7%	53,182,929	62,967,226	18.4%
Feb	8,162,508	7,276,489	(10.9%)	61,345,438	70,243,715	14.5%
Mar	6,167,874		(100.0%)	67,513,312		(100.0%)
Apr	7,276,146		(100.0%)	74,789,458		(100.0%)
May	9,612,109		(100.0%)	84,401,567		(100.0%)
Jun	9,431,782		(100.0%)	93,833,349		(100.0%)
Total	<u>93,833,349</u>	<u>70,243,715</u>				

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting General Manager/CEO
From: David Olmeda, Chief Operations Officer, Bus
Subject: **Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022**

Action

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

Significance

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

Budget Impact

There is no impact to the budget.

Background

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

Prepared By: Sher Ali Project Controls Analyst 650-622-7854



Capital Program

Quarterly Status Report and DBE Status Report



3rd Quarter Fiscal Year 2022 (January to March 2022)

Prepared for the June 1, 2022 SamTrans Board Meeting

Capital Program Budget Status Summary

Programs					
	FY2018	FY2019	FY2020	FY2021	FY2022
1. Revenue Vehicles Replacement	\$5,324	\$1,778	\$3,382	\$952	\$42,955
2. Revenue Vehicle Support	\$0	\$847	\$164	\$116	\$0
3. Information Technology	\$2,878	\$3,100	\$500	\$3,529	\$431
4. Development	\$1,552	\$750	\$250	\$0	\$500
5. Facilities/Construction	\$7,282	\$1,730	\$10,612	\$7,052	\$11,633
6. Safety and Security	\$0	\$0	\$150	\$0	\$0
7. Contingency	\$250	\$200	\$250	\$250	\$0
Total Board Approved Budget by FY⁽¹⁾	\$17,286	\$8,405	\$15,308	\$11,899	\$55,519

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

Active Projects

- 1 Central Building
- 2 Central Building Refresh
- 3 Central Roof Replacement Project
- 4 Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)
- 5 Express Bus - BEB
- 6 FY2018 Tech Refresh
- 7 LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities
- 8 Maintenance Support Equipment
- 9 North & South Base IW Line to Brake Pit Replacement
- 10 North and South Base Employee Areas
- 11 North and South Base Exterior Painting
- 12 North Base 200 Operations Building Replacement
- 13 North Base Bus Washer Replacement
- 14 Onboard Wi-Fi Equipment Retrofit for 225 Buses
- 15 Procurement of 10 Electric Buses Project
- 16 Replace & Upgrade Servers & Out of Warranty Equipment Project
- 17 South Base Bus Washer Walls Rehab
- 18 South Base Switchgear Replacement
- 19 Upgrade Current District Website
- 20 Wi-Fi at Bases for Video Review Project

Projects Completed Within the Last Three Years

- 1 Bus Stop Improvement Program
- 2 Central Office Sanitary Sewer Pump Replacement Project
- 3 Facilities Smaller Projects - FY2012
- 4 Linda Mar Park-n-Ride Lot Repaving Project
- 5 Major Bus Components - FY2012
- 6 Purchase a New Bus Simulator
- 7 Replace Paratransit Vehicles
- 8 Replacement of 55 - 2002 NABI Buses Project
- 9 South Base Natural Gas Line Replacement
- 10 Traffic Signal Priority Project

Note:

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

Performance Status Light Summary

Project Number	Title	Schedule		Budget		Funding		Page
		Q2	Q3	Q2	Q3	Q2	Q3	
Vehicle Replacement Projects								
021502	Major Bus Components Project	●	●	●	●	●	●	5
100113	Procurement of 10 Electric Buses Project	●	●	●	●	●	●	7
Information Technology Projects								
021505	Replace & Upgrade Servers & Out of Warranty Equipment	●	●	●	●	●	●	10
100016	Wi-Fi Bases for Video Review	●	●	●	●	●	●	11
100247	FY2018 Tech Refresh	●	●	●	●	●	●	13
100348	Upgrade Current District Website	●	●	●	●	●	●	14
100534	Onboard Wi-Fi Equipment Retrofit for 225 buses	●	●	●	●	●	●	15
Facilities/Construction Projects								
100018	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities		●		●		●	17
100058	Facility Smaller Projects	●	●	●	●	●	●	18
100252	Central Roof Replacement	●	●	●	●	●	●	19
100353	Maintenance Support Equipment		●		●		●	21
100466	North and South Base Employee Areas		●		●		●	22
100469	North Base Bus Washer Replacement	●	●	●	●	●	●	23
100470	North and South Base IW line to Brake Pit Replacement	●	●	●	●	●	●	25
100472	Central Building		●		●		●	27
100473	Central Building Refresh	●	●	●	●	●	●	28
100474	South Base Bus Washer Walls Rehab	●	●	●	●	●	●	30
100476	North and South Base Exterior Painting	●	●	●	●	●	●	31
100547	South Base Switchgear Replacement	●	●	●	●	●	●	33
100548	North Base 200 Operations Building Replacement		●		●		●	35
100585	Express Bus - BEB		●		●		●	36
100631	Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)		●		●		●	38

Vehicle Replacement Projects

Major Bus Components

Project No. **021502**

SCOPE Summary

The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.

This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	G	G	G
Budget (\$)		Expended	EAC/Budget
7,327,000		90.9%	100%

Project Manager: David Harbour

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	07/01/15	07/01/15	0
Finish	06/01/22	06/01/22	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	7,327	0	7,327	6,717	7,327	0	166	6,661	90.9%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	5,993	0	5,993	5,993	0
FY19 STA-State of Good Repair	State	1,230	0	1,230	1,230	0
Totals		7,223	0	7,223	7,223	0

ISSUES (in order of priority)

Issue Title	Status
None	

Major Bus Components

Project No. **021502**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Major bus components and replacement parts were purchased this quarter.

NEXT KEY ACTIVITIES (top 5)

1. Continue to purchase major bus components and replacement parts, as needed.

PROJECT NOTES

None.

Procurement of 10 Electric Buses

Project No. **100113**

SCOPE Summary

Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	R	G	G
Previous	R	G	G
Budget (\$)		Expended	EAC/Budget
10,926,668		29.8%	100%

Project Manager: David Harbour

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Contract Option, Award & Pre-Production Finish	10/31/18	08/31/18	61
Acceptance/In Service Finish	08/31/20	03/31/22	-577
Production/Inspection/Delivery Finish	02/28/20	03/31/22	-762
Contract Close Out	11/30/20	06/01/22	-548

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)					
Totals	10,926	0	10,926	3,257	10,926	0	0	3,257	29.8%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
General Capital Fund	Local	7	0	7	7	0
Sec 5307 Grant CA-2017-16	Federal	4,939	0	4,939	4,939	0
FTA 1671-2016-8	Federal	1,976	0	1,976	1,976	0
FY18 STA - SOGR (SB1)	State	568	0	568	568	0
Prop 1B PTMISEA FY14	State	631	0	631	631	0
LCTOP - FY16, FY17 Electric Buses	State	1,259	0	1,259	1,259	0
EVSE Voucher from HVIP	State	300	0	300	300	0
FY17 AB664	Local	106	0	106	106	0
Totals		9,785	0	9,785	9,785	0

Procurement of 10 Electric Buses

Project No. **100113**

ISSUES (in order of priority)

Issue Title	Status
Technical issues with buses	Samtrans continued to work with Legal.

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. SamTrans’ Executive Team continues working with legal to mitigate the continuing issues and problems with the two remaining Proterra BEB’s (Lot-1).
2. Samtrans to continue negotiations with Proterra.

NEXT KEY ACTIVITIES (top 5)

1. SamTrans’ Executive Team continues working with legal to mitigate the continuing issues and problems with the two remaining Proterra BEB’s (Lot-1).
2. Samtrans to continue negotiations with Proterra.

PROJECT NOTES

1. Legal is working with the vendor to resolve technical issues with the buses.
2. This will be the last report for this project. Additional electric buses will be purchased under Project#100585.

Information Technology Projects

Replace & Upgrade Servers & Out of Warranty Equipment Project

Project No. **021505**

SCOPE Summary

This project will replace District’s servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central’s Data Center, North Base, and South Base as well as professional services for setup and configuration.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	G	G	G
Budget (\$)		Expended	EAC/Budget
7,079,000		73.8%	100%

Project Manager: Edward Kelly

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	07/01/14	07/01/14	0
Finish	12/31/22	12/31/22	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	7,079	0	7,079	6,084	7,079	0	323	5,227	73.8%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	7,079	0	7,079	7,069	10
Totals		7,079	0	7,079	7,069	10

ISSUES (in order of priority)

Issue Title	Status
None.	NA

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued replacement of District’s IT equipment on an as needed basis.

NEXT KEY ACTIVITIES (top 5)

1. Continue replacement of District’s IT equipment on an as needed basis.

PROJECT NOTES

None.

Wi-Fi at Bases for Video Review

Project No. **100016**

SCOPE Summary

The project scope will primarily be as follows:

1. Install and test Wi-Fi equipment at North Base and South Base.
2. Specify software configuration based on stakeholder consensus.
3. Install, configure, and test servers, including:
 - a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video.
 - b. Database server, which runs Microsoft SQL server and houses data for the server application.
4. Install and configure client application on specified computers.
5. Configure all new Wi-Fi equipped DVRs to communicate with the application server.
6. Purchase, install and test WiFi equipment at MV San Francisco CUB and Brewster locations.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	R	G	G
Previous	R	G	G
Budget (\$)		Expended	EAC/Budget
690,499		86.9%	100%

Project Manager: Karambir Cheema

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	03/26/18	03/26/18	0
Finish	06/30/20	12/31/22	-914

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	690	0	690	600	690	0	1	600	86.9%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	690	0	690	690	0
Totals		690	0	690	690	0

Wi-Fi at Bases for Video Review

Project No. **100016**

ISSUES (in order of priority)

Issue Title	Status
Project Schedule Delay	PM extended the finish date to fund any procurements required to complete this project.

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. IT conducted site surveys at Brewster and Cub.
2. Completed CUB site survey.
3. Ordered network equipment.

NEXT KEY ACTIVITIES (top 5)

1. Receive network equipment.
2. Identify wiring requirements for CUB and Brewster.
3. Obtain quotes from 3 different wiring vendors.
4. Schedule wiring installation.
5. Configure, test, and implement network equipment.
6. Mount, connect and test Access Points.

PROJECT NOTES

1. Project completion is now estimated at December 31, 2022. PM is extending the forecasted finish date to fund any procurements required to complete this project.

FY2018 Tech Refresh

Project No. **100247**

SCOPE Summary

To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system’s servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G ●	G ●	G ●
Previous	G ●	G ●	G ●
Budget (\$)		Expended	EAC/Budget
1,303,476		66.3%	100%

Project Manager: Edward Kelly

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	07/01/18	07/01/18	0
Finish	12/31/22	12/31/22	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,303	0	1,303	890	1,303	0	47	864	66.3%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	1,303	0	1,303	1,303	0
Totals		1,303	0	1,303	1,303	0

ISSUES (in order of priority)

Issue Title	Status
None.	NA

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Continued replacement of District’s IT equipment on an as needed basis.

NEXT KEY ACTIVITIES (top 5)

1. Continue replacement of District’s IT equipment on an as needed basis.

PROJECT NOTES

None.

Upgrade Current District Website

Project No. **100348**

SCOPE Summary

To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.

STATUS Summary

Phase: Implementation

Quarter	Schedule	Budget	Funding
Current	R	G	G
Previous	R	G	G
Budget (\$)		Expended	EAC/Budget
950,000		98.4%	65%

Project Manager: Jeremy Lipps

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
NTP	06/01/19	06/01/19	0
Construction Completion	03/31/21	04/30/22	-395

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	600	350	950	696	620	330	31	610	98.4%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
General Capital Fund	Local	600	350	950	950	0
Totals		600	350	950	950	0

ISSUES (in order of priority)

Issue Title	Status
Overlapping two contracts with the same vendor	The Website Project has been linked to a Branding Project and the timeline pushed back. The purpose of this relates to both contracts being the same vendor and overlapping tasks relating to research and implementation of a brand into a website.

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. The contract was negotiated with Contracts and Procurement.
2. Created and reviewed the website content.
3. Held meeting with departments, vendors, and stakeholders.

NEXT KEY ACTIVITIES (top 5)

1. Launch the website to public.

PROJECT NOTES

None

Onboard Wi-Fi equipment retrofit for 225 buses

Project No. **100534**

SCOPE Summary

This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.

STATUS Summary

Phase: **Implementation**

Quarter	Schedule	Budget	Funding
Current	R	G	G
Previous	R	G	G
Budget (\$)		Expended	EAC/Budget
1,766,000		68.7%	100%

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Project Start	09/09/20	09/09/20	0
Project Completion	06/30/21	05/31/22	-335

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion E	Variation (F=C-D)	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)					
Totals	1,766	0	1,766	1,212	1,766	0	3	1,213	68.7%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	267		267	267	0
FY21 STA -SOGR	State	1,766		1,766	1,766	0
Totals		2,033	0	2,033	2,033	0

ISSUES (in order of priority)

Issue Title	Status
Interface with CVAD/AVL configuration	CVAD/AVL which is tied to this project due to configuration and using one SIM card for both functionalities has pushed the completion date to May 2022.

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Routers installation were completed.

NEXT KEY ACTIVITIES (top 5)

1. Inspect, configure and test the routers for connectivity and uploading data to the central server.

PROJECT NOTES

None

Facilities / Construction Projects

LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities

Project No. **100018**

SCOPE Summary

Phase 2 of 2: Replacing lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base Facilities. Design work-cost estimates for Phase Two fully completed.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA

Budget (\$)	Expended	EAC/Budget
3,218,000	27.1%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
TBD			

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	3,218	0	3,218	923	3,218	0	0	871	27.1%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	1,463	0	1,463	1,463	0
SOGR FY20	State	1,754	0	1,754	1,754	
Totals		3,217	0	3,217	3,217	0

ISSUES (in order of priority)

Issue Title	Status

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

Facility Smaller Projects

Project No. **100058**

SCOPE Summary

This project will maintain a state of good repair (SOGR) for the District’s infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	G	G	G
Budget (\$)		Expended	EAC/Budget
2,642,000		88.2%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	07/01/19	07/01/19	0
Finish	06/30/22	06/30/22	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	2,642	0	2,642	2,545	2,642	0	298	2,331	88.2%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	2,642	0	2,642	2,642	0
Totals		2,642	0	2,642	2,642	0

ISSUES (in order of priority)

Issue Title	Status
None	

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Performed maintenance or repairs work, as needed.

NEXT KEY ACTIVITIES (top 5)

1. Continue with maintenance and repairs work, as needed.

PROJECT NOTES

None.

Central Roof Replacement

Project No. **100252**

SCOPE Summary

Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old “foam roof”, which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District’s goal of a reliable system in a state of good repair.

STATUS Summary

Phase: Design

Quarter	Schedule	Budget	Funding
Current	Y	G	G
Previous	G	G	G
Budget (\$)		Expended	EAC/Budget
1,275,000		1.1%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	09/01/19	09/01/19	0
Design	04/30/22	08/31/22	-123
Procurement	10/31/22	02/28/23	-120
Construction	11/30/23	11/30/23	0
Closing	01/31/24	01/31/24	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,275	0	1,275	14	1,275	0	0	14	1.1%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
General Capital Fund	Local	1,275	0	1,275	1,275	0
Totals		1,275	0	1,275	1,275	0

Central Roof Replacement

Project No. **100252**

ISSUES (in order of priority)

Issue Title	Status
Facilities Understaffed	Facilities is understaffed by long-standing vacancies with recruitments still in process. Projects were re-assessed for District impact and criticality to determine viable schedules moving forward.

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. District’s GEC/Design consultant conducting outreach to specialty firms.

NEXT KEY ACTIVITIES (top 5)

1. GEC/Design consultant engages preliminary plans/schedules with specialty firms.

PROJECT NOTES

None.

Maintenance Support Equipment

Project No. **100353**

SCOPE Summary

Equipment used to support day-to-day shop activities.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA

Budget (\$)	Expended	EAC/Budget
746,000	36.5%	100%

Project Manager: David Harbour

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	07/01/19	07/01/19	0
Finish	12/31/22	12/31/22	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	746	0	746	434	746	0	272	272	36.5%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	746	0	746	746	0
Totals		746	0	746	746	0

ISSUES (in order of priority)

Issue Title	Status

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

North and South Base Employee Areas

Project No. **100466**

SCOPE Summary

Remodel and update the Maintenance Employees and Operations Areas in North and South Base.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA

Budget (\$)	Expended	EAC/Budget
520,000	2.1%	100%

Project Manager: David Harbour

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
TBD			

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	520	0	520	11	520	0	11	11	2.1%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	520	0	520	520	0
Totals		520	0	520	520	0

ISSUES (in order of priority)

Issue Title	Status

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

North Base Bus Washer Replacement

Project No. **100469**

SCOPE Summary

The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District’s height/width requirements, 3-bike rack capacity and extended mirror assemblies.

STATUS Summary

Phase: Construction

Quarter	Schedule	Budget	Funding
Current	R	G	G
Previous	R	G	G
Budget (\$)		Expended	EAC/Budget
935,000		7.3%	100%

Project Manager: Thomas Jeffrey

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
NTP	01/01/20	01/01/20	0
Construction Completion	12/31/21	10/31/22	-304

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)					
Totals	935	0	935	68	935	0	23	68	7.3%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
General Capital Fund	Local	395		395	395	0
SOG FY20	State	540		540	540	0
Totals		935	0	935	935	0

ISSUES (in order of priority)

Issue Title	Status
Revised the staffing/resources plan	Facilities has revised the staffing/resources plan for phased completion by Oct 2022.

North Base Bus Washer Replacement

Project No. **100469**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Staff made a review of all bid submittals and conducted reference checks.
2. District Board awarded the construction contract to NS Corporation on 2/3/2022.

NEXT KEY ACTIVITIES (top 5)

1. Staff will complete contract execution and hold a kickoff meeting to plan/coordinate actual construction.

PROJECT NOTES

None

North & South Base IW Line to Brake Pit Replacement

Project No. **100470**

SCOPE Summary

This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.

STATUS Summary

Phase: Closing

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	G	G	G
Budget (\$)		Expended	EAC/Budget
780,000		83.8%	100%

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
C&P IFB Issued	08/06/20	08/06/20	0
C&P Pre-Bid Meeting	08/13/20	08/13/20	0
C&P Pre-Bid Site Walk	08/13/20	08/13/20	0
Submit Answers to Bidder Questions	08/27/20	08/27/20	0
Bids Due	09/17/20	09/17/20	0
Notice of Award	11/04/20	11/04/20	0
Notice to Proceed	12/01/20	12/01/20	0
Contract Completion	03/31/21	05/31/21	-61
Project Closed	07/31/21	02/04/22	-188

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	780	0	780	686	780	0	23	654	83.8%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	780	23	803	803	0
Totals		780	23	803	803	0

ISSUES (in order of priority)

Issue Title	Status
None	

North & South Base IW Line to Brake Pit Replacement

Project No. **100470**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Notice of Completion was filed with the County Recorder's Office on 12/20/2021.
1. District staff have closed/liquidated applicable contracts and sent contract document into retention.

NEXT KEY ACTIVITIES (top 5)

This will be the last report for the project.

PROJECT NOTES

None

Central Building

Project No. **100472**

SCOPE Summary

Consultant support to assist in possible development options, including possible public private partnerships, for the Central Administration Building.

STATUS Summary

Phase: Execution

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA

Budget (\$)	Expended	EAC/Budget
750,000	38.4%	100%

Project Manager: Brian Fitzpatrick

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
TBD			

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	750	0	750	614	750	0	0	288	38.4%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	750	0	750	750	0
Totals		750	0	750	750	0

ISSUES (in order of priority)

Issue Title	Status

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

Central Building Refresh

Project No. **100473**

SCOPE Summary

This project is for Central Building improvements. It includes 20+ building improvements for Central Office and Garage.

STATUS Summary

Phase: Design

Quarter	Schedule	Budget	Funding
Current	Y	G	G
Previous	Y	G	G

Budget (\$)	Expended	EAC/Budget
1,849,000	24.9%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	07/01/20	07/01/20	0
Design	02/28/22	06/30/22	-122
Procurement	08/31/22	01/31/23	-153
Construction	03/31/24	05/31/24	-61
Closing	06/30/24	08/31/24	-62

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,849	0	1,849	545	1,849	0	0	461	24.9%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
General Capital Fund	Local	1,849	0	1,849	1,849	0
Totals		1,849	0	1,849	1,849	0

ISSUES (in order of priority)

Issue Title	Status
Facilities Understaffed	Facilities is understaffed by long-standing vacancies with recruitments still in process. Projects were re-assessed for District impact and criticality to determine viable schedules moving forward.

Central Building Refresh

Project No. **100473**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. GEC/Design consultant continues design criteria, delivery method and phased construction with specialty consultant.

NEXT KEY ACTIVITIES (top 5)

1. GEC/Design consultant to develop plans, specifications and estimates with District's review.

PROJECT NOTES

None.

South Base Bus Washer Walls Rehab

Project No. **100474**

SCOPE Summary

This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls

STATUS Summary

Phase: Final Design

Quarter	Schedule	Budget	Funding
Current	R	G	G
Previous	R	G	G
Budget (\$)		Expended	EAC/Budget
350,000		5.1%	100%

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
NTP	08/01/20	10/01/20	-61
Final Design	07/31/21	04/30/22	-273
C&P Bids	12/31/21	11/30/22	-334
Construction Completion	05/31/22	03/31/23	-304
Project Closed	06/30/22	06/30/23	-365

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)					
Totals	350	0	350	18	350	0	3	18	5.1%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	50		50	50	0
SOGR FY20	State	300		300	300	0
Totals		350	0	350	350	0

ISSUES (in order of priority)

Issue Title	Status
Staff shortage	Project staff was short/vacant through 2019-2020; Project was deferred during this time.

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Design work by consultant continued.
2. District staff participated in design changes.

NEXT KEY ACTIVITIES (top 5)

1. Consultant to resolve outstanding issues and deliver plans, specifications and estimates.

PROJECT NOTES

None

North and South Base Exterior Painting

Project No. **100476**

SCOPE Summary

This project is to paint exterior portions of North and South Bases.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	G	G	G

Budget (\$)	Expended	EAC/Budget
1,140,000	0.2%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	03/01/21	03/01/21	0
Preliminary Plans	04/30/21	04/30/21	0
Final Plans	02/28/22	02/28/22	0
Procurement	09/30/22	09/30/22	0
Construction (Painting in phases 2 -3 years)	10/31/23	10/31/23	0
Closing	01/31/24	01/31/24	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,140	0	1,140	2	1,140	0	0	2	0.2%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure W Sales Tax - Capital	Local	1,140	0	1,140	1,140	0
Totals		1,140	0	1,140	1,140	0

s

ISSUES (in order of priority)

Issue Title	Status

North and South Base Exterior Painting

Project No. **100476**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Plans, work phases and site measurements continue.

NEXT KEY ACTIVITIES (top 5)

1. Finalize bid documents for Procurement in advance of public bidding.

PROJECT NOTES

None.

South Base Switchgear Replacement

Project No. **100547**

SCOPE Summary

South Base switchgear replacement.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	Y	G	G
Previous	G	G	G
Budget (\$)		Expended	EAC/Budget
6,700,000		2.0%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
Start	10/01/19	10/01/19	0
Preliminary Plans	09/30/20	09/30/20	0
Final Plans	03/31/22	04/30/22	-30
Procurement	09/30/22	11/30/22	-61
Construction	09/30/23	09/30/23	0
Closing	12/31/23	12/31/23	0

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,000	5,700	6,700	213	6,700	0	105	131	2.0%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure W Sales Tax - Capital	Local	1,000	5,700	6,700	1,000	5,700
Totals		1,000	5,700	6,700	1,000	5,700

ISSUES (in order of priority)

Issue Title	Status

South Base Switchgear Replacement

Project No. **100547**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. District's design consultant continues planning with review/input by District staff and PG&E.
2. PG&E identified site layout changes that require design rework but expedite subsequent construction.
3. Project Team has discussed forthcoming bid solicitation and procurement cycle with C&P.

NEXT KEY ACTIVITIES (top 5)

1. Design consultant incorporates recent changes and provides final construction documents.
2. Project Team to provide final construction documents to C&P for public bidding.

PROJECT NOTES

None.

North Base 200 Operations Building Replacement

Project No. **100548**

SCOPE Summary

Engineering/geo-tech studies and final design/construction documents for North Base Building 200 Replacement.

STATUS Summary

Phase: Planning

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA

Budget (\$)	Expended	EAC/Budget
1,575,000	0.0%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
TBD			

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,575	0	1,575	0	1,575	0	0	0	0.0%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
General Capital Fund	Local	575	0	575	575	0
Measure W Sales Tax - Capital	Local	1,000	0	1,000	1,000	0
Totals		1,575	0	1,575	1,575	0

ISSUES (in order of priority)

Issue Title	Status

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

Express Bus - BEB

Project No. **100585**

SCOPE Summary

To purchase 7 battery electric heavy-duty, low-floor, 40-foot buses (BEBs) that will be used for the Express Bus Pilot Program and 10 battery electric buses will be replacing the ten 2003 Gillig that were scheduled for replacements with the initial 10 pilot battery electric buses.

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA

Budget (\$)	Expended	EAC/Budget
25,338,000	0.1%	100%

Project Manager: David Harbour

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
TBD			

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	25,338	0	25,338	19,905	25,338	0	0	16	0.1%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure W Sales Tax - Capital	Local	4,865	0	4,865	4,865	0
Sec 5307 Grant CA-2017-16	Federal	3,679	0	3,679	3,679	0
FTA 1671-2016-8	Federal	1,630		1,630	1,630	0
FY18 STA - SOGR (SB1)	State	568		568	568	0
Prop 1B PTMISEA FY11 SAMTR	State	629		629	629	0
LCTOP - FY16 Electric Buses	State	950		950	950	0
LCTOP - FY17 Electric Buses	State	309		309	309	0
LCTOP - FY18 Express Bus Pilot	State	1,133		1,133	1,133	0
LCTOP - FY19 Express Bus Pilot	State	1,717		1,717	1,717	0
FY20 LCTOP Program	State	1,703		1,703	1,703	0
SB1 LLP - Express Bus Project	State	2,000		2,000	2,000	0
AHSC - Express Bus Project	Local	2,250		2,250	2,250	0
TBD	Local	3,904		3,904		3,904
Totals		25,338	0	25,338	21,434	3,904

Express Bus - BEB

Project No. **100585**

ISSUES (in order of priority)

Issue Title	Status

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)

Project No. **100631**

SCOPE Summary

This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection.

The FY22 Budget requests reflects the Design Phase only. Total estimated Project reflects design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure).

STATUS Summary

Phase: Procurement

Quarter	Schedule	Budget	Funding
Current	G	G	G
Previous	NA	NA	NA
Budget (\$)		Expended	EAC/Budget
1,926,000		18.3%	100%

Project Manager: Greg Moyer

MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Act. Completion	Variation (days)
	(A)	(B)	(C=A-B)
TBD			

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

	Budget				Estimate at Completion	Variation	Expended + Accruals		
	Original	Changes	Current	Committed			Period	To date	%EAC Exp.
	(A)	(B)	(C=A+B)	(D)			E	(F=C-D)	
Totals	1,926	0	1,926	1,432	1,926	0	352	352	18.3%

FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
Measure W Sales Tax - Capital	Local	1,926	0	1,926	1,926	0
Totals		1,926	0	1,926	1,926	0

ISSUES (in order of priority)

Issue Title	Status

Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)

Project No. **100631**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

TBD.

NEXT KEY ACTIVITIES (top 5)

TBD.

PROJECT NOTES

This is the first quarterly report for this project. Any missing information will be added in the next report.

Appendices

Appendix A - Fiscal Year Capital Budgets

Fiscal Year Capital Budgets

Fiscal Year 2020 Capital Budget - Amendment 1

Item #3.d.
6/1/2022

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

Fiscal Year 2020 Capital Budget (Cont)

Item #3.d.
6/1/2022

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

Fiscal Year 2021 Capital Budget - Amendment 1

Item #3.d.
6/1/2022

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19, FY20 & FY21)	720,700	6,606,636	7,327,336
1.4	100353	Maintenance support equipment	230,800	195,020	425,820
			S/T	951,500	6,801,656
Non-Revenue Vehicle Support					
2.1	100549	Replace Non-Rev Service Support Vehicles	116,500	-	116,500
			S/T	116,500	116,500
Information Technology					
3.1	100546	Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud	1,750,424	-	1,750,424
3.2	100537	ITS PADS signs upgrade project from 3G to 4G Technology	75,000	-	75,000
3.3	100534	Onboard Wi-Fi equipment retrofit for 225 buses	1,572,180	-	1,572,180
3.4	100477	Intranet Solution Replacement	131,000	350,000	481,000
			S/T	3,528,604	3,878,604
Planning/Development					
4.1	100058	Facilities Smaller Projects	1,430,000	1,110,000	2,540,000
4.2	100547	South Base Switchgear Replacement	1,000,000	-	1,000,000
4.3	100469	North Base Bus Washer Replacement	395,000	540,000	935,000
4.4	100538	North and South Base Front Entrance Modifications	165,000	-	165,000
4.5	100548	North Base 200 Operations Building Replacement	1,000,000	-	1,000,000
4.6	100539	South Base Pico Blvd Property	3,061,918	-	3,061,918
			S/T	7,051,918	1,650,000
Safety and Security					
5.1		Contingency	250,000	-	250,000
			S/T	250,000	250,000
Total FY2021 Budget			11,898,522	8,801,656	20,700,178

Fiscal Year 2022 Capital Budget - Amendment 2

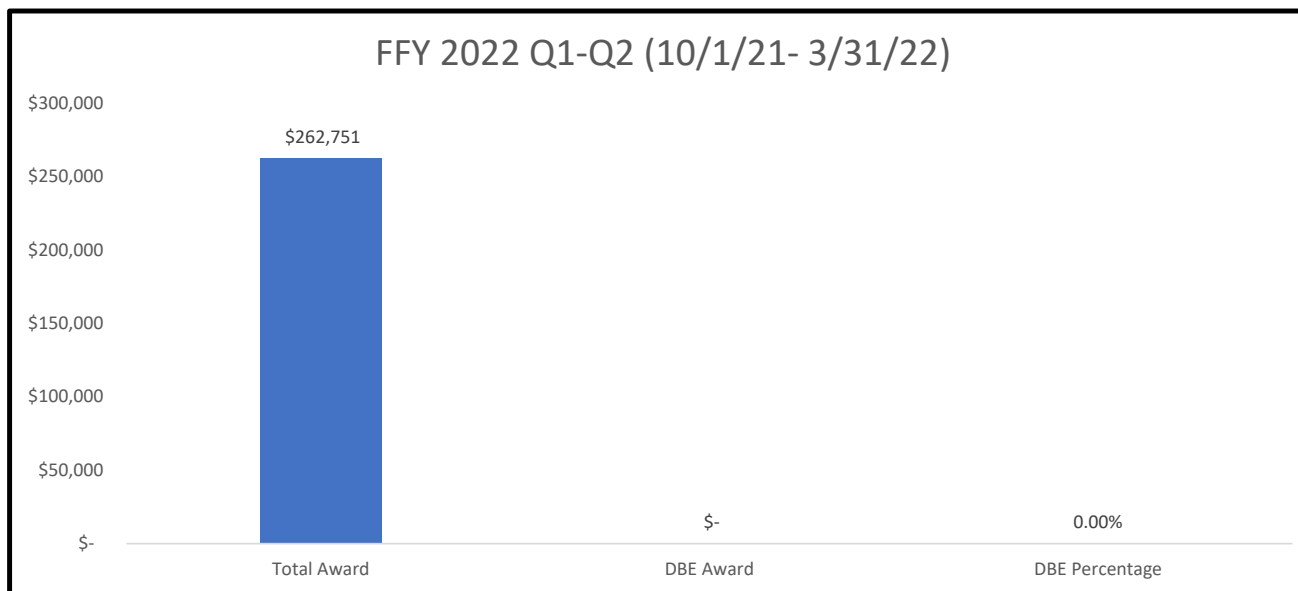
Item #3.d.
6/1/2022

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19, FY20, FY21 & FY22)	311,347	7,327,336	7,638,683
1.2	100353	Maintenance support equipment	320,226	425,820	746,046
1.3	100633	Para Transit (Cutaway) Revenue Vehicle Procurement	3,457,280	-	3,457,280
1.4	100634	Replacement of (10) 2017 Redi-Wheels Minivans	874,384	-	874,384
1.5	100635	Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses	29,222,557	-	29,222,557
1.6	100113	Electric Bus Procurement	(7,765,806)	10,926,668	3,160,862
1.7	100585	Express Bus - BEB	16,535,180	8,802,841	25,338,021
			S/T	42,955,168	27,482,665
Information Technology					
3.1	100628	Automatic Passenger Counter (APC) Validation	431,250	-	431,250
			S/T	431,250	-
Facilities/Construction					
4.1	100058	Facilities Smaller Projects	920,000	2,540,000	3,460,000
4.2	100548	North Base 200 Operations Building Replacement	575,000	1,000,000	1,575,000
4.3	100018	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	1,789,832	1,428,000	3,217,832
4.4	100629	EV Chargers for Non-Revenue Vehicles (6 total)	575,000	-	575,000
4.5	100630	TAM Maturity and Development Assessment	55,200	-	55,200
4.6	100631	Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	1,926,250	-	1,926,250
4.7	100632	Transit Oriented Development (TOD) Project Initiation Funds	92,000	-	92,000
4.8	100547	South Base Switchgear Replacement	5,700,000	1,000,000	6,700,000
			S/T	11,633,282	5,968,000
Planning/Development					
5.1		Capital Program and Project Development	250,000	-	250,000
5.2		Capital Program Management	250,000	-	250,000
			S/T	500,000	-
Total FY2022 Budget			55,519,700	33,450,665	88,470,365

Appendix B - Disadvantaged Business Enterprise (DBE)

Disadvantaged Business Enterprise (DBE)

SamTrans Award



Note: There was no Federal Awards for Q1 FFY 2022 for SamTrans.

Appendix C - Project Performance Status Light Criteria

Status Light	Event Trigger	Range & Limits	Light
Budget ⁽¹⁾	(a) Change in Approved Budget	Increased $\geq 10\%$ or $\geq \$2M$	Red
		Increased ($\geq 3\%$ and $< 10\%$) or ($\geq \$60K$ and $< \$2M$)	Yellow
		Decreased any amount or remained the same	Green
	(b) Estimate At Completion (EAC) not equal to Approved Budget	EAC $>$ Approved Budget by 10% or more; or $\$2M$ or more	Red
		EAC $>$ Approved Budget by $\geq 5\%$ and $< 10\%$, or $\geq \$100K$ and $< \$2M$	Yellow
		EAC \leq budget	Green
Schedule ⁽²⁾	(a) Major Milestone not equal to corresponding Baseline dates	M. Milestones $>$ Baseline 180 days or more	Red
		M. Milestones $>$ Baseline 31 to 179 days	Yellow
		M. Milestones \leq Baseline, or	Green
		M. Milestones $>$ Baseline 30 days or less	Green
Funding ⁽¹⁾	(a) EAC not equal to Activated Funds	Activated Funds $<$ EAC and cannot cover Projected Costs for the next 180 days	Red
		Activated Funds $<$ EAC but can cover Projected Costs at least 180 days	Yellow
		EAC \leq Activated Funds	Green
	(b) EAC not equal to Total Approved Funds	EAC $>$ Total Approved Funds	Red
		EAC \leq Total Approved Funds	Green

Notes:

1. If more than one event is triggered, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).

Appendix D - Definition of Terms

Δ Prev

Change from previous period.

Accruals

An estimated or known cost for the work performed, equipment, or materials received, through the current reporting period that hasn't been recorded in the financial system as expended.

Activated Funding (in Funding)

The portion of the total approved project funding that is available and ready to be expended. See Un-activated Amount and Board Approved.

Allocated Contingency

Portion of the project contingency budget allocated to contracts or specific types of work for identified project risks. See Contingency and Unallocated Contingency.

Baseline

The currently approved plan that includes the project scope, budget and schedule. Performance indicators are calculated by comparing the current progress against the planned progress according to the baseline.

Baseline Completion (in Milestone Schedule)

The milestone planned date of completion in the currently assigned project baseline.

Board Approved (in Funding)

The funding approved by the Board for the completion of the project. It includes approved current and previous years capital budgets and capital budget amendments.

Board Authorized (in Major Contracts)

The budget amount approved by the Board of Directors for a particular contract. Includes contingency.

Budget Changes (in Project Budget/Estimate at Completion)

Changes to the original budget that have been approved by management through the change management process.

Budget Original (in Project Budget/Estimate at Completion)

The budget approved in the first or original project baseline.

Committed

The amount of authorized contracts, P.O.s, agreements, settlements, or other instruments that obligate the District to expend project funds.

Completion (in Milestone Schedule)

The current estimated or actual date of completion for a milestone.

Contingency

An estimated amount based on the uncertainty and risk to cover unforeseen events during the course of the project. See Unallocated and Allocated Contingency.

Contract Change Orders (CCOs)

Contract budget changes approved through the change management process.

CPI (Cost Performance Index)

A measure of the financial effectiveness and efficiency of a project. It represents the amount of completed work for every unit of cost spent. As a ratio it is calculated by dividing the budgeted cost of work completed, or Earned Value (EV), by the Actual Cost (AC) of the work performed.

Current Contract Amount

This is the original contract amount plus any approved Contract Change Orders (CCOs). The current contract amount is the approved obligation to the construction contractor. Does not include any contingency approved for the contract.

EAC (Estimate at Completion)

The estimated final cost of the project, or a particular type of work, based on actual expenses to date and estimated expenses of remaining work.

EAC/Budget (in Status Summary)

The percent of the Estimate at Completion covered by the current project budget.

Earned Value (EV)

The physical work accomplished in terms of the cost estimates for activities fully or partially completed at the end of a reporting period.

Earned Value Progress (in Status Summary)

The Earned Value of completed works expressed as a percentage of the project's current budget without contingency. See Earned Value.

Executed CCOs (Executed Contract Change Orders)

The portion of a contract's contingency budget used in executed (approved) Contract Change Orders.

Executed Changes

The portion of the project's contingency budget used in executed (approved) Change Orders. Includes Executed CCOs.

Expended + Accruals

The project or contract costs that have been recorded in the financial system plus the accrual cost for the work performed through the current period. See Accruals.

High Likelihood Risks (in Contingency)

Project risks that have a high likelihood to result in changes.

In-Process CCOs (In-Process Contract Change Orders)

Contract Change Orders pending approval.

In-Process Changes

Project Change Orders pending approval. Includes CCOs.

Interfaces

Refers to points of connection to other projects, programs, or other entities that if not managed may lead to conflicts and issues.

Issues

Events that are occurring or have already occurred that have negative consequences for a project, that are recoverable or can be mitigated in some way.

Key Activities

Lists activities performed in the current month and activities anticipated for next month.

Milestone Schedule

Lists the project's significant events or important achievements in the project lifecycle. It is considered a high level summary schedule for the project.

Notable Issues

Most important project issues that are currently affecting the objectives, scope, schedule, budget and/or the adequate funding of the project.

Notable Risks

Most important project risks that may impact the objectives, scope, schedule, budget and/or the adequate funding of the project.

Phase

Refers to the current project phase. For the Capital Program, the project phases are: Planning, Preliminary Design, Final Design, Procurement, Construction, Closing, Closed.

Planned Value (PV)

The estimated cost of work planned to be accomplished at a given period based on the project assigned baseline.

Planned Value Progress (in Status Summary)

The Planned Value of work that is expected to be completed this period, according to the baseline, expressed as a percentage of the project's current budget without contingency. See Planned Value.

Potential and In-Process Changes

Change Orders where impacts are being evaluated or determined, or Change Orders in process for approval. Includes Contract Change Orders.

Resolution Date (in Notable Issues)

The latest date an issue needs to be resolved before it begins to affect the objectives, scope, schedule, budget and/or the adequate funding of the project.

Risks

Events or uncertain conditions that, if they occur, have a negative or positive impact in the project's objectives.

Safety Incidents

Reported safety incidents related to the execution of project work, that occurred during the reporting period.

Scope Summary

High level description of the objectives and principal deliverables of the project.

SPI (Schedule Performance Index)

A measure of the actual project progress compared to its planned progress at the closing of the current period based on the current assigned baseline. It is calculated by dividing the budgeted cost of work performed, or Earned Value (EV), by the budgeted cost of work planned, or Planned Value (PV) for the current period.

Type I Incidents (in Safety)

Near Miss or incident requiring written report based on contract requirements.

Type II Incidents (in Safety)

Injury of worker or passenger requiring a report to the Federal Railroad Administration.

Type of Work

Categories defined for classifying project costs.

Un-activated Amount (in Funding)

Portion of the Board Approved funding for the project that has not been Activated. See Activated Funding.

Unallocated Contingency

Portion of total project contingency budget to account for Unknown Risks.

Unknown Risks

Unidentified risks that have not been accounted for and are included in the Unallocated Contingency budget.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Acceptance of Quarterly Fuel Hedge Update**

Action

Staff proposes the Board to review, accept, and enter into the record the report providing an update on the implementation of a fuel hedge strategy for the District.

Significance

The purpose of this report is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for the District.

Under this program, the staff will continue to work with Linwood Capital, LLC in order to:

Accumulate new fuel hedge contracts for the upcoming fiscal year as market conditions allow.

- Maintain the size of the hedge in order to protect District's fuels budget against volatile price movements in the diesel fuel market.

Budget Impact

There is no impact on the budget.

Background

The Program implemented for the District is designed to minimize large budget variances resulting from the volatility of diesel fuel prices. An effective hedging strategy can increase budget certainty and facilitate a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as that relates to the District's annual budget.

- As of March 31st, the hedge program realized net gains of \$467,953.00 for the time period July 2021 through March 2022- the first three quarters of FY 2022.
- Additionally, the hedge currently reflects unrealized gains of \$877,170.00 (+\$0.88/gallon on all projected gallons April 2022 through December 2022). This assumes projected consumption of 100,000 gallons per month from April through June 2022 and 115,561 gallons per month from July 2022 through December 2022.
- Approximately 67% (62% after tax) of the anticipated fuel usage through December 2022 is hedged at an average expected price of \$1.81/gallon excluding taxes and fees

(\$2.53 including taxes and fees) versus a currently planned budget estimate of \$1.98/gallon, excluding taxes and fees.

- The remaining un-hedged gallons through December 2022 have a projected cost of \$3.12/gallon before taxes and fees: and \$3.84/gallon after taxes and fees as of 3/31/2022.
- Weighted average projected cost of all gallons net of hedging as of 3/31/2022 is \$2.24/gallon without taxes and fees – \$2.95/gallon with taxes and fees through December 2022.

Prepared By:	Ashok Deshmukh	Acting Manager, Treasury	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: Carter Mau
Acting General Manager/CEO

From: Mehul Kumar
Executive Officer, IT

Subject: **Execution of Contracts for Information Technology Licenses, Maintenance Services, and Professional Services**

Action

Staff recommends the Board of Directors (Board) authorize the Acting General Manager/CEO, or designee, to enter into contracts greater than \$150,000 with original equipment manufacturers, product licensors and maintainers and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements if not available or competitive procurement if not applicable, to procure new software licenses, maintenance, and support services, recurring maintenance services, subscriptions and license renewals necessary to permit continued effective use and upkeep of information technology hardware and software used by the San Mateo County Transit District (District). The proposed action also will apply to contracts for the provision of single/sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers, vendors, and consultants under this authority will not exceed the budgeted amount of \$5 million throughout Fiscal Year (FY) 2023.

Significance

Approval of this contracting authority will allow the District to pay for new software licenses, maintenance and support services, recurring maintenance services, additional licenses, license renewal fees, and professional services for proprietary software greater than \$150,000 without bringing individual actions individually before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed. A quarterly report indicating contracts awarded during the prior quarter will be submitted to the Board.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner.

Delegating this authority expedites the District's ability to continue needed operations and services in the management of SamTrans and reduces the time and resources otherwise required to obtain individual approval of such support and license agreements.

Budget Impact

Funds for these purchases are programmed in the proposed FY 2023 Operating and Capital Budgets.

Background

Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, and problems obtaining resolution assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary to the manufacturers of the software. Similarly, many manufacturers do not allow third parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

District assets requiring payment of recurring annual or multi-year maintenance services, support and license fees over \$150,000 that may need to be accommodated in FY 2023 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Oracle PeopleSoft ERP (Finance, Budget, and Human Capital Management) and Database
- Microsoft applications
- Genfare (Fare box maintenance)
- CONDUENT/Orbital Hardware and Software Maintenance and Support
- Cisco Smartnet Maintenance
- WIPRO PeopleSoft Hosting and Support Services
- Hastus Maintenance, Support and Hosting Services
- Trapeze
- Qualtrics Core XM

If the Board does not approve this action, issuance of contracts for new and recurring maintenance and continued operation of assets like these would need to be brought individually before the Board for approval.

Prepared By: Michael Salazar

IT Operations Manager

650-551-6196

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Authorizing Execution of Contracts for Information Technology Licenses,
Maintenance Services and Professional Services for an Aggregate Not-to-
exceed Amount of \$5 Million for Fiscal Year 2023**

Whereas, the San Mateo County Transit District (District) will require continuing product licensing, support and maintenance services for information technology hardware and software throughout Fiscal Year (FY) 2023 to permit the continued effective use and upkeep of information technology assets owned by the District; and

Whereas, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

Whereas, the District will also require professional services necessary to expand or modify previously competitively procured proprietary software and hardware when an original provider is the only source of such services; and

Whereas, staff recommends that the Acting General Manager/CEO, or designee, be authorized to execute contracts that exceed \$150,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants to meet the District's technology requirements for FY 2023 pursuant to the District's statutory procurement authority and policy, up to an aggregate, not-to-exceed amount of \$5 million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Authorizes the procurement of new software licenses, maintenance and support services agreements for information technology, pursuant to the San Mateo County Transit District's statutory procurement authority and policy, in an aggregate not-to-exceed amount of \$5 million for Fiscal Year 2023; and

2. Authorizes the Acting General Manager/CEO, or designee, to enter into contracts exceeding \$150,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support, additional licenses, and license renewals necessary to permit continued effective use and upkeep of District-owned information technology hardware and software; and

3. Authorizes the Acting General Manager/CEO, or designee, to enter into contracts exceeding \$150,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of single/sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the Acting General Manager/CEO, or designee, to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution; and

5. Requests the Acting General Manager/CEO, or designee, to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: Carter Mau
Acting General Manager/CEO

From: Mehul Kumar
Executive Officer, IT

Subject: **Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Programs**

Action

Staff recommends the Board of Directors (Board) authorize the Acting General Manager/CEO, or designee, to enter into contracts greater than \$150,000 with vendors through piggybacking contracts and cooperative purchasing agreements, as required, for the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, subscriptions, installation and configuration of telecommunications equipment, maintenance agreements, computer peripherals, and temporary technology consultants. Expenditures with vendors under these programs will not exceed the budgeted amount of \$5 million throughout Fiscal Year (FY) 2023. Cooperative agreements used may include, but are not limited to:

- California Integrated Information Network (CALNET)
- Sourcewell
- State of California Department of General Services (DGS)/California Multiple Award Schedule (CMAS)
- National Association of State Procurement Officials (NASPO) Valuepoint
- National Cooperative Procurement Partners (NCP)
- Federal General Services Administration (GSA)
- OMNIA Partners
- National Cooperative Purchasing Alliance (NCPA)
- The Interlocal Purchasing System (TIPS Purchasing Cooperative)

Significance

Approval of this contracting authority will provide the San Mateo County Transit District (District) with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will address the District's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to

address the District's future needs. A quarterly report indicating contracts awarded during the prior quarter will be submitted to the Board.

Budget Impact

Funds for these purchases are programmed in the proposed FY 2023 Operating and Capital Budgets.

Background

Given the rapidly changing technology of information system hardware, software, and related services, various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal Government's own General Services Administration Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also can be utilized. By utilizing such cooperative purchasing and piggyback contracts, the District saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing programs. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the District's statutory procurement authority and policy, and will include the District's terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program for acquisition of technology items during FY 2023 but only to the extent each fully complies with the District's statutory procurement authority and policy.

Contracts issued by individual governmental entities that allow other jurisdictions to use the contract they establish are called piggybacking contracts because they allow the agency to "piggyback" on the other governmental entities' solicitation process, contract terms and pricing. Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the District's procurement authority and policy.

Prepared By: Michael Salazar

IT Operations Manager

650-551-6196

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

Authorizing Execution of Contracts for Technology-related Products and Services Through Piggyback Contracts and Cooperative Purchasing Programs for an Aggregate Not-to-exceed Amount of \$5 Million for Fiscal Year 2023

Whereas, the San Mateo County Transit District (District) will require new computer and telecommunications equipment, as well as software licenses, subscriptions, maintenance contracts, and services including but not limited to personal computers, networking devices, servers, digital reprographic equipment, computer peripherals and temporary technology consultants throughout Fiscal Year (FY) 2023 to fulfill new technology requirements, to support the District's standardization policy and to replace technology equipment that has reached the end of its useful life; and

Whereas, in light of the need to standardize and purchase the aforementioned equipment and services in the most cost-effective manner, the District has determined that an independent District-initiated solicitation process for the procurements described above is unlikely to be in the District's best interest; and

Whereas, piggybacking on other agencies' procurements as well as participating in cooperative purchasing consortiums including, but not limited to, the California Integrated Information Network (CALNET), the State of California Department of General Services (DGS)/California Multiple Award Schedule (CMAS), Sourcewell, the National Association of State Procurement Officials (NASPO) Valuepoint, the National Cooperative Procurement Partners

(NCPP), the Federal General Services Administration (GSA), OMNIA Partners, National Cooperative Purchasing Alliance (NCPA) and The Interlocal Purchasing System (TIPS Purchasing Cooperative), allows the District to procure favorably priced technology systems equipment and related services; and

Whereas, the Acting General Manager/CEO recommends the District participate in the above-mentioned programs as well as additional cooperative purchasing programs and piggyback purchasing, to the extent that such programs fully comply with the District's statutory procurement authority and policy; and

Whereas, staff recommends that the Acting General Manager/CEO, or designee, be authorized to enter into contracts that exceed \$150,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing to meet its personal computer/server, telecommunications, and other related technology equipment and professional services requirements for FY 2023, pursuant to the terms and conditions of each contract, up to an aggregate, not-to-exceed amount of \$5 million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Determines that a San Mateo County Transit District-initiated solicitation for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the District's best interest; and

2. Authorizes the procurement of technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet its technology equipment and services requirements for Fiscal Year 2023 pursuant to the terms and conditions of each vendor agreement and to the extent that each cooperative purchasing program and each vendor agreement fully complies with the District's statutory procurement authority and policy; and

3. Authorizes the Acting General Manager/CEO, or designee, to enter into contracts exceeding \$150,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing up to an aggregate, not-to-exceed, amount of \$5 million for FY 2023; and

4. Authorizes the Acting General Manager/CEO, or designee, to execute all necessary purchase orders and, contracts and other documents to effectuate this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and

5. Requests the Acting General Manager/CEO to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Recognizing Lesbian, Gay, Bisexual, Transgender and Queer Pride Month and Reaffirming a
Commitment to Diversity, Equity, Access and Inclusion**

Whereas, the San Mateo County Transit District (District) cherishes the value and dignity of every person and appreciates the importance of equality, freedom, and acceptance; and

Whereas, the District denounces prejudice and unfair discrimination based on age, gender identity, gender expression, race, color, religion, marital status, national origin, sexual orientation, or physical attributes as an affront to our fundamental principles; and

Whereas, the District serves a diverse population that continues to experience bias, discrimination, and unequal outcomes and treatment in numerous sectors including housing, employment, education, health and safety, and criminal justice; and

Whereas, the District recognizes the long history of inequity in its own transit industry that has excluded, targeted or oppressed people due to their color, race, national origin, gender identity or expression, income, housing status, sexual orientation, disability status, and immigration status; and

Whereas, the District acknowledges that Pride Month for Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) people and communities began in June 1969 on the one-year anniversary of the Stonewall Uprising in New York City, when LGBTQ+ people and allied friends rose and fought against constant police harassment and discriminatory laws that have since been declared unconstitutional; and

Whereas, the District will continue to strive to make our transportation services and programs accessible and open to all individuals and to protect the most vulnerable among us; and

Whereas, the District believes that working to ensure the public sector serves the public good, and advances equity, diversity and inclusion in its policies, programs and practices, is critical to the success of our transportation services, and benefits our communities and our society; and

Whereas, the District commits to providing an inclusive community for employees and those within its service area by eradicating discrimination, harassment, bullying, and hate speech, and by standing in solidarity with LGBTQ+ people and all those who have historically been marginalized for any reason; and

Whereas, in honor of Pride Month, the Board of Directors recognizes the resilience and determination of LGBTQ+ people who are fighting to live freely and authentically, and rededicates the District to its mission of providing mobility programs in a manner that upholds the dignity of all people; and

Now, Therefore, Be It Resolved; that the San Mateo County Transit District Board of Directors celebrates Pride Month for LGBTQ+ people and communities, and reaffirms its commitment to diversity, equity, access, and inclusion.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Reimagine Samtrans Update

Item #6.a.
6/1/2022



SamTrans Board of Directors
June 1, 2022

Presentation Agenda

- Reimagine Phasing Overview
- Phase 1 Implementation Update
- Implementation Activities
- Communications and Marketing Strategy
- Questions and Discussion



Reimagine Phasing Overview

Phase and Date	Goal	Targeted Changes
Phase 1 – August 2022	Focus on implementing efficiency-related changes and more direct routing. Minimize gaps in service.	<ul style="list-style-type: none"> • Route consolidations/mergers/eliminations. • Some unproductive route segments removed. • Coverage provided via new route numbers, route extensions in many areas. • Implement all school-oriented route changes.
Phase 2 – November 2022	Return to pre-COVID levels of service on all routes.	<ul style="list-style-type: none"> • Adjust and expand service on 4 routes to align with Reimagine plan, including restoring FCX.
Phase 3 – February 2023 and beyond (if needed)	Expand the network and introduce more frequency and new services.	<ul style="list-style-type: none"> • Weekend frequencies improved. • New routes added. • Microtransit services initiated.



Phase 1 Implementation Update



Phase 1 Service Changes

Implementation Date: **August 7, 2022**

- Largest set of service changes since **2013 SamTrans Service Plan**.
 - Most **significant impact on customers** in terms of changes to routes and route numbers.
- Anticipated to be a complex, complicated process to implement
 - Over **1,000 bus stop sign** changes required.
- Requires **inter-departmental taskforce** to help ensure smooth transitions.



Implementation Goals

- **Maintain reliability.**
 - Implementing in phases based on operator availability in order to avoid missed trips/DNOs.
- **Communicate changes effectively to our riders and workforce.**
 - Ambassadors, tailored and informative bus stop signage, online materials for riders, multi-lingual materials
 - Office hours, presentations, new maps, communications incorporated into operator bid process.



August 2022 Service Change Highlights

- Implement changes to make routes more direct and efficient.
 - 19 routes
- Extend routes to new areas or to provide coverage
 - Expansion of route 130 service into to Oyster Point and Marina in South San Francisco.
 - Route 110 extended to Linda Mar.
 - Extension of 292 to serve Millbrae BART.
- New route numbers system-wide
 - New route 142 introduced to provide coverage for realigned 120/141 in San Bruno.



August 2022 Service Change Highlights

- Implement all school-related changes.
 - Eight school-oriented routes consolidated into four.
- Implement route reductions/eliminations/consolidations.
 - FLX Pacifica, SFO, 140, 256, 274, 275.
 - Coverage provided by new routes numbers or route extensions.
- Add off-peak service.
 - Route 17 (Half Moon Bay) frequency doubled on weekends.

Full details can be found at www.samtrans.com



Implementation Activities

Major Tasks Completed To-Date

- **Project Management**
 - Formed internal/interdepartmental task force.
- **Operations/Operations Planning**
 - Preliminary run cut completed.
 - Training Plan for Operators developed.
 - “Live Testing” of routes to ensure operability.
- **Bus Stops and Facilities**
 - Coordinated approach to installing new bus stops, meeting with affected cities.
- **Marketing and Communications**
 - Special communication planned for schools early prior to summer break.



Operator Staffing and Recruitment

- Current workforce levels: 268 active operators
- August 2022 workforce need: 282 active operators

Class Number	Class Size at Start	Graduation Date	Number of Graduates
170	7	May 13, 2022	2
171	8	June 10, 2022	(6 projected)
172	Planning for 8	July 1, 2022	(6 projected)
173	Planning for 8	August 5, 2022	(6 projected)



Communications & Marketing Strategy



Outreach Strategy & Tactics

Target Audiences

- Current/New Riders
- Schools
- Highly Impacted Cities/Communities

Tactics

- Press Releases, News Media Coverage
- Social Media Engagement: Twitter, Facebook, etc.
- Grassroots/field: bus stop signs, Ambassadors, etc.

Targeted Advertising Examples

- Newspaper (Print)
- News/Traffic Radio (KCBS)
- Streaming Radio (Pandora)
- Multilingual channels (Spanish, Chinese, etc.)
- Transit Shelters Ads
- Website/Digital Ads
- Social Media Boosted Posts
- Google Search
- Email Blasts



Customer Facing Communications

Leading Up to Aug 7 Service Change

- Harmonize look and feel of website and print collaterals
- Improve Bus Stop decals/snipes for clarity
- Install Temporary Signs alerting riders at the stop level
- Simplify Schedules and Maps, Brochures, Customer Notices



Outreach to Schools

- Communicate to schools before Summer (May-June)
- www.samtrans.com/Get2School
- Email blast to school admins, parents, and students.
- Call to Action:
 - Go to website for most up-to-date info.
 - Download Communication Tool Kit (flyers, notices).
 - Subscribe to monthly newsletter for school trip updates.
 - Solicit request for Ambassadors/table events at schools.
- Present high-level summary of changes at the Youth Unlimited Pilot virtual meeting (May 24)

Navigation: Schedules, Fares, Rider Information, Accessibility, Planning, About SamTrans

Buttons: Trip Planner, Live Map, Service Alerts, Schedules

GET 2 SCHOOL ON SAMTRANS

Call 1-800-660-4287 (TTY 650-508-6448)

Service Changes Take Effect Aug. 7

Get 2 School

With summer vacation just around the corner, returning to school is probably the last thing on your mind, but we have urgent news...

NOTICE: Your bus route may have changed!

Check the status of the route that serves your school:

- Colleges <
- High Schools <
- Intermediate/Middle Schools <
- Elementary Schools <

For assistance call our Customer Service Center at 1-800-660-4287 or TTY only 650-508-6448.
Any member of the public may ride these routes as long as they pay the correct fare.

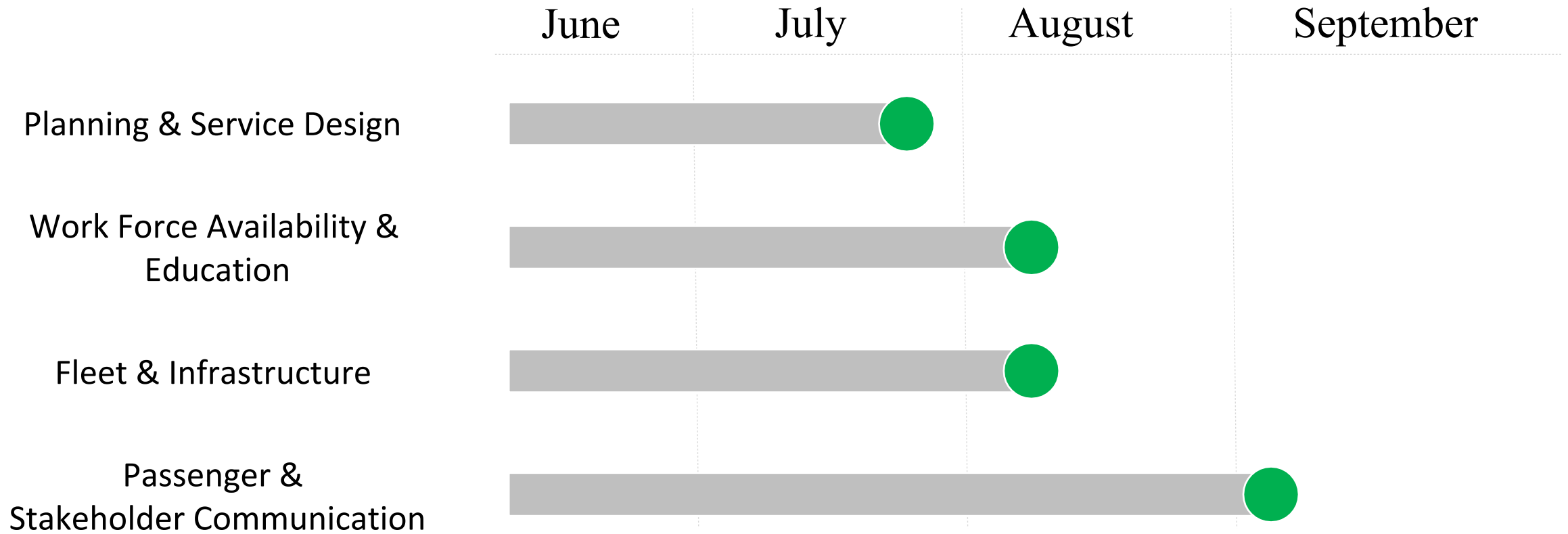
School-Oriented Service
These service changes will take effect August 7, 2022.

SamTrans will implement school-focused service changes recommended by Reimagine SamTrans, an in-depth analysis of the bus system designed to improve service throughout the county. These upcoming changes will improve efficiency while maintaining service for many students who rely on SamTrans to get to school. There will also be schedule adjustments made to several routes in response to changing school bell schedules for the 2022/23 school year. [Learn more.](#)

[LEARN MORE](#)



Project Schedule



Questions and Discussion



Jonathan Stekete, Manager, Operations Planning
Robert Casumbal, Director, Marketing and Creative Services

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CARTER MAU
ACTING GENERAL MANAGER/CEO



Memorandum

Date: May 25, 2022
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

June Service Change- Runbook 138

June's service change will be effective June 19, 2022. The service change includes suspension of school-orientated routes as well as schedule time adjustments to account for increased traffic. To improve on time performance the following routes will see minor adjustments, Routes 110, 112, 121, 122, 130, 292, 294, and 296.

Reimagine SamTrans Implementation Update

Activities associated with Reimagine SamTrans network phase 1 are well underway with a focus on customer information materials that convey service change details. The interdepartmental task force and several subgroups meet regularly to advance a significant list of implementation tasks. Staff will provide a detailed update during the June Board of Directors' meeting.

Bus Operator Staffing Levels and Recruitment Information

The SamTrans Ops Training Department implemented smaller class size with shorter duration (6 versus 10 weeks), increased class frequency (every 4 weeks), improved the instructor to trainee ratio (2:1). The changes aim at improving Bus Operator Trainee yield for each class as well as improve the overall retention of newly graduates. As of May 3, 2022, there were 269 active Bus Operators which is short of the desired 282 bus operators needed for August 2022.

Next Scheduled Training Classes:

Class Number	Class size at start	Graduation Date	Number of Graduates
170	7	May 13, 2022	2
171	8 Enrolled	June 10, 2022	6 – projected
172	Planning for 8	July 1, 2022	6 – projected
173	Planning for 8	August 5, 2022	6 – projected

Human Capital Investment

New Bus Operator training for the first 10 months of the year increased nearly 250 percent from 6,999 hours in FY 2021 to 24,420 hours in FY 2022.

	April 2022		YTD FY 2022		YTD FY 2021	
	Hours	Days	Hours	Days	Hours	Days
New Bus Operator	1,200	150	24,420	3,052	6,999	875
VTT/DMV mandated	328	41	2,557	320	2,244	281
Bus Operator retraining	63	8	1,133	142	1,936	242
Maintenance	348	44	3,121	390	3,029	379
Other	9	1	114	14	138	17
Total	1,948	244	31,345	3,918	14,346	1,793

S.O.S. Program

The May 2022 Safety Campaign focused on Bus Yard Safety through the following actions:

- Slow Down and do not drive faster than 10 miles per hour in any area of the base.
- Observe established flow of traffic at both bases.
- Give reversing buses the right of way.
- Do not use bus stalls as short cuts.
- Stay alert at all times while walking in the base yard.

Wi-Fi Availability

SamTrans completed all Wi-Fi equipment installation in its fleet of buses in March 2022, this allows passengers to access Wi-Fi while on board the bus. Passengers can use Wi-Fi by connecting to “SamTrans-Wi-Fi” and accepting the terms for the service once onboard the bus. Although the bandwidth limits video streaming, passengers can text, email, or browse the internet, access social media, and play games.

CAD AVL

As of March 2022, SamTrans Computer Aided Dispatch (CAD) and Automatic Vehicle Locator (AVL) systems is using cellular connectivity to push location data from the buses to a central server. Cellular technology improved the location polling rate from every 60 seconds to every 25 seconds. The faster polling rate enables passengers’ faster access to bus location while planning their trips.

Ridership Recovery

SamTrans monthly ridership for the month of March 2022 was 71.8 percent of its ridership compared to March 2019 (pre-pandemic). SamTrans’ ridership recovery compares favorably against local peer agencies and with other out-of-state bus agencies. As noted in the table below, most transit agencies ridership recovery is approximately 60 percent, with New York MTA at 67.4 percent. The national bus ridership monthly average recovery rate was 61.1 percent. The ridership recovery rate from February to March improved for most agencies. The March 2022 data are preliminary and are the latest data available from the NTD.

	March 2019	March 2022	March Recovery Rate	February Recovery Rate
SamTrans	912,340	655,408	71.8%	60.9%
AC Transit	4,584,336	2,746,216	59.9%	51.3%
SFMTA	18,340,951	10,554,004	57.5%	54.8%
VTA	2,336,390	1,439,021	61.6%	56.1%
Dallas	3,051,018	1,797,895	58.9%	43.8%
Seattle - King	10,268,477	6,098,462	59.4%	43.3%
Chicago	20,267,148	12,082,027	59.6%	50.9%
Atlanta	4,691,721	2,386,454	50.9%	53.8%
New York MTA	60,729,852	40,938,207	67.4%	60.3%
National	390,407,325	238,613,840	61.1%	52.8%



BOARD OF DIRECTORS 2022

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Agenda

Community Relations Committee Committee of the Whole (Accessibility, Senior Services, and Community Issues)

San Mateo County Transit District

Wednesday, June 1, 2022 – 2:30 pm

- | | | |
|--------|---|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of May 4, 2022 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Paratransit Coordinating Council Update | Informational |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Monthly Performance Report April 2022 | Informational |
| 8.a.7. | Adjourn | |

Committee Members: Rose Guilbault (Chair), Marina Fraser, Rico E. Medina

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**

May 4, 2022

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

Committee Members Absent: None

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

Other Board Members Absent: D. Pine

Staff Present: J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

8.a.1 Call to Order

Committee Chair Rose Guilbault called the meeting to order at 2:13 pm.

8.a.2 Approval of Minutes of Committee Meeting of April 6, 2022

Motion/Second: Medina/Groom

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

8.a.3 Proclamation Declaring May as Older Americans Month

Committee Chair Guilbault provided a background on the proclamation.

Motion/Second: Fraser/Medina

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

Committee Chair Guilbault introduced Michael Mau, representing the San Mateo County Commission on Aging, who accepted the proclamation.

8.a.4 Appointment of Christopher Carey, Representing Community Riders, to the Citizens Advisory Committee

Motion/Second: Medina/Gee

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

8.a.5 Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, said they have contracts with two companies that provide professional travel training services to clients with various disabilities.

Director Carole Groom asked what the training covers and how many hours it is. Ms. Dubost said that the type and amount of training is customized to the individual depending on their situation.

8.a.6 Paratransit Coordinating Council Update

Mike Levinson, PCC representative, said he had received travel training himself, which was very successful. He said the PCC had received membership applications. He noted there would be a regional PCC conference in June, which was being planned by representatives from each of the nine Bay Area counties.

8.a.7 Citizens Advisory Committee Update

Meredith Park, CAC Vice Chair, provided a summary of the April 27 meeting,

8.a.8 Monthly Performance Report – March 2022

Ana Rivas, Director of Bus Transportation, said the report was in the packet and provided a brief summary.

Director Jeff Gee asked if any of the directors would be joining April and Carter as bus drivers at the upcoming SamTrans Bus Rodeo. David Olmeda, Chief Operating Officer, Bus, said they would welcome participation by Board members and that training was available for participants.

Committee Chair Guilbault asked how SamTrans compared with other transit agencies in terms of DNOs (Did Not Operate). Mr. Olmeda said while the DNO number is high, in reality, the percentage of DNOs as compared to completed trips is very small and the District is doing better than many other transit agencies.

Vice Chair Josh Powell requested that future performance reports show a comparison to pre-pandemic levels.

8.a.9 Adjourn

The meeting adjourned at 2:30 pm.

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

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: Carter Mau, Acting General Manager/CEO
From: David Olmeda, Chief Operations Officer, Bus
Subject: **Accessible Services Update**

Action

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

Significance

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

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

Minutes from the April 2022 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of April 12, 2022 Meeting

ATTENDANCE:

Members:

Dao Do, Rosener House; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA; Marie Violet, Dignity Health

(Member attendance = 9/13, Quorum = Yes)

Guests:

Adam Bierman, Uber; Cameron Henderson, Uber; Rich Hedges; Charles Posejpal, First Transit/Redi-Wheels; Kelley Shanks, SamTrans; Henry Silvas, SamTrans; Lynn Spicer, SamTrans; Jane Stahl, PCC Staff; Richard Weiner, Nelson\Nygaard

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Alex Madrid, Consumer; Scott McMullin, CoA

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:35 pm. The meeting was held via Zoom conference call service and a roll call taken.

APPROVAL OF MARCH MINUTES:

Kathy Uhl moved to approve the March meeting minutes; Sammi Riley seconded the motion; the minutes were approved with no abstentions.

PUBLIC COMMENTS:

Tina Dubost reported that Lynn Spicer is now the Accessibility Coordinator at SamTrans. She was warmly welcomed by all.

PRESENTATION: UberWAV

Adam Bierman gave an overview of accessibility efforts at Uber and the UberWAV program.(See Attachment A.) The committee had some questions after the presentation.

Mike Levinson asked if people without a smartphone can use Go Go Grandparent or a similar phone-based service instead of an app. Many Redi-Wheel users do not have a smartphone. Adam didn't know if they were partnering with any other service.

Richard Weiner asked if there was a resolution to the issue of response time at the California Public Utility Commission (CPUC) (i.e. whether response time would be measured based on percentage of all trip requests or just completed trips, which is a much lower standard). Adam said that a new framework will become effective in June 2022. This sets baseline benchmarks for response times and completion rates, starting 1Q 2022, increasing incrementally over the subsequent eight quarters. If the TNC meets the minimum, they can offset any expenses related to the WAV service. There is an exemption whereby a TNC can keep all the fees it collects however this has a much higher threshold and is more difficult to meet. There was a disagreement about the response times required under SB 1376, and ultimately, the CPUC decided that it would be looking at the response times for 80% of completed trips rather than all requested trips. Richard suggested that this appears to have favored the position of the TNCs over that of Muni and the disability groups that were involved.

Sandra Lang inquired about vehicle ownership of WAV vehicles. Adam said that there are few drivers who own WAV vehicles so Uber has partnered with commercial operators to provide wheelchair accessible vehicles. These operators own the vehicles and hire the operators. Sandra asked about training requirements for these operators. Adam said one of the requirements to qualify for an offset is that the TNC must attest that each driver has received training on how to operate the WAV, assist users, and properly stow the wheelchair.

Kathy Uhl asked if the cost for a WAV trip is the same as regular Uber service. Adam confirmed that it's the same price. She asked if the service could accommodate power wheelchairs. Adam said that WAVs can do so, but that foldable wheelchairs and walkers can also be accommodated on the regular Uber service vehicles. Kathy said that, in her experience, some drivers can't provide appropriate assistance. Adam will take this feedback to be included in future training.

The committee thanked Adam for his presentation. Adam provided his email address in case there were further questions or comments.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

There were no updates.

Education – Sammi Riley, Chair

Tina had some comments on the video of commonly asked questions so it will be shown at the May 10th PCC meeting. The next committee meeting will be on May 6th.

Executive – Ben McMullan, Chair

The committee received an extensive report from Sandra Lang and Sammi Riley on the Department of Transportation’s webinar on the issues around wheelchair users travelling by airplane. Sandra and Sammi then provided an overview of the webinar for the PCC members.

Nominations/Membership – TBD, Chair

No report. The Nominations/Membership committee chair is currently vacant.

OPERATIONAL REPORTS

Tina reported that:

- Carter Mau is stepping down as CEO at the end of the year and will be sorely missed.
- Low-income drivers (less than \$76,740) can apply to the Express Lanes for \$100 in ClipperCard or FastTrak to cover some of their transportation costs.
- The new SamTrans website will launch on April 19th and the link had been sent to the PCC members.
- Lighthouse for the Blind in SF will be making tactile braille maps available at the San Jose/Diridon Caltrain Station; they also have maps of some other transit facilities.

PERFORMANCE REPORT

Tina reviewed preliminary data for March.

- Ridership is up dramatically compared to March 2021; average weekday ridership in February was 425, and 534 in March.
- There was an increase in agency trips, and subscription trips are slightly higher.
- Taxi trips were approximately 9.6% of total trips.
- The number of individuals riding is higher.
- On time performance is excellent.
- Productivity is also increasing.

COMMENT STATISTICS REPORT

Tina reviewed the data for March. Response time is good and most of the comments are reports through the Customer Service Center rather than comment cards.

SAFETY REPORT

Tina reported five accidents in March, with two being preventable.

PRESENTATION: Rich Hedges

Rich gave the presentation that he and Marshall Loring gave to MTC and housing developers about ten years ago. As a result, MTC changed their policy on requiring disabled housing near transit as it had not been included in their livable communities planning grants process. The

presentation gave several examples of housing currently available near transportation in Colma, San Bruno, South San Francisco, Oakland, Richmond, and El Cerrito, highlighted the accessibility issues, and gave recommendations for ease of accessibility for people with disabilities and the aging community. The committee thanked Rich for his presentation.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Dao reported that they are starting to see an increase in the number of participants and Redi-Wheels users. Marie is continuing to be in touch with agencies on any issues with transportation. Things seem to be running smoothly.

ERC – Mike Levinson

Scheduling Software Update: Tina reported that they are still in negotiation with a vendor. She couldn't supply details due to the procurement process. Mike asked if there was anything that the PCC could do to help but Tina didn't think so.

Commission on Disabilities (CoD) – Ben McMullan

Ben is working on the Accessibility Transportation Committee survey. Two commissioners are interested in joining the PCC and have been sent applications.

Center for Independence (CID) – Ben McMullan

CID will be co-hosting a candidates' forum for the Congressional seat currently filled by Jackie Speier on Wednesday, 4/20, from 3-4:30pm.

Commission on Aging (CoA) – Kathy Uhl/Scott McMullin

- The new Help at Home booklet is being printed and will provide resources for seniors and people with disabilities.
- The Commission is working with the Board of Supervisors to develop an Age-Friendly City committee for each city in the County. The hope is to have an age-friendly center in each city by the end of the year. These resources will also be available for people with disabilities. Each city will be looking for members.
- They are also revisiting goals to be more aligned with the State Department of Aging.

Coastside Transportation Committee (CTC) – Tina Dubost

No report.

Citizen's Advisory Committee for the San Mateo County Transportation Authority (TA) – Sandra Lang

The Citizens Advisory Committee of the Transit Authority met on April 5th. The meeting included:

- An update on the status of the Citizens Oversight Committee. At their March 9th meeting there was a final report for 2020-21. It should be available soon.
- At the CAC meeting, the independent auditors' presentation on Measure W was given.
- She attended the opening of the SSF Caltrain Station and sent photos to the PCC Executive Committee. The ramp to the platform is long and steep making it difficult for people with non-motorized wheelchairs to use. Tina reported the Caltrain Station ramp was discussed at the Caltrain Accessibility Advisory Committee. It was reviewed by the ADA expert who reported that the ramp is ADA compliant.

OTHER BUSINESS

Jane reviewed the Consumer Corps report for 1Q2022. There 123 reports submitted compared with 82 in 4Q2021. 93% of evaluations showed that pickup time was within the 20-minute window. However, there were 3 rides that had 60 minute wait times. 52% received Night Before Reminder Calls, and 54% received Same Day Reminder Calls. 98% reported that driver assistance met or exceeded needs. Only 42% of riders are reporting that Comment Cards are available on Redi-Wheel vehicles.

The meeting adjourned at 3:17pm. The next meeting will be on May 10th at 1:30pm.

Minutes of Policy/Advocacy/Legislative (PAL) Meeting – Mike Levinson, Chair

A roll call was taken. The minutes from the March PAL meeting were included in the meeting packet. Ben McMullan moved to approve the minutes; Sammi Riley seconded the motion. The minutes were approved with no corrections.

Advocacy

Transit Recovery Update – Tina Dubost

Tina reported that average weekday paratransit ridership is increasing with a large increase compared to February. Other regions are also experiencing a similar increase in ridership and there are increases on SamTrans and Caltrain.

The TSA is requiring face coverings through April 18th on public transportation, and this may be extended. San Mateo County Public Health orders are also requiring face coverings.

Redi-Wheels is continuing to offer free rides for vaccinations.

Policy Issues:

Mike reported that the MTC will organize and host a regional PCC conference via Zoom for staff and PCC members. A planning meeting was held on April 12th to look at possible dates and compile a list of discussion topics. Representatives from all 9 counties in the region attended. The conference is scheduled for June, starting at 10am (date to be

determined, either June 9th, 10th or 15th). Drennen Shelton (MTC) will be coordinating the conference. More information to follow.

The next PAL meeting will be on May 10th, 2022.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: Carter Mau, Acting General Manager/CEO
From: April Chan, Acting Deputy General Manager/CEO David Olmeda, Chief Operations Officer, Bus
Subject: Monthly Performance Report | April 2022

Action

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

Significance

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 63.6 percent in the month of April 2022 compared to April 2021, the total monthly ridership increased by 54.3 percent comparing April 2022 to April 2021.

The average weekday ridership for all SamTrans modes in the month of April 2022, is 47.1 percent lower than the ridership attained pre-pandemic; just prior to the start of the pandemic related restrictions (February 2020).

Caltrain: Average weekday ridership increased by 229.2 percent in the month of April 2022 compared to April 2021. Similarly, the total monthly ridership increased by 219.4 percent comparing April 2022 to April 2021.

Ridership for Caltrain is 77.0 percent lower when compared to the ridership levels just prior to the start of pandemic related restrictions (February 2020).

Other SamTrans' Key Performance Indicators:

- Preventable Accidents - In April 2022, there were 14 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; SamTrans (including Contracted Urban Bus (CUB) services) had 1.99 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 18 services calls in April 2022. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.64 service calls per 25,000 miles
- On-Time-Performance (OTP) for April 2022 was below SamTrans' OTP goal of 85.0 percent at 81.8 percent. Staff continues to monitor traffic closely to understand on-going changing conditions. Adjustments are planned to improve the on-time performance of routes. The adjustments will be incorporated into the service change on June 19th. Staff will continue to monitor on time performance and make further adjustments to be incorporated into the August service change.
- In April 2022, there were 576 DNOs (trips that did not operate) – 7 more than in March 2022.

Data shown in this report is current as of May 15, 2022.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Apr-20	Apr-21	Apr-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	7,426	15,057	24,362	61.8%	32,437	13,091	21,785	66.4%
Paratransit	231	404	632	56.4%	970	377	544	44.1%
Shuttles	897	788	1,589	101.6%	9,923	1,132	1,327	17.3%
Total	8,554	16,249	26,583	63.6%	43,329	14,600	23,656	62.0%

SAMTRANS Total Ridership								
Mode	Apr-20	Apr-21	Apr-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	201,021	411,854	628,572	52.6%	8,163,939	3,611,862	5,684,653	57.4%
Paratransit	5,936	10,617	16,016	50.9%	240,660	97,348	139,920	43.7%
Shuttles	19,725	17,001	33,435	96.7%	2,110,022	240,062	282,692	17.8%
Total	226,682	439,472	678,023	54.3%	10,514,621	3,949,272	6,107,265	54.6%

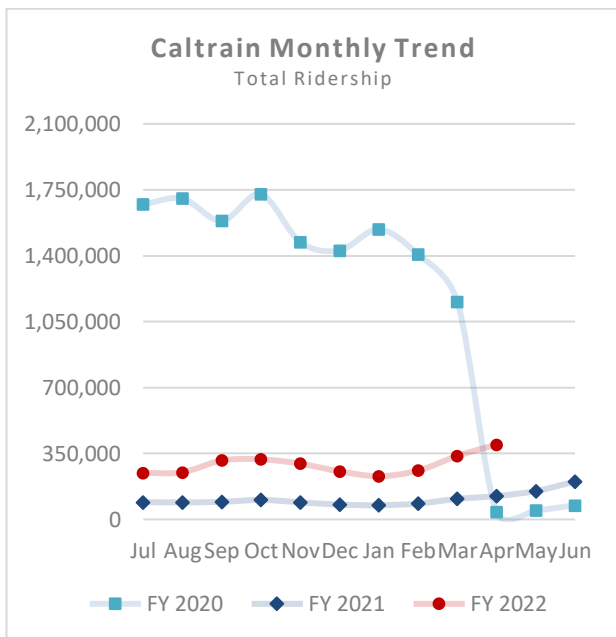
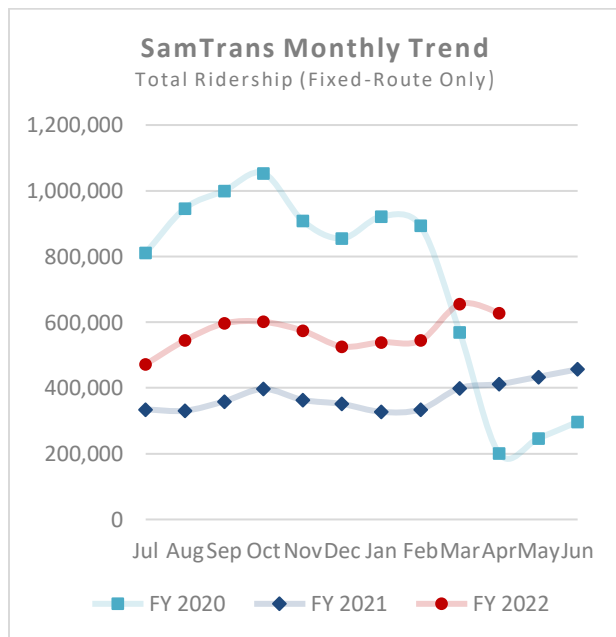
CALTRAIN Average Weekday Ridership								
Mode	Apr-20	Apr-21	Apr-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,547	4,693	15,451	229.2%	59,973	3,659	11,084	203.0%

CALTRAIN Total Ridership								
Mode	Apr-20	Apr-21	Apr-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	38,858	124,522	397,753	219.4%	13,730,194	944,081	2,905,131	207.7%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Apr-20	Apr-21	Apr-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	32	42	68	62.4%	122	46	56	21.6%
BART (San Mateo County)	2,128	5,758	14,963	159.9%	38,159	4,676	11,654	149.2%

OTHER MODES in San Mateo County Total Ridership								
Mode	Apr-20	Apr-21	Apr-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	711	918	1,432	56.0%	25,821	9,856	11,926	21.0%
BART (San Mateo County)	53,889	152,486	395,490	159.4%	9,333,612	1,204,151	3,152,703	161.8%

Important Notes:
 SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.
 Shuttle Ridership includes SamTrans Shuttles, JPB Caltrain Shuttles, and other TA Funded Shuttles.
 BART Ridership in San Mateo County does not include Daly City BART Station.
 %Δ¹ indicates the percentage change for the month, current year to previous year.
 %Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Apr-20	Apr-21	Apr-22
Adult	-	251,437	358,470
Youth	-	26,134	112,335
Eligible Discount	-	134,022	157,541
Total	-	411,593	628,346

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). **Fare collection was suspended from March 25 through August 15.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Apr-20	Apr-21	Apr-22
On-Time Performance	89.9%	87.3%	81.8%
Preventable Accidents	7	9	14
Service Calls	32	16	18
Trips Scheduled	37,567	36,141	37,917
Did Not Operate DNOs	22	6	576

SamTrans' OTP goal is 85.0 percent. On-Time Performance (OTP) is calculated by evaluating time points within the route's schedules across the system for late, early, and on-time arrival and departure. A route is considered late if it exceeds 5 minutes. A route is considered early if it departs 59 seconds ahead of schedule.

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Apr-20	Apr-21	Apr-22
Revenue Hours (Sched.)	47,385	47,615	45,916
Revenue Miles (Sched.)	512,092	504,771	511,465
Total Fleet Miles (Actual)	709,124	691,718	701,757

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 50,126 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Apr-20	Apr-21	Apr-22
On-Time Performance (RW)	97.2%	97.7%	95.0%
On-Time Performance (RC)	96.2%	95.1%	95.7%
Preventable Accidents (RW)	1	0	2
Preventable Accidents (RC)	0	1	0
Service Calls (RW)	2	1	4
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 38,987 Miles between Service Calls this month.

Notes: All KPIs include all SamTrans service operated directly and by contract.

Sched. = Scheduled, which includes in-service and layover.

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Apr-20	Apr-21	Apr-22
Revenue Miles (RW)	42,339	92,910	128,690
Revenue Miles (RC)	2,894	17,843	14,581
Fleet Miles (RW)	50,229	106,627	143,505
Fleet Miles (RC)	3,180	18,806	18,811

SAMTRANS YOUTH UNLIMITED PILOT PROGRAM

SAMTRANS (BUS) Pass Usage			
KPI	Feb-22	Mar-22	Apr-22
Ridership	26,977	44,982	44,607

This table depicts pass monthly usage for the SamTrans Youth Unlimited Pilot Program.

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Bus	33,332	7,426	15,057	24,362	73.1%
Paratransit	1,151	231	404	632	54.9%
Shuttles	11,613	897	788	1,589	13.7%
Total	46,096	8,554	16,249	26,583	57.7%

The following tables show the change in ridership over the last four years to encompass changes due to the COVID-19 pandemic.

%³ indicates the rate of ridership recovery, current year (FY2022) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 73.1% of pre-pandemic levels (2019) for this month of April 2022.

SAMTRANS Total Ridership					
Mode	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Bus	880,464	201,021	411,854	628,572	71.4%
Paratransit	28,896	5,936	10,617	16,016	55.4%
Shuttles	254,372	19,725	17,001	33,435	13.1%
Total	1,163,732	226,682	439,472	678,023	58.3%

CALTRAIN Average Weekday Ridership					
Mode	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Caltrain	67,728	1,547	4,693	15,451	22.8%

CALTRAIN Total Ridership					
Mode	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Caltrain	1,593,266	38,858	124,522	397,753	25.0%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Dumbarton	131	32	42	68	52.0%
BART (San Mateo County)	45,641	2,128	5,758	14,963	32.8%

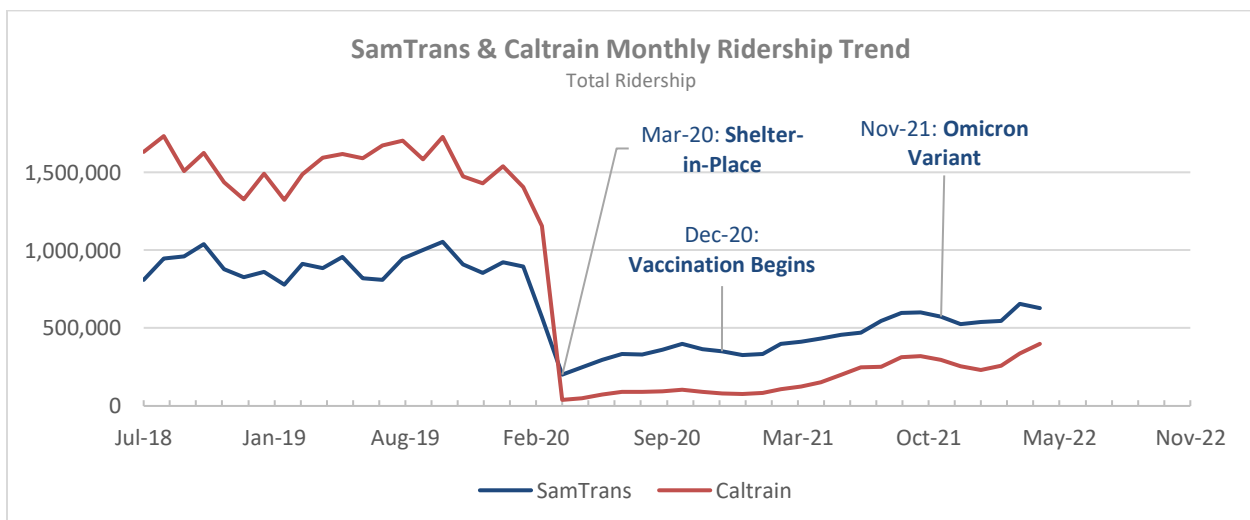
OTHER MODES in San Mateo County Total Ridership					
Mode	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Dumbarton	2,885	711	918	1,432	49.6%
BART (San Mateo County)	1,141,040	53,889	152,486	395,490	34.7%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Apr-19	Apr-20	Apr-21	Apr-22	% ³
Adult	448,611	-	251,437	358,470	79.9%
Youth	194,645	-	26,134	112,335	57.7%
Eligible Discount	236,947	-	134,022	157,541	66.5%
Total	880,203	-	411,593	628,346	71.4%

%³ indicates the rate of ridership recovery, current year (FY2022) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Apr-20	Apr-21	Apr-22
Complaints	67	93	102
Accessibility	15	12	12
Compliments	7	19	14
Service Requests	31	33	35
Reports Total	120	157	163

The table is a detailed summary of SamTrans Consumer Reports received by the Customer Experience Department.

The total number of reports for SamTrans increased from March (138) to April (163).

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division’s marketing and promotional efforts in **April 2022**:

- “Drive with Us” Bus Operator Recruitment Campaign (ongoing)
- WiFi on Buses (ongoing)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans to Hold Community Meeting for ECR Study"

Digital Communications Report:

The largest campaign that began in the month of April for SamTrans is the ECR Bus Speed and Reliability Study. This was an early roll out as we prepared for the community meeting on May 19th.

April 2022 Highlights:

- ECR Bus Speed and Reliability Study
- New Website launched

Website Replacement Project:

The new website was launched on April 26th, 2022.

Prepared By:	Alex Lam	Principal Planner (Operations Planning)	650-508-6227
	Robert Casumbal	Director (Marketing/Market Research)	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845



PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARINA FRASER
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

Finance Committee Committee of the Whole

San Mateo County Transit District

Wednesday, June 1, 2022 – 2:45 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|---|--------|
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of May 4, 2022 | Motion |
| 8.b.3. | Amend to Increase the Fiscal Year 2022 Capital Budget to \$70,525,178 | Motion |
| 8.b.4. | Award of Contract for the Purchase and Delivery of 10 2022 NorCal 350EL Paratransit Vehicles and Authorize Disposition of 10 2017 Paratransit Minivan Vehicles | Motion |
| 8.b.5. | Award of Contract for the Purchase and Delivery of 10 Heavy-duty Low-floor Hydrogen New Flyer Fuel Cell Electric Buses and Disposition of 10 2009 Gillig Diesel Buses | Motion |
| 8.b.6. | Award of Contract for the Purchase and Delivery of 20 Battery Electric Heavy-duty Low-floor Buses and Authorize the Disposition of 20 2009 Gillig Diesel Buses | Motion |
| 8.b.7. | Adoption of Proposed Fiscal Year 2023 Operating and Capital Budgets | Motion |

Committee Members: Marina Fraser (Chair), Jeff Gee, 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.

- 8.b.8. Award of Contract to Trapeze Software Group for Paratransit Scheduling Software and Services Motion
- 8.b.9. Adjourn

Committee Members: Marina Fraser (Chair), Jeff Gee, 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 Finance Committee Meeting /
Committee of the Whole**

May 4, 2022

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: C. Groom, R. Medina, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: Pine

Staff Present: J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

8.b.1 Call to Order

Committee Chair Marina Fraser called the meeting to order at 2:31 pm.

8.b.2 Approval of Minutes of Committee Meeting of April 6, 2022

Motion/Second: Groom/Gee

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

8.b.3 Preliminary Fiscal Year 2023 Operating and Capital Budgets

Grace Martinez, Acting Chief Financial Officer, provided the presentation.

Committee Chair Fraser asked if the Board could receive a monthly update on Reimagine SamTrans. April Chan, Acting Deputy General Manager/CEO, said they would present an update on Reimagine implementation at the June 1 Board meeting and that there would regular updates on this information.

Committee Member Jeff Gee asked about a line item regarding contributing funds to JPB (Caltrain). Ms. Chan said the TA (San Mateo County Transportation Authority) has historically provided funding for the JPB. She said that the capital dollars needed from San Mateo for Caltrain are to come from the TA, which is why it was not included in the District's budget.

Vice Chair Josh Powell asked for confirmation that surpluses are funded from the prior year's surplus, which Ms. Martinez confirmed.

Director Charles Stone asked about paying down debt. Ms. Martinez said they are focusing on addressing unfunded obligations. She said at the upcoming workshop they will be discussing the financial sustainability of the District.

8.b.4 Adoption of a Resolution to Express a Willingness and Desire to Contribute Funds to the Fiscal Year 2023 Caltrain Capital Budget

Ms. Chan presented the staff report.

Director Stone asked if VTA (Santa Clara Valley Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency) had voted regarding their willingness to contribute to Caltrain funding. Ms. Chan said that at this time, Caltrain staff has talked with VTA and SFMTA staff about providing funding for the Caltrain capital budget, and the staff at the agencies have responded positively and are in continued conversations to locate funding sources.

Committee Member Gee asked if there was still a funding gap for the State of Good Repair, which Ms. Chan confirmed.

Director Stone said he was hopeful that Caltrain would be able to provide consistent and reliable service with the help of partner agencies.

Motion/Second: Stone/Powell

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

8.b.5 Caltrain Electrification Project Update

Michelle Bouchard, Acting Executive Director, Caltrain, provided a background of the project and introduced Casey Fromson, Chief Communications Officer, and Pranaya Shrestha, Chief Officer, CalMod. Ms. Fromson provided the presentation.

Public Comment:

Roland requested that Ms. Bouchard could update the Board on the recent discussion she had with the Network Management Business Case Advisory Group at MTC (Metropolitan Transportation Commission) regarding projects that are not going to be funded by local sources.

8.b.6 Adjourn

The meeting adjourned at 3:16 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez David Olmeda
 Acting Chief Financial Officer Chief Operating Officer, Bus
Subject: Amend to Increase the Fiscal Year 2022 Capital Budget to \$70,525,178

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) of the San Mateo County Transit District (District) amend to increase the Fiscal Year 2021-22 (FY2022) Capital Budget by \$15,005,478, from \$55,519,700 to \$70,525,178, as set forth in Attachment B, to:

1. Add \$1,349,620 for replacement of 21 Paratransit (Cutaway) Revenue Vehicles, for a new project budget of \$4,806,900; and
2. Add \$219,492 for replacement of 10 Redi-Wheels Minivans, for a new project budget of \$1,093,876; and
3. Add \$13,436,366 for Phase 1 of the project to replace 135 Gillig Diesel Buses, for a new project budget of \$42,658,923.

Staff further recommends the Board authorize the General Manager/CEO or designee to take any other actions necessary to give effect to the proposed resolution, including to execute funding agreements and other documents that may be required to receive the subject funding.

Significance

The proposed amendment to the FY2022 Capital Budget would include budget increases for the following projects:

Replacement of Twenty-One 2015 Paratransit (Cutaway) Vehicles

This project will replace twenty-one 2015 Paratransit Cutaway Vehicles that have exceeded their useful service lives. This procurement will continue to ensure the reliability, dependability, and cost-effectiveness of the District's revenue vehicle fleets. In 2016 the U.S. Environmental Protection Agency and National Highway Traffic Safety Administration initiated phase 2 of the emission regulation standards to improve overall carbon footprints and better fuel economy standards. Phase 2 will affect new medium and heavy-duty vehicles from model year 2018 to 2027. The new replacement vehicles will be part of the phase 2 standards.

Replacement of Ten 2017 Redi-Wheels Minivans

This project will replace ten 2017 Redi-Wheels Minivans that have reached the end of their useful lives. The new vehicles will ensure continued, reliable service to paratransit customers by replacing older, costly-to-maintain vehicles, thereby reducing operating and maintenance costs.

Replacement of One-Hundred-Thirty-Five 2009 Gillig Diesel Buses

The District’s one-hundred-thirty-five 2009 Gillig diesel buses have reached end of their useful lives. The District plans to replace all 135 vehicles with new zero-emission buses (ZEBs) over multiple years. The proposed budget amendment is applicable to Phase 1 only, which is the replacement of 30 diesel buses with a combination of 20 battery electric buses and 10 hydrogen fuel cell electric buses. Both types of buses meet ZEB requirements and comply with the California Air Resources Board’s 25% ZEB purchase mandate. Subsequent phases are still being planned.

Budget Impact

The proposed action would amend the FY2022 Capital Budget as summarized above and detailed below.

Replacement of Twenty-One 2015 Paratransit (Cutaway) Vehicles

The project was first approved by the Board in the FY2022 Capital Budget for \$3,457,280 with funding from the Federal Transit Administration (FTA) and Measure W Sales Tax. This recommended action includes an increase of \$1,799,280 from the FTA and a reduction of \$449,660 from Measure W funds, resulting in a net increase of \$1,349,620 to the project budget for a new project budget amount of \$4,806,900. The additional FTA funds were made available to the District by the Metropolitan Transportation Commission (MTC) as a result of increased funding levels through the Bipartisan Infrastructure Law (BIL).

SOURCES OF FUNDS: Paratransit (Cutaway) Replacement Project	FY2022 Adopted Budget	FY2022 Amended Budget	Changes
FTA	2,046,240	3,845,520	1,799,280
MEASURE W	1,411,040	961,380	(449,660)
TOTAL	\$3,457,280	\$4,806,900	\$1,349,620

Replacement of Ten 2017 Redi-Wheels Minivans

The Project was first approved by the Board in the FY2022 Capital Budget for \$874,384 with funding from the FTA and Measure W Sales Tax. This recommended action includes an increase of \$219,492 Measure W fund for a new total project budget amount of \$1,093,876.

Replacement of One-Hundred-Thirty-Five 2009 Gillig Diesel Buses

The Project was first approved by the Board in the FY2022 Capital Budget for \$29,222,557 with funding from the FTA, State's Local Partnership Program (LPP), and Measure W Sales Tax. This

recommended action includes an increase of \$14,527,023 from the FTA, \$59,000 in LPP funds, and a reduction of \$1,149,657 in Measure W funds, resulting in a net increase of \$13,436,366 for a new project budget amount of \$42,658,923. As with the cutaway vehicles, the additional FTA funds were made available to the District by the MTC as a result of increased funding from the BIL. The additional LPP funds were made available by the California Transportation Commission through available program balances that were redistributed to all eligible LPP agencies. The reservation of Measure W Sales Tax funding will be used for future allocations to implement infrastructure projects to charge and fuel the new ZEBs.

SOURCES OF FUNDS: Phase 1 of the 2009 Gillig Bus Replacement	FY2022 Adopted Budget	FY2022 Amended Budget	Changes
Federal	17,367,760	31,894,783	14,527,023
LPP	9,101,000	9,160,000	59,000
Measure W	2,753,797	1,604,140	(1,149,657)
Total	\$29,222,557	\$42,658,923	\$13,436,366

Background

On June 2, 2021, the Board adopted the FY2022 Capital Budget in the amount of \$41,050,326 as per Resolution No. 2021-26. On February 2, 2022, the Board approved a first amendment to the FY2022 Capital Budget to the amount of \$46,750,326 as per Resolution No. 2022-9. On March 2, 2022, the Board approved a second amendment to the FY2022 Capital Budget to the amount of \$55,519,700 as per Resolution No. 2022-13. This proposed third amendment described above would increase the FY2022 Capital Budget to a new total amount of \$70,525,178.

The budget impact is caused by price increases in commodities and wages. As an example, the minivan replacements the District is planning to purchase will cost more per vehicle than the previously purchased vans in 2020. In addition, the costs of vehicles have increased in the last two years due to a global supply chain shortage of micro-processing chips. All manufacturers are requesting Producer Price Index (PPI) adjustments in their cost in the cooperative contracts in which the District is planning to use as piggyback contracts. The anticipated increases are estimated between the range of 15% to 35% per unit depending on the manufacturer.

Prepared By: Ladi Millard-Olmeda	Director, Budgets	650-508-7755
Cleo Liao	Manager, Budgets	650-508-7756

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Amending to Increase the Fiscal Year 2022 Capital Budget by \$15,005,478 for a New Budget of
\$70,525,178**

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

Whereas, on June 2, 2021, pursuant to Resolution No. 2021-26, the Board adopted the Fiscal Year 2021-22 (FY2022) Capital Budget in the amount of \$41,050,326; and

Whereas, on February 2, 2022, pursuant to Resolution No. 2022-9, the Board amended to increase the FY2022 Capital Budget to \$46,750,326, and on March 2, 2022, pursuant to Resolution No. 2022-13, the Board increased the FY2022 Capital Budget to \$55,519,700; and

Whereas, additional funds from the Federal Transit Administration (FTA) are available to support the replacement of 21 Paratransit (Cutaway) Revenue Vehicles, allowing the Board to increase the associated Capital Budget item 1.3 by \$1,349,620; and

Whereas, Measure W Sales Tax revenues are available to cover \$219,492 in increased costs to replace Redi-Wheels Minivans (Capital Budget item 1.4); and

Whereas, a combination of \$13,436,366 in additional FTA funds and funds from the State of California's Local Partnership Program has become available for replacement of 135 Gillig Diesel Buses (Capital Budget item 1.5); and

Whereas, staff recommends the Board increase the FY2022 Capital Budget by a combined \$15,005,478, for a new Capital Budget of \$70,525,178, as set forth in Attachment B.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby amends to increase the Fiscal Year 2021-22 Capital Budget by \$15,005,478, for a new total budget of \$70,525,178, as detailed in Attachment B; and

Be It Further Resolved that the Acting General Manager/CEO or designee is authorized to take any actions necessary to give effect to this resolution, including execution of funding agreements and other documents required to receive the subject funds.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



San Mateo County Transit District
Fiscal Year 2022 Capital Budget - Amendment #3

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amendment 3 Request	FY2022 Amended Budget	FUNDING						
							Federal	STA SOGR	LPP ¹	District Sales	Measure W	Other	
1 REVENUE VEHICLE SUPPORT													
1.1	Major Bus Components	Purchase new and rebuilt parts, and major bus components not in operating budget.	\$ 311,347	\$ -	\$ 311,347	\$ -	\$ 311,347	\$ -	\$ -	\$ -	\$ 311,347	\$ -	\$ -
1.2	Maintenance Support Equipment	Fund equipment used to support day-to-day shop activities.	\$ 320,226	\$ -	\$ 320,226	\$ -	\$ 320,226	\$ -	\$ -	\$ -	\$ 320,226	\$ -	\$ -
1.3	<i>Paratransit (Cutaway) Revenue Vehicle Procurement</i>	<i>Replace twenty one (21) Revenue Paratransit Vehicles. This will replace twenty (21) 2015 Eldorado Aerotech Cut-Away in service since 2014.</i>	\$ 4,806,900	\$ -	\$ 3,457,280	\$ 1,349,620	\$ 4,806,900	\$ 3,845,520	\$ -	\$ -	\$ -	\$ 961,380	\$ -
1.4	<i>Replacement of (10) 2017 Redi-Wheels Minivans</i>	<i>Replace (10) 2017 model year El Dorado Amerivan minivans that will be obsolete in Year 2022.</i>	\$ 1,093,876	\$ -	\$ 874,384	\$ 219,492	\$ 1,093,876	\$ 568,000	\$ -	\$ -	\$ -	\$ 525,876	\$ -
1.5	<i>Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses</i>	<i>Replace (135) 2009 model-year heavy duty diesel buses that will be obsolete with a combination of Battery Electric buses (BEB) and Hydrogen Fuel Cell buses. There will be multiple phases for this replacement project. Phase 1 will be the purchase of 20 BEBs and 10 Hydrogen Fuel Cell buses (FCEB).</i>	\$ 225,701,388	\$ -	\$ 29,222,557	\$ 13,436,366	\$ 42,658,923	\$ 31,894,783	\$ -	\$ 9,160,000	\$ -	\$ 1,604,140	\$ -
1.6	Electric Bus Procurement ²	Procure, operate, and maintain 10 electric buses and charging stations (a pilot program)	\$ 3,160,862	\$ 10,926,668	\$ (7,765,806)	\$ -	\$ (7,765,806)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7,765,806)
1.7	Express Bus - BEB ²	Purchase 7 battery electric heavy-duty, low-floor, 40-foot buses (BEBs) that will be used for the Express Bus Pilot Program and 10 battery electric buses will be replacing the ten 2003 Gillig that were scheduled for replacements with the initial 10 pilot battery electric buses.	\$ 25,338,021	\$ 8,802,841	\$ 16,535,180	\$ -	\$ 16,535,180	\$ -	\$ -	\$ -	\$ -	\$ 8,769,374	\$ 7,765,806
Subtotal			\$ 260,732,620	\$ 19,729,509	\$ 42,955,168	\$ 15,005,478	\$ 57,960,646	\$ 36,308,303	\$ -	\$ 9,160,000	\$ 631,573	\$ 11,860,770	\$ -
2 NON-REVENUE VEHICLE SUPPORT													
2.1	n/a	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 INFORMATION TECHNOLOGY													
3.1	Automatic Passenger Counter (APC) Validation	Purchase and implement a system that will report data collected by Automatic Passenger Counter (APC) units on 322 bus vehicles.	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250	\$ -
Subtotal			\$ 431,250	\$ -	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250	\$ -
4 FACILITIES / CONSTRUCTION													
4.1	Facilities Smaller Projects	Maintain state of good repair for District's infrastructure, shops, and facilities for District employees to perform their duties.	\$ 920,000	\$ -	\$ 920,000	\$ -	\$ 920,000	\$ -	\$ -	\$ -	\$ 920,000	\$ -	\$ -
4.2	Design (Only) at North Base Building 200	Fund the design phase the NB Building 200 replacement. This will include a geotech assessment, functional design solutions, phased scheduling, cost estimates for construction, interim work spaces.	\$ 1,575,000	\$ 1,000,000	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -	\$ -
4.3	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	Replace lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base Facilities. This is Phase 2 of 2 for the project.	\$ 3,217,832	\$ 1,428,000	\$ 1,789,832	\$ -	\$ 1,789,832	\$ -	\$ 1,496,400	\$ -	\$ 293,432	\$ -	\$ -



San Mateo County Transit District
Fiscal Year 2022 Capital Budget - Amendment #3

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amendment 3 Request	FY2022 Amended Budget	FUNDING					
							Federal	STA SOGR	LPP ¹	District Sales	Measure W	Other
4.4 EV Chargers for Non-Revenue Vehicles (6 total)	Provide six (6) electric vehicle (EV) charging stations for District's non-revenue fleet. Project will provide design services; subsequently deliver related equipment/installation. There will be two (2) EV Chargers at each of 3 facilities -- Central, North Base and South Base. Objective follows District's move to fully zero-emission vehicle fleet.	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -	\$ -
4.5 TAM Maturity and Development Assessment	Provide a progress assessment of District's Transit Assessment Management (TAM) Plan following the TAM Policy as approved by the Board in November 2018. The project will allow District to review the implementation plan and to reassess the subsequent work processes and data flow inherent to TAM.	\$ 55,200	\$ -	\$ 55,200	\$ -	\$ 55,200	\$ -	\$ -	\$ -	\$ 55,200	\$ -	\$ -
4.6 Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	Provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection. The FY22 Budget requests reflects the Design Phase only; Total estimated Project reflects design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure)	\$ 326,711,250	\$ -	\$ 1,926,250	\$ -	\$ 1,926,250	\$ -	\$ -	\$ -	\$ -	\$ 1,926,250	\$ -
4.7 Transit Oriented Development (TOD) Project Initiation Funds	Fund the TOD Initiation Tasks for potential development sites in various states of readiness that will progress in FY22.	\$ 92,000	\$ -	\$ 92,000	\$ -	\$ 92,000	\$ -	\$ -	\$ -	\$ 92,000	\$ -	\$ -
4.8 South Base Switchgear Replacement	Provide and support bid procurement, construction, and closeout activities to replace the South Base Switchgear.	\$ 6,700,000	\$ 1,000,000	\$ 5,700,000		\$ 5,700,000	\$ -	\$ -	\$ -	\$ -	\$ 5,700,000	\$ -
Subtotal		\$ 339,846,282	\$ 3,428,000	\$ 11,633,282	\$ -	\$ 11,633,282	\$ -	\$ 1,496,400	\$ -	\$ 2,510,632	\$ 7,626,250	\$ -
5 PLANNING / DEVELOPMENT												
5.1 Capital Program and Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -
5.2 Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -
Subtotal		\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -
GRAND TOTAL		\$ 601,010,152	\$ 23,157,509	\$ 55,519,700	\$ 15,005,478	\$ 70,525,178	\$ 36,308,303	\$ 1,496,400	\$ 9,160,000	\$ 3,642,205	\$ 19,918,270	\$ -

Notes:
 1 Local Partnership Program (LPP) funds for Gillig replacement
 2 Transfer existing funding from the original 10-bus pilot program to the express bus program. Other funding include \$5,309,478 Federal Transit Administration Section 5307 (FTA), \$568,328 State Transit Assistance State of Good Repair (SOGR), \$629,350 Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), and \$1,258,650 Low Carbon Transportation Operations (LCTOP)

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: Carter Mau
Acting General Manager/CEO

From: Grace Martinez David Olmeda
Acting Chief Financial Officer Chief Operating Officer, Bus

Subject: **Award of Contract for the Purchase and Delivery of 10 2022 NorCal 350EL Paratransit Vehicles and Authorize Disposition of 10 2017 Paratransit Minivan Vehicles**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Award a contract to A-Z Bus Sales of Colton, California for 10 2022 NorCal 350EL paratransit vehicles (2022 Vehicles) for a not-to-exceed amount of \$871,299 at fixed unit prices including fees, taxes and delivery, contingent on completion of a Pre-Award Buy America Audit;
2. Authorize the Acting General Manager/CEO or designee to execute a contract for the 2022 Vehicles in full conformity with the terms and conditions of the California Association for Coordinated Transportation’s (CalACT) competitively-bid contract, and in a form approved by legal counsel, contingent on the completion of a Pre-Award Buy America Audit; and
3. Authorize the General Manager/CEO or designee to dispose of 10 2017 El Dorado paratransit minivan vehicles (2017 Vehicles) in accordance with the District's Procurement Policy once the 2022 Vehicles are delivered and placed in service.

Significance

Award of this contract will allow the District to replace 10 2017 Vehicles that have reached the end of their useful life. The 2022 Vehicles will ensure continued, reliable service to paratransit customers by replacing older, costly-to-maintain vehicles, thereby reducing operating and maintenance costs. In addition, these 2022 Vehicles will have larger capacity, accommodating up to two wheelchairs and six ambulatory passengers, and improve reliability. The Norcal 350EL paratransit van has gone through internal review and is recommended for purchase by the Bus Transportation department, specifically Accessible Transit Services.

The District routinely disposes of rolling stock (e.g., minivans, cutaways, heavy-duty buses) that have reached the end of their useful lives. Disposition of the 2017 Vehicles is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy and applicable Federal Transit Administration (FTA) regulations. The Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

Budget Impact

Replacement of (10) 2017 Redi-Wheels Minivans (the "Project") was first approved by the Board in the Fiscal Year (FY) 2022 Capital Budget with a budget of \$874,384 in FTA Section 5307 grants and Measure W sales tax revenues. The recommended purchase of the 2022 Vehicles assumes Board action to increase the FY2022 Capital Budget earlier at this June 1 meeting, including by adding \$219,492 in Measure W sales tax funds for a new Project budget amount of \$1,093,876.

The 2022 Vehicles will cost more per vehicle than the Braun paratransit vans purchased by the District in 2020. In general, costs of vehicles have increased in the last two years due to a global supply chain shortage of microchips. Consequently, CalACT has been evaluating Producer Price Index adjustment requests by dealers for all vehicles under contract. This CalACT process indicates the Braun paratransit minivans are also subject to rising costs, with an anticipated 30% increase per unit. As a result, the budget for this Project will be impacted regardless of which vehicle the District procures.

Background

The District provides paratransit services for persons with disabilities who cannot independently use fixed-route SamTrans bus service. The District provides Redi-Wheels paratransit on the bayside of the county and RediCoast on the coastside. While the District contracts with operators for its paratransit services, the District owns the vehicles.

Paratransit vehicles are subject to stringent standards from a number of sources. The District has its own mileage replacement standards and also complies with FTA and Metropolitan Transportation Commission guidelines, which are designed to ensure that rolling stock is maintained at the highest level of readiness and reliability. Paratransit vehicles carry the most vulnerable customers, magnifying the need to operate reliable vehicles. Compliance with FTA guidelines, in turn, helps the District ensure it qualifies for future funding opportunities. To ensure the reliability of District operations, and comply with applicable standards, staff recommends that the 2017 Vehicles be replaced at end of calendar year 2022.

As referenced above, the District will use the CalACT competitively-bid contract to purchase the 2022 Vehicles. The California Public Contract Code and District Procurement Policy allow the District to purchase vehicles, equipment, and other commodities through State of California and other competitively-bid contracts. CalACT's paratransit vehicle contract provides the District with access to vehicles, at highly competitive prices, that meet proven design and construction standards as well as all of the District's specifications.

Staff investigated the feasibility of procuring zero-emission paratransit vehicles and concluded that there are no vehicles currently available to meet the District's paratransit service needs. Electric vans available on the commercial market today do not provide a sufficient battery charge to travel the range needed by the District. The best reported range of a battery electric van is up to only 170 miles per charge, while the District requires paratransit vans to travel up to 200 miles per day. Furthermore, the District does not yet have infrastructure for powering a fleet of 10 electric paratransit vans, and such infrastructure could not be in place by the time the replacement vans are delivered. Finally, the base price for a battery electric paratransit van has been advertised between \$100,000 to \$135,000 per vehicle, which is more than double the base price of the NorCal 350EL vans.

In addition, as the District has secured federal funds to purchase the replacement paratransit vehicles. FTA-funds can only be used on vehicles that comply with Buy America and also pass bus testing procedures and obtain a Bus Testing Report (Altoona testing) that confirms maintainability, reliability, safety, performance, structural integrity and durability, fuel/energy economy, noise, and emissions. There are no Altoona-tested battery electric paratransit vans available for purchase at this time, in part due to pandemic-related testing delays.

While it is not yet possible for the District to procure electric minivans using federal funds, staff is hopeful that electric vans will have completed Altoona testing and become available for purchase using federal funds in the next 12-15 months. By then, the District could possibly have infrastructure in place for charging battery electric vans, allowing the District to purchase zero-emission vehicles when replacing the next portion of its paratransit fleet.

As mentioned above, there is a global microchip shortage causing delays in the production of commercial vehicles and costs for materials have been increasing substantially; therefore, it would be in District's best interest to secure the purchase of these 2022 vehicles as soon as possible to replace the 2017 vehicles. Any further delays in purchasing replacement vehicles would require the District to maintain the 2017 El Dorado paratransit minivans running beyond their useful lives and, at the same time, expose the District to higher prices for new vehicles in the future.

This proposed contract award is contingent on completion of a Pre-Award Buy America Audit per federal requirements.

Prepared by:	Nita Vigil	Procurement Administrator III	650-508-7731
	Natalie Chi Rasmussen	Bus Maintenance	650-508-6418

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Awarding a Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery
of 10 2022 Paratransit 350EL Vehicles for a Total Not-to-exceed Amount of \$871,299 and
Authorizing the Disposition of 10 2017 Paratransit Minivan Vehicles**

Whereas, the San Mateo County Transit District (District) provides paratransit services to San Mateo County residents through its paratransit service program known as Redi-Wheels as required by the Americans with Disabilities Act of 1990; and

Whereas, ten 2017 El Dorado paratransit vehicles (2017 Vehicles) have reached the end of their useful life and are due for replacement in accordance with Federal Transit Administration and Metropolitan Transportation Commission replacement schedules; and

Whereas, staff proposes to replace the ten 2017 Vehicles by acquiring ten new 2022 NorCal 350EL paratransit vehicles (2022 Vehicles); and

Whereas, pursuant to California Public Contract Code Section 10298, the District is permitted to procure items through the purchasing cooperative offered by the California Association for Coordinated Transportation (CalACT), which makes available to public agencies numerous vehicles from approved vendors that have been selected through a competitive bidding process; and

Whereas, the Acting General Manager/CEO recommends that the District's Board of Directors (Board) award a contract to A-Z Bus Sales, Inc. of Colton, California for the purchase of ten 2022 Vehicles for a not to exceed amount of \$871,299 at fixed unit prices, including

applicable charges for tire fees, taxes and delivery, contingent upon completion of a Pre-Award Buy America Audit; and

Whereas, the Acting General Manager/CEO further recommends that the Board authorize disposal of the 2017 Vehicles in accordance with the District's Procurement Policy once the 2022 Vehicles are delivered and placed in service.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a contract through the California Association for Coordinated Transportation program to A-Z Bus Sales, Inc. for the purchase and delivery of ten new 2022 NorCal 350EL paratransit vehicles for a not to exceed amount of \$871,299, contingent upon completion of a Pre-Award Buy America Audit; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract on behalf of the District with A-Z Bus Sales, Inc. in accordance with the terms and conditions of CalACT's competitively-bid contract and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to dispose of ten 2017 El Dorado paratransit minivan vehicles in accordance with the District's Procurement Policy once the 2022 paratransit vehicles are delivered and placed in service.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: Carter Mau
Acting General Manager/CEO

From: Grace Martinez
Acting Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

Subject: **Award of Contract for the Purchase and Delivery of 10 Heavy-Duty, Low-Floor Hydrogen New Flyer Fuel Cell Electric Buses and Disposition of 10 2009 Gillig Diesel Buses**

Action

Staff proposes that the Finance Committee recommend the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Award a contract to New Flyer of America, Inc. (New Flyer) of Winnipeg, Manitoba, Canada for 10 new heavy-duty, low-floor, 40-foot hydrogen fuel cell electric buses (FCEBs) for a total estimated amount of \$13,898,262, contingent on the completion of a Pre-Award Buy America Audit;
2. Authorize the Acting General Manager/CEO or designee to execute a cooperative purchasing contract with New Flyer consistent with the terms and conditions of the Washington State Department of Enterprise Services Master Contract and Consulting Unit's competitively-bid contract and in a form approved by legal counsel; and
3. Authorize the Acting General Manager/CEO or designee to dispose of ten 2009 Gillig diesel buses (2009 Buses) that have reached, or soon will have reached, the end of their useful lives, in accordance with the District's Procurement Policy, once the New Flyer FCEBs are delivered and placed in service.

Significance

The District's 2009 Buses have been in revenue service for 12 years and will have reached end-of-life in calendar year 2021 and 2022. The District is planning to replace all 135 of its 2009 Buses with zero emission buses in multiple phases to ensure reliable service for passengers through use of buses in a state of good repair, and meet the replacement schedules set forth by the Federal Transit Administration (FTA) and the Metropolitan Transportation Commission. The proposed contract is part of the first phase of the bus replacement project, which replaces 30 of the buses with a combination of the 10 FCEBs and 20 battery electric buses (BEBs, the purchase of which is the subject of a separately-agendized item at this Board of Directors meeting). Both

types of buses meet zero-emission bus requirements. Subsequent phases of the bus replacement project are still being planned.

The District routinely disposes of rolling stock (e.g., minivans, cutaways, heavy-duty buses) that have reached the end of their useful lives. Disposition of the 2009 Buses is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy and applicable FTA regulations. The Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

Budget Impact

The Board approved the Replacement of 135 2009 Model-Year Gillig Heavy Duty Diesel Buses (the "Project") in the FY2022 Capital Budget for \$29,222,557 with funding from FTA, the State Local Partnership Program, and Measure W sales tax revenue. The recommended purchase of the FCEBs assumes Board action to increase the FY2022 Capital Budget, included as an earlier item on this agenda, in part by adding \$13,436,366 in funds for a new Project budget of \$42,658,923.

Background

The proposed action will help the District comply with the California Air Resources Board's Innovative Clean Transit (ICT) rule that requires 25% of the District's new bus purchases in 2023 to be zero emissions buses. The ICT Plan adopted by the Board in October 2020, and revised in February 2021 anticipated purchasing one more set of diesel buses before purchasing only ZEBs. Over the past year and a half, staff has identified a path towards more expeditious transition to a ZEB-only fleet, eliminating the need to purchase diesel buses for the SamTrans fixed-route bus fleet.

The ICT Plan identified BEBs as the preferred zero emission technology, leaving the FCEBs to be evaluated at a later date, however, staff has developed new options for testing and deploying both BEB and FCEB technology. Accordingly, the first phase of replacements for the one hundred and thirty-five 2009 Gillig buses is proposed to consist of 1/3 FCEBs and 2/3 BEBs. Staff will update the ICT Plan to reflect the accelerated purchase of zero emission buses and incorporate the Board of Director's input in the coming months.

Due to the number of buses to be replaced, and the time needed to transition to the new technology, including the installation of charging and hydrogen fueling infrastructure, the full complement of buses replacing the 2009 Buses will be delivered in phases in 2023, 2024, and 2025.

On April 1, 2021, the Washington State Department of Enterprise Services Master Contract and Consulting Unit (DES) entered into a contract with New Flyer pursuant to Solicitation 06719 for the furnishing of heavy-duty, low-floor, 40-foot FCEBs (Contract 06719). DES's solicitation for Contract 06719 meets District competitive procurement requirements. Contract 06719

provides public agencies, including the District, with the ability to purchase transit buses of various configurations from approved manufacturers. On April 1, 2022, the District entered into a contract with the DES for the use of Contract 06719. This enables the District to purchase vehicles that meet proven design and construction standards and are configured to the District's specifications, at highly competitive prices and without requiring the time and effort for the District to administer its own procurement.

The price per New Flyer FCEB is similar to the price of a BEB.

The New Flyer FCEBs have a range of 350 miles per fuel, which will exceed the District's needs on its service routes. The District is looking into leasing a portable trailer with liquid hydrogen to fuel the hydrogen buses until permanent infrastructure is designed and built for the SamTrans FCEB subfleet.

The District currently has 55 New Flyer articulated diesel buses in its active fleet and 17 New Flyer BEBs on order. The purchase of the FCEBs manufactured by New Flyer will conform to the District's standardization strategy for maintaining its fleet and sub-fleets.

This proposed contract award is contingent on the completion of a Pre-Award Buy America Audit per federal requirements.

Strategic Initiative

Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices

Prepared by: Nita Vigil, Procurement Administrator III
Project Manager: Natalie Chi Rasmussen, Bus Maintenance

650-508-7731
650-508-6418

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Awarding a Contract to New Flyer of America, Inc. for the Purchase and Delivery
of 10 Hydrogen Fuel Cell Electric 40-Foot, Heavy-Duty, Low-Floor Buses
for an Estimated Amount of \$13,898,262 and
Authorizing the Disposition of 10 2009 Gillig Diesel Buses**

Whereas, the San Mateo County Transit District (District) provides public transportation services to San Mateo County residents; and

Whereas, the District's one-hundred-thirty-five 2009 Gillig 40-foot diesel buses (2009 Buses) have reached, or will soon reach, end-of-life; and

Whereas, the District desires to maintain a reliable bus fleet, in a state of good repair through the replacement of the 2009 Buses; and

Whereas, the California Air Resources Board's Innovative Clean Transit (ICT) rule requires that 25% of the District's new bus purchases in 2023 be zero-emission buses; and

Whereas, the District has identified a path to move more aggressively towards a zero-emissions fleet and has committed to replace the 2009 Buses with a combination of battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs); and

Whereas, due to the number of buses to be replaced and the time needed to transition to the new technology, including the installation of charging and hydrogen fueling infrastructure, the replacement buses will be delivered in multiple phases over 2023, 2024, and 2025; and

Whereas, on April 1, 2021, Washington State Department of Enterprise Services Master Contracts and Consulting Unit (DES) entered into Contract 06719 with New Flyer of America, Inc. (New Flyer) and other manufacturers for the furnishing of heavy-duty, low-floor, 40-foot FCEBs; and

Whereas, Contract 06719 provides public agencies, including the District, with the ability to purchase transit buses of various configurations from approved manufacturers that have been selected through a competitive sealed bid process which meets the District's procurement requirements; and

Whereas, on April 1, 2022, the District entered into a contract with the DES for the use of the Contract 06719, thereby enabling the District to purchase vehicles that meet proven design and construction standards and are configured to the District's specifications, at highly competitive prices; and

Whereas, this award will allow the District to replace 10 of the 2009 Buses that have been in revenue service for 12 years and have exceeded, or soon will have exceeded, their useful lives, thereby meeting the replacement schedules set forth by the Federal Transit Administration and the Metropolitan Transportation Commission; and

Whereas, staff recommends that the Board award a contract to New Flyer for the purchase of 10 new FCEBs for a total estimated amount of \$13,898,262, subject to the completion of a Pre-Award Buy America Audit; and

Whereas, staff further recommends that the Board authorize disposal of 10 of the 2009 Buses in accordance with the District's Procurement Policy, once the new FCEBs are delivered and placed in service.

Now, Therefore, Be It Resolved that the Board of Directors (Board) of the San Mateo County Transit District awards a contract through the Washington State Department of Enterprise Services Master Contracts and Consulting Unit's cooperative Contract 06719 to New Flyer of America, Inc. for the purchase and delivery of the 10 new hydrogen fuel cell electric heavy-duty, low-floor, 40-foot buses, for a total estimated amount of \$13,898,262, contingent on the completion of a Pre-Award Buy America Audit; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract on behalf of the District with New Flyer in full conformity with the terms and conditions of the DES Contract 06719, and in a form approved by legal counsel; and

Be It Further Resolved that the Acting General Manager/CEO or designee is authorized to dispose of 10 of the District's 2009 Gillig diesel buses in accordance with the District's Procurement Policy once the New Flyer FCEBs are delivered and placed in service.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: Carter Mau
Acting General Manager/CEO

From: Grace Martinez David Olmeda
Acting Chief Financial Officer Chief Operating Officer, Bus

Subject: **Award of Contract for the Purchase and Delivery of 20 Battery Electric Heavy-Duty Low-Floor Buses and Authorize the Disposition of 20 2009 Gillig Diesel Buses**

Action

Staff proposes that the Finance Committee recommend the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Award a contract to Gillig LLC (Gillig) of Livermore, California for 20 new heavy-duty, low-floor, 40-foot battery electric buses (BEB) for a total estimated amount of \$22,801,186, contingent on the completion of a Pre-Award Buy America Audit;
2. Authorize the Acting General Manager/CEO or designee to execute a cooperative purchasing contract with Gillig consistent with the terms and conditions of the Washington State Department of Enterprise Services Master Contract and Consulting Unit's competitively-bid contract and in a form approved by legal counsel; and
3. Authorize the Acting General Manager/CEO or designee to dispose of twenty 2009 Gillig diesel buses (2009 Buses) that have reached, or soon will have reached, the end of their useful lives, in accordance with the District's Procurement Policy once the new Gillig BEBs are delivered and placed in service.

Significance

The District's 2009 Buses have been in revenue service for 12 years and will have reached end-of-life in calendar year 2021 and 2022. The District is planning to replace all 135 of its 2009 Buses with zero emission buses (ZEBs) in multiple phases to ensure reliable service for passengers through use of buses in a state of good repair, and meet the replacement schedules set forth by the Federal Transit Administration (FTA) and the Metropolitan Transportation Commission. The proposed contract is part of the first phase of the bus replacement project, which replaces 30 of the buses with a combination of 20 BEBs and 10 fuel cell electric buses (FCEBs, the purchase of which is the subject of a separately-agendized item at this Board of Directors meeting). Both types of buses meet zero-emission bus requirements. Subsequent

phases of the bus replacement project are still being planned.

The District routinely disposes of rolling stock (e.g., minivans, cutaways, heavy-duty buses) that have reached the end of their useful lives. Disposition of the 2009 Buses is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy and applicable FTA regulations. The Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

Budget Impact

The Board approved the Replacement of 135 2009 Model-Year Gillig Heavy Duty Diesel Buses project (the "Project") in the FY2022 Capital Budget for \$29,222,557 with funding from the FTA, State Local Partnership Program, and Measure W sales tax revenue. The recommended purchase of the BEBs assumes Board action to increase the FY2022 Capital Budget, included as an earlier item on this agenda, in part by adding \$13,436,366 in funds for a new Project budget of \$42,658,923.

Background

The proposed action will help the District comply with the California Air Resources Board's Innovative Clean Transit (ICT) rule that requires 25% of the District's new bus purchases in 2023 to be zero emissions buses. The ICT Plan adopted by the Board in October 2020, and revised in February 2021, anticipated purchasing one more set of diesel buses before purchasing only ZEBs. Over the past year and a half, staff has identified a path towards more expeditious transition to a ZEB-only fleet, eliminating the need to purchase diesel buses for the SamTrans fixed-route bus fleet.

The ICT Plan identified BEBs as the preferred zero emission technology, leaving the FCEBs to be evaluated at a later date, however, staff has developed new options for testing and implementing both BEB and FCEB technology. Accordingly, the first phase of replacements for the one hundred and thirty-five 2009 Gillig buses is proposed to consist of 1/3 FCEBs and 2/3 BEBs. Staff will update the ICT Plan to reflect the accelerated purchase of zero emission buses and incorporate the Board of Director's input in the coming months.

Due to the number of buses to be replaced, and the time needed to transition to the new technology, including the installation of charging and hydrogen fueling infrastructure, the full complement of buses replacing the 2009 Buses will be delivered in phases in 2023, 2024, and 2025.

District staff have completed an extensive analysis of four manufacturers of battery electric buses, and Gillig BEBs are best suited to the District's needs. Thus, District staff recommends Gillig for this 20 BEB procurement.

On April 1, 2021, the Washington State Department of Enterprise Services Master Contract and

Consulting Unit (DES) entered into a contract with Gillig pursuant to Solicitation 06719 for the furnishing of heavy-duty, low-floor, 40-foot BEBs (Contract 06719). DES's solicitation for Contract 06719 meets District competitive procurement requirements. Contract 06719 provides public agencies, including the District, with the ability to purchase transit buses of various configurations from approved manufacturers. On April 1, 2022, the District entered into a contract with the DES for the use of Contract 06719. This enables the District to purchase vehicles that meet proven design and construction standards and are configured to the District's specifications, at highly competitive prices and without requiring the time and effort for the District to administer its own procurement.

The Gillig BEBs will come with 588 kWh battery capacity, which will support an average range of 217 miles per charge. This range will exceed District's needs on its service routes. The District currently has in its active fleet 247 Gillig diesel buses of various lengths. The purchase of the BEBs manufactured by Gillig will conform to the District's standardization strategy for maintaining its fleet and sub-fleets.

This contract award is contingent on the completion of a Pre-Award Buy America Audit per federal requirements.

Strategic Initiative

Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices

Prepared by: Nita Vigil, Procurement Administrator III
Project Manager: Natalie Chi Rasmussen, Bus Maintenance

650-508-7731
650-508-6418

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Awarding a Contract to Gillig, LLC for the Purchase and Delivery
of 20 Battery Electric 40-Foot, Heavy-Duty, Low-Floor Buses
for an Estimated Amount of \$22,801,186 and
Authorizing the Disposition of Twenty 2009 Gillig Diesel Buses**

Whereas, the San Mateo County Transit District (District) provides public transportation services to San Mateo County residents; and

Whereas, the District's one-hundred-thirty-five (135) 2009 Gillig 40-foot diesel buses (2009 Buses) have reached, or will soon reach, end-of-life; and

Whereas, the District desires to maintain a reliable bus fleet, in a state of good repair, through the replacement of the 2009 Buses; and

Whereas, the California Air Resources Board's Innovative Clean Transit (ICT) rule requires that 25% of the District's new bus purchases in 2023 be zero-emission buses; and

Whereas, the District has identified a path to move more aggressively towards a zero-emissions fleet and has committed to replace the 2009 Buses with a combination of battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs); and

Whereas, due to the number of buses to be replaced and the time needed to transition to the new technology, including the installation of charging and hydrogen fueling infrastructure, the replacement buses will be delivered in multiple phases over 2023, 2024, and 2025; and

Whereas, on April 1, 2021, Washington State Department of Enterprise Services Master Contracts and Consulting Unit (DES) entered into Contract 06719 with Gillig, LLC (Gillig) and other manufacturers for the furnishing of heavy-duty, low-floor, 40-foot BEBs; and

Whereas, Contract 06719 provides public agencies, including the District, with the ability to purchase transit buses of various configurations from approved manufacturers that have been selected through a competitive sealed bid process, which meets the District's procurement requirements; and

Whereas, on April 1, 2022, the District entered into a contract with the DES for the use of the Contract 06719, thereby enabling the District to purchase vehicles that meet proven design and construction standards and are configured to the District's specifications, at highly competitive prices; and

Whereas, this award will allow the District to replace 20 of the 2009 Buses which have been in revenue service for 12 years and have exceeded, or soon will have exceeded, their useful lives, thereby meeting the replacement schedules set forth by the Federal Transit Administration and the Metropolitan Transportation Commission; and

Whereas, staff recommends that the Board award a contract to Gillig for the purchase of 20 new BEBs, for a total estimated amount of \$22,801,186, subject to the completion of a Pre-Award Buy America Audit; and

Whereas, staff further recommends that the Board authorize disposal of 20 of the 2009 Buses in accordance with the District's Procurement Policy, once the new BEBs are delivered and placed in service.

Now, Therefore, Be It Resolved that the Board of Directors (Board) of the San Mateo County Transit District awards a contract through the Washington State Department of Enterprise Services Master Contracts and Consulting Unit's cooperative Contract 06719 to Gillig, LLC of Livermore, California for the purchase and delivery of the 20 new battery electric heavy-duty, low-floor, 40-foot buses, for a total estimated amount of \$22,801,186, contingent on the completion of a Pre-Award Buy America Audit; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract on behalf of the District with Gillig in full conformity with the terms and conditions of the DES Contract 06719, and in a form approved by legal counsel; and

Be It Further Resolved that the Acting General Manager/CEO or designee is authorized to dispose of 20 of the District's 2009 Gillig diesel buses in accordance with the District's Procurement Policy once the new Gillig BEBs are delivered and placed in service.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Adoption of the proposed budgets is an important step towards providing service that is relevant, adaptable and financially sustainable, and that addresses the mobility needs of the County and its residents.

Operating Budget Narrative

The following narrative describes the FY2023 Proposed Operating Budget as compared to the FY2022 Forecast. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on attachment A.

The District’s Operating Revenues are derived from transit passenger fares and various federal, state, and local funding sources. Some state and federal funds are discretionary allocations, whereas others are based on a formula allocation. The District competes for discretionary funds on a project-by-project basis; formula-based funds are allocated by the federal, state, or regional legislatures.

SOURCES OF FUNDS: OPERATING REVENUE SUMMARY (Page 1, Attachment A)

SOURCES OF FUNDS: \$ in Millions	FY2021 <u>ACTUALS</u>	FY2022 <u>FORECAST</u>	FY2023 <u>PROPOSED</u> <u>BUDGET</u>	FY2023 <u>PROPOSED</u> <u>BUDGET vs</u> <u>FY2022</u> <u>FORECAST</u>	Percent Change
	A	B	C	D	E
Operating Revenues				D = C-B	E = D / B
1 Passenger Fares	\$5.6	\$8.6	\$9.7	\$1.2	13.5%
2 Local TDA and STA Funds	43.4	43.4	65.9	22.5	51.9%
3 Pass Through to Other Agencies	0.4	0.6	0.6	-	0.0%
4 CARES ACT and CRRSAA and ARPA	58.1	15.6	11.9	(3.8)	-24.0%
5 Operating Grants	3.5	4.4	3.9	(0.5)	-10.5%
6 SMCTA Measure A	10.6	3.8	4.3	0.5	14.4%
7 AB434, TA Funded Shuttles & Other	0.4	0.3	0.1	(0.2)	-63.8%
8 Subtotal - Operating Revenues	\$122.1	\$76.7	\$96.5	\$19.8	25.8%

The following section provides a summary description of Sources of Funds as referenced on page 1 of Attachment A.

PASSENGER FARES (Summary Page 1, line 1)

Passenger Fares include farebox receipts for both Motor Bus fixed route and Paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). The FY2022 Forecast reflects a stepped improvement over fares during the height of pandemic-related shutdowns in FY2021 and the gradual re-openings in FY2022. For the FY2023 Proposed Budget, Staff is projecting that collection of the District farebox receipts will increase to 60% of pre-pandemic levels, with paratransit fares stay at 50%. Passenger Fares for the FY2023 Proposed Budget is \$9.7 million, which is higher than FY2022 Forecast by \$1.2 million or 13.5%. For further details on Passenger Fare Revenue, please reference Motor Bus Passenger Fares on page 2, line 1 of Attachment A and ADA Passenger Fares on page 2, line 22 of Attachment A.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
1 Passenger Fares	\$ 5,614.7	\$ 8,583.0	\$ 9,739.0	\$ 1,156.0	13.5%

LOCAL TDA and STA FUNDS (Summary Page 1, line 2)

Transportation Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services with allocation based on estimates provided by the Metropolitan Transportation Commission (MTC) on a population-based formula. State Transit Assistance (STA) funds are derived from a tax on diesel fuel and allocated in accordance with MTC estimates on a population-based formula and a revenue-based formula.

The FY2023 Proposed Budget is based on MTC’s February 2022 estimates, including \$13 million carryforward from prior years. Revenues in the Proposed Operating Budget are \$65.9 million, which is higher by \$22.5 million or 51.9% compared to FY2022 Forecast. These funds are discussed in further detail as referenced on page 2 of Attachment A, lines 3 and 5 for Motor Bus and, lines 23 and 24 for ADA.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
2 Local TDA and STA Funds	\$ 43,439.3	\$ 43,361.3	\$ 65,886.5	\$ 22,525.2	51.9%

PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 3)

Pass Through revenues reflect funding for the City of Daly City’s Bayshore Shuttle, City of Menlo Park’s Shuttle Program, City of San Mateo’s Get Around Senior Transportation program, and for the City of South San Francisco’s Free South San Francisco Outreach Enhancement Project. As these are pass-through revenues, the corresponding expense can be seen on page 1, line 25 of Attachment A.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
3 Pass Through to Other Agencies	\$ 380.3	\$ 597.4	\$ 597.4	\$ -	0.0%

CARES ACT and CRRSAA and ARPA (Summary Page 1, line 4)

The FY2023 Proposed Budget includes Tranche II funding of the American Rescue Plan Act (ARPA) for Coronavirus pandemic relief. The FY2022 Forecast includes the Tranche I funding of ARPA.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
4 CARES ACT and CRRSAA and ARPA	\$ 58,146.2	\$ 15,633.4	\$ 11,882.8	\$ (3,750.6)	-24.0%

OPERATING GRANTS (Summary Page 1, line 5)

Operating Grants include funding from the Federal Transit Administration (FTA), state, and local agencies for funding specific projects. The FY2023 Proposed Budget includes funds from FTA Operating Grants, various state sources, and Regional Measure 2, which is funding derived from bridge toll revenues. Operating Grants are typically earmarked for specific Motor Bus and ADA related project expense. Operating Grants for the FY2023 Proposed Operating Budget are \$3.9 million, which is 10.5% lower compared to the FY2022 Forecast. The Forecast includes a \$1.0 million in FTA Section 5311 grants related to COVID relief that will be reprogrammed in FY2023 and FY2024. Details of these grants are further described under the Operating Revenue section, page 2 of Attachment A (see line 7 for Motor Bus Operating Grants and line 25 for ADA Operating Grants).

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
5 Operating Grants	\$ 3,508.9	\$ 4,393.0	\$ 3,931.1	\$ (461.9)	-10.5%

SMCTA MEASURE A (Summary Page 1, line 6)

The San Mateo County Transportation Authority (TA) provides 4% of its Measure A tax revenues to the District for Paratransit operating expenses.

TA Measure A funds are projected to be \$4.3 million in FY2023, which is higher by \$0.5 million or 14.4% compared to the FY2022 Forecast. Further details are discussed below with reference to Operating Revenue: SMCTA Measure A Redi-Wheels (page 2, line 28 of Attachment A).

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
6 SMCTA Measure A	\$ 10,597.3	\$ 3,785.6	\$ 4,330.9	\$ 545.3	14.4%

AB434, TA FUNDED SHUTTLES & OTHER (Summary Page 1, line 7)

This revenue line item includes the AB434 California Clean Air Act funding from Bay Area Air Quality Management District, TA contributions for shuttle programs, and employers' shares of the cost of operating shuttle services between the employers' work sites and Bay Area Rapid Transit (BART) stations within San Mateo County. Revenues in the FY2023 Proposed Operating Budget are lower than the FY2022 Forecast; see further details with reference to page 2, line 35 of Attachment A.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
7 AB434, TA Funded Shuttles & Other	\$ 404.4	\$ 315.9	\$ 114.3	\$ (201.6)	-63.8%

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

Other Revenue Sources includes sales tax revenues from the ½ cent District Sales Tax implemented in 1982 and the Measure W Sales Tax, which was approved by the County voters in November 2018. Other Revenue Sources also includes Investment Income, Rental Income, Advertising Income, and various other sources of income, which are described in further detail in the discussion below.

SOURCES OF FUNDS: \$ in Millions		FY2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
		A	B	C	D D = C - B	E E = D / B
9	Other Revenue Sources					
10	District Sales Tax	\$93.8	\$106.9	\$108.3	\$1.4	1.3%
11	Measure W Sales Tax	46.6	53.5	54.1	0.7	1.3%
12	Investment Income	3.1	2.8	2.8	-	0.0%
13	Other Interest, Rent & Other Income	8.2	6.2	9.2	3.0	49.1%
14	Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	23.3	33.8	47.1	13.2	39.2%
15	Subtotal - Other Revenues	\$175.0	\$203.2	\$221.6	\$18.3	9.0%
16						
17	Total Sources of Funds	\$297.1	\$279.9	\$318.1	\$38.2	13.6%

DISTRICT SALES TAX REVENUES (Summary Page 1, line 10)

The District’s original one-half cent sales tax was authorized by San Mateo County voters at the November 1974 election when the Measure to form the San Mateo County Transit District was approved. Pursuant to this authority, the District’s Board of Directors acted to impose the sales tax in 1981. These funds have been collected since July 1, 1982 and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs, and debt service.

The FY2023 Proposed Budget assumes the sales tax projections continue to improve as the District moves beyond the pandemic and related restrictions are lifted. There is a lot of pent-up demand for travel, eating out, and overall activities returning to normal, which is helping to drive improvements in many of the sectors hardest hit during the pandemic, such as Restaurants & Hotels, Fuel & Service Stations, and Autos & Transportation. Other contributing factors to the anticipated sales tax increases include the highest inflation since 1982 and extreme volatility of fuel prices due to the Ukraine/Russia crisis. The District Sales Tax Revenues in the FY2023 Proposed Budget is \$108.3 million, which is higher by \$1.4 million or 1.3% than FY2022 Forecast.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
10	District Sales Tax	\$ 93,833.3	\$ 106,900.0	\$ 108,272.0	\$ 1,372.0	1.3%

MEASURE W SALES TAX (Summary Page 1, line 11)

Measure W, approved by County voters in November 2018, authorized a half-cent sales tax for a 30-year term, to be collected starting from July 1, 2019 through June 30, 2049. As with the

District Sales tax, Measure W Sales Tax revenue for the FY2023 Proposed Budget is \$54.1 million, which is higher by 1.3% or \$0.7 million compared to FY2022 Forecast.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
11 Measure W Sales Tax	\$ 46,577.4	\$ 53,450.0	\$ 54,136.0	\$ 686.0	1.3%

INVESTMENT INTEREST INCOME (Summary Page 1, line 12)

The District’s investable fund balances are invested by the District’s investment manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2023 Proposed Budget is flat compared to the FY2022 Forecast. Interest income comes from sources such as U.S. Treasury and coupon bonds where the rate is fixed.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
12 Investment Income	\$ 3,094.0	\$ 2,840.0	\$ 2,840.0	\$ -	0.0%

OTHER INTEREST, RENT & OTHER INCOME (Summary Page 1, line 13)

This line includes Motor Bus Rental Income, Advertising Income, County Measure M revenues provided to the District for paratransit, Employer Shuttle Funds, Dumbarton Corridor Rentals, and Other income such as Late Night Owl airport service. The FY2023 Proposed Budget reflects an increase of \$3.0 million or 49.1% mainly due to a consolidation of Caltrain’s share of revenue under the District. Starting FY2023, the shuttles previously under Caltrain will now be managed and budgeted with the District. Details are further explained below with reference to Other Revenue Sources, (page 2, lines 13-17), Measure M Paratransit (page 2, line 29), and Multi-Modal programs (page 2, lines 36 and 37).

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
13 Other Interest, Rent & Other Income	\$ 8,213.3	\$ 6,205.6	\$ 9,249.5	\$ 3,043.9	49.1%

DUE FROM PCJPB, SMCTA, SMCEL-JPA & SAMTR CAPITAL W&B (Summary Page 1, line 14)

This line item accounts for the recovery of costs associated with the District’s managing agency role. Though the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA) are legally separate and independent entities, the District serves as their managing agency. The District also provides certain staff support for the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA). The District’s FY2023 Proposed Operating Budget identifies costs for staff members' wages and benefits (W&B) as well as their associated CalPERS and Retiree Medical Benefits that are wholly or partially attributable to the JPB, TA, SMCEL-JPA and/or the District's Capital Programs. Those costs are subject to full reimbursement by the JPB, TA and SMCEL-JPA, and/or the District's Capital Programs. Federal

rules and regulations permit the recovery of overhead expenses and indirect costs if they are part of an approved Cost Allocation Plan. The FTA approved the District's current plan and overhead amounts to address support functions that benefit the other agencies such as Human Resources and Payroll.

The FY2023 Proposed Budget is \$47.1 million, which is higher by \$13.2 million or 39.2%, due mostly to New Full Time Equivalent (FTE) requests and increased labor costs.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change	
14	Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	\$ 23,308.4	\$ 33,829.2	\$ 47,076.0	\$ 13,246.8	39.2%

USES OF FUNDS: OPERATING EXPENSE SUMMARY (Page 1, Attachment A)

USE OF FUNDS: \$ in Millions	FY2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change	
	A	B	C	D D = C - B	E E = D / B	
20	PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	\$23.3	\$33.8	\$47.1	\$13.2	39.2%
21	Motor Bus	127.0	132.8	159.5	26.7	20.1%
22	A.D.A. Programs	15.1	17.4	18.7	1.3	7.2%
23	Caltrain	8.9	-	-	-	0.0%
24	Multi-Modal Programs	2.0	2.4	5.9	3.5	147.9%
25	Pass Through to Other Agencies	0.4	0.6	0.6	-	0.0%
26	Land Transfer Interest Expense	0.1	0.1	0.1	-	0.0%
27	Total Operating Expenses	\$176.7	\$187.2	\$231.9	\$44.7	23.9%

PCJPB, SMCTA, SMCEL-JPA & SAMTR CAPITAL W&B (Summary Page 1, line 20)

Connected to line item 14 discussed above, this line reflects the costs incurred by the District on behalf of the JPB, TA, SMCEL-JPA and District Capital Programs. The FY2023 Proposed Operating Budget has accounted for all staff members' W&B that are wholly or partially attributable to the JPB, TA, SMCEL-JPA and/or the District's Capital Programs. Those costs are subject to full reimbursement, as discussed above, and are equal to line 14 on the summary, page 1, of Attachment A.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change	
20	PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	\$ 23,308.4	\$ 33,829.2	\$ 47,076.0	\$ 13,246.8	39.2%

MOTOR BUS (Summary Page 1, line 21)

Total funding required for the District's Motor Bus Operations reflected in the Proposed Operating Budget for FY2023 is \$159.5 million, which is \$26.7 million or 20.1% higher compared to FY2022 Forecast. Each line item that comprises the Motor Bus operating expense will be discussed in more detail below in reference to page 3 of Attachment A.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
21 Motor Bus	\$ 126,991.6	\$ 132,812.6	\$ 159,508.8	\$ 26,696.3	20.1%

ADA PROGRAMS (Summary Page 1, line 22)

Total funding required for the District’s ADA Programs in the Proposed Operating Budget for FY2023 is \$18.7 million, which is \$1.3 million or 7.2% higher compared to FY2022 Forecast. Each line item comprising the ADA Programs is detailed on page 4 of Attachment A.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
22 A.D.A. Programs	\$ 15,080.1	\$ 17,447.8	\$ 18,712.3	\$ 1,264.4	7.2%

CALTRAIN (Summary Page 1, line 23)

This is the District's share of member funding for Caltrain operations. The FY2023 Proposed Budget assumes no Member Agency funding to Caltrain.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
23 Caltrain	\$ 8,876.9	\$ -	\$ -	\$ -	0.0%

MULTI- MODAL PROGRAMS (Summary Page 1, line 24)

Multimodal programs include the Dumbarton Inter-County Corridor, the District Shuttle Service, station support for multimodal transit in San Mateo County, and other multimodal programs. The FY2023 Proposed Budget reflects an increase of \$3.5 million or 147.9% higher compared to FY2022 Forecast. Each line item comprising the Multi-Modal Program is detailed on page 4 of Attachment A.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
24 Multi-Modal Programs	\$ 1,956.4	\$ 2,390.3	\$ 5,926.2	\$ 3,535.9	147.9%

PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 25)

Pass Through expenses reflect costs incurred by the City of Daly City’s Bayshore Shuttle, City of San Mateo’s Get Around Senior Transportation program, City of Menlo Park’s Shuttle Program, and City of South San Francisco’s Free South San Francisco Outreach Enhancement Project. The corresponding revenue can be seen on page 1, line 3.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
25 Pass Through to Other Agencies	\$ 373.8	\$ 597.4	\$ 597.4	\$ -	0.0%

LAND TRANSFER INTEREST EXPENSE (Summary Page 1, line 26)

The District acquired land located in San Carlos along the Caltrain right of way from the TA for a promissory note. Under the term of the transaction, the District is permitted to pay the purchase price over time subject to the payment of interest prospectively at the current rate of return earned by the TA on its investment portfolio until the principal is paid in full before December 1, 2033. The FY2023 Proposed Budget for Land Transfer Interest expense is flat compared to the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
26 Land Transfer Interest Expense	\$ 96.9	\$ 95.4	\$ 95.4	\$ -	0.0%

PROJECTED SURPLUS / (DEFICIT): SUMMARY (Page 1, Attachment A)

PROJECTED SURPLUS / (DEFICIT) \$ in Millions	FY2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
	A	B	C	D D = C - B	E E = D / B
29 Total Operating Surplus / (Deficit)	\$120.4	\$92.7	\$86.1	(\$6.6)	-7.1%
30					
31 District Sales Tax Capital	5.6	3.6	5.5	1.9	51.8%
32 Measure W Sales Tax Capital	1.0	6.8	23.5	16.7	245.6%
33 Reserves for Future Capital Allocation	48.3	-	-	-	0.0%
34 Sales Tax Allocation - Capital Programs	54.9	10.5	29.1	18.6	178.0%
35					
36 Total Debt Service	19.1	19.1	19.1	(0.0)	0.0%
37					
38 Operating Reserve	17.3	41.2	27.8	(13.4)	-32.6%
39 Sales Tax Stabilization Fund	14.0	14.5	8.1	(6.4)	-43.9%
40 Pension	-	-	21.0	21.0	100.0%
41					
42 TOTAL USES OF FUNDS	282.0	272.5	337.1	64.6	23.7%
43					
44 PROJECTED SURPLUS/(DEFICIT)	15.1	7.4	(19.0)	(26.4)	
45 Draw from Prior Years' Surplus	-	(7.4)	19.0	26.4	
46 ADJUSTED PROJECTED SURPLUS/(DEFICIT)	15.1	-	-	-	

SALES TAX ALLOCATIONS - CAPITAL PROGRAM (Summary Page 1, line 31, 32, 33 & 34)

The FY2023 Proposed Capital Budget will require \$5.5 million of District Sales Tax and \$23.5 million of Measure W Sales Tax. The FY2023 Proposed Capital Budget needs to utilize more of District sales tax and Measure W. Typically the Revenue-Vehicle replacement projects are eligible for Federal and State funding of which non are requested in FY2023. See Attachment B for descriptions of the FY2023 Proposed Budget Capital projects and their funding sources.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
31	District Sales Tax Capital	\$ 5,594.2	\$ 3,642.2	\$ 5,527.4	\$ 1,885.2	51.8%
32	Measure W Sales Tax Capital	\$ 1,000.0	\$ 6,810.7	\$ 23,536.0	\$ 16,725.3	245.6%
33	Reserves for Future Capital Allocation	\$ 48,257.1	\$ -	\$ -	\$ -	0.0%
34	Sales Tax Allocation - Capital Programs	\$ 54,851.2	\$ 10,452.9	\$ 29,063.4	\$ 18,610.5	178.0%

DEBT SERVICE (Summary Page 1, line 36)

This line reflects scheduled payments due, principal and interest under the District’s current debt agreements.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
36	Total Debt Service	\$ 19,148.9	\$ 19,149.9	\$ 19,144.6	\$ (5.3)	0.0%

OPERATING RESERVE, STABILIZATION FUND, AND PENSION (Summary Page 1, line 38, 39, & 40)

The Financial Reserve Policy adopted by the Board on June 2, 2021 (Resolution 2021-24), ensures the District will maintain a prudent level of reserves to ensure that sufficient funds are available in the event of either unanticipated revenue shortfalls or unavoidable expenditure needs.

Operating Reserve will be contributed to the unrestricted fund balance to accommodate normal fluctuations in the timing of revenues and unforeseen operating costs. If the Operating Reserve balance falls below the established level, replenishment will be budgeted in the following fiscal year.

The Sales Tax Stabilization funds are reserves to mitigate the potential impact from the volatility of sales tax revenues, which are relied upon to support service levels and the District’s Operating and Capital Budgets. The District will maintain a minimum of 10% of the total annual sales tax revenues in the first year since adoption of the Financial Reserve Policy, and 5% in subsequent years, until the desired reserve level is met.

In its efforts to address unfunded obligations, the District is reserving \$21 million to address pension obligations. The fund will be set up as a trust fund dedicated to prefunding employer contributions for pension. The fund is a Section 115 trust fund, which is designed to give public agencies who offer defined benefit pensions the opportunity to save money by investing now for their future pension contributions.

	\$'s in Thousands			FY2023 PROPOSED BUDGET vs FY2022 FORECAST		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2022 FORECAST		
38 Operating Reserve	\$ 17,300.2	\$ 41,240.6	\$ 27,814.1	\$ (13,426.5)		-32.6%
39 Sales Tax Stabilization Fund	\$ 14,041.1	\$ 14,473.5	\$ 8,120.4	\$ (6,353.1)		-43.9%
40 Pension	\$ -	\$ -	\$ 21,000.0	\$ 21,000.0		100.0%
Total	\$ 31,341.3	\$ 55,714.1	\$ 56,934.5	\$ 1,220.4		2.2%

TOTAL USE OF FUNDS (Summary Page 1, line 42)

This line equals the sum of Total Operating Expense, Sales Tax Allocation - Capital Programs, Debt Service, and Reserves.

	\$'s in Thousands			FY2023 PROPOSED BUDGET vs FY2022 FORECAST		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2022 FORECAST		
42 Total Uses of Funds	\$ 282,025.6	\$ 272,489.6	\$ 337,058.6	\$ 64,569.0		23.7%

PROJECTED SURPLUS/(DEFICIT) (Summary Page 1, lines 44, 45 & 46)

The projected deficit for FY2023 is \$19.0 million. Staff is proposing to draw from prior years' surplus to balance the budget.

	\$'s in Thousands			FY2023 PROPOSED BUDGET vs FY2022 FORECAST		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2022 FORECAST		
44 PROJECTED SURPLUS/(DEFICIT)	\$ 15,092.2	\$ 7,404.7	\$ (19,003.3)	\$ (26,408.0)		
45 Draw from Prior Years' Surplus	\$ -	\$ (7,404.7)	\$ 19,003.3	\$ 26,408.0		
46 ADJUSTED PROJECTED SURPLUS/(DEFICIT)	\$ 15,092.2	\$ -	\$ -	\$ -		

SOURCES OF FUNDS - REVENUE DETAIL (Page 2, Attachment A)

MOTOR BUS OPERATING REVENUE DETAIL

PASSENGER FARES (Summary Page 2, line 1)

As of June 15, 2021, San Mateo County fully aligned with State COVID-19 health and safety guidance, which led to capacity, distancing, and mask mandate restrictions for most businesses and activities, including on-board District vehicles. The FY2022 Forecast reflects ridership levels starting to increase significantly. FY2023 Motor Bus farebox collection assumes 60% of pre-pandemic recovery. The FY2023 Proposed Budget for Motor Bus Passenger Fare revenues is \$9.3 million, higher by \$1.2 million or 14.2% compared to the FY2022 Forecast.

	\$'s in Thousands			FY2023 PROPOSED BUDGET vs FY2022 FORECAST		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2022 FORECAST		
1 Passenger Fares	\$ 5,364.7	\$ 8,153.0	\$ 9,309.0	\$ 1,156.0		14.2%

TRANSPORTATION DEVELOPMENT ACT (TDA) (Page 2, line 3)

Transportation Development Act (TDA) Article 4.0 funds are derived from a statewide transportation sales tax that was enacted in 1972. In the Bay Area, these funds are allocated to transit operators by the Metropolitan Transportation Commission (MTC), based on a proportionate amount of sales tax generated by each county. TDA revenues have traditionally funded a substantial portion of the motor bus operations; and up to 5 percent are allocated for community and paratransit agencies, under Article 4.5.

The MTC Sales Tax Forecast for FY2023 reflects continued improvement given high levels of consumer spending and increased inflation. The budget for FY2023 reflects MTC’s February 2022 estimate with carry forwards of \$11.1 million from prior years. The FY2023 Proposed Budget of \$53.0 million is higher by \$18.6 million, or 53.8% compared to the FY2022 Forecast.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change	
3	TRANSPORTATION DEVELOPMENT ACT (TDA)	\$ 37,428.0	\$ 34,473.9	\$ 53,028.0	\$ 18,554.1	53.8%

STATE TRANSIT ASSISTANCE (STA) (Page 2, line 5)

The State Transit Assistance program was authorized in 1979. These revenues are derived from the state sales tax on diesel fuel that are allocated by the state legislature to the MTC based on the availability of funds for eligible transit operators. The MTC apportions these funds based on two formulas: a Revenue Based Formula and a Population Based Formula.

Revenue Formula Funds: Apportionment to each transit operator is based on the estimated availability of funding as provided in the Governor’s annual budget.

The Population Formula Funds are shown under the American Disabilities Act (ADA) revenue section for State Funding.

MTC estimates for FY2023, issued in February 2022, reflect a stronger-than-expected economy that leads to robust diesel consumption and increased inflation. These estimated revenues, together with available carryforwards of \$1.4 million from prior years, results in a FY2023 Proposed Budget for STA revenues of \$9.1 million, which is higher by \$3.5 million, or 63.1% compared to the FY2022 Forecast.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change	
5	STATE TRANSIT ASSISTANCE (STA)	\$ 3,565.6	\$ 5,576.0	\$ 9,095.2	\$ 3,519.2	63.1%

OPERATING GRANTS (Page 2, line 7)

Motor Bus Operating Grants are \$1.3 million, lower by \$467,500 or 25.8% compared to FY2022 Forecast. The Forecast includes a \$1.0 million FTA section 5311 grants related to COVID relief that is reprogrammed in FY2023 and FY2024. The FY2023 Proposed Budget for Motor Bus

Operating Grants also includes Caltrans funding for specific operational projects, and Regional Measure 2 (RM2) Funds derived from Bridge Toll revenues.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
7 Operating Grants	\$ 1,240.7	\$ 1,808.9	\$ 1,341.4	\$ (467.5)	-25.8%

DISTRICT SALES TAX REVENUES (Page 2, line 9)

The total sales tax revenue needed to fund motor bus operations for the FY2023 Proposed Budget is \$81.3 million, which is higher by \$4.3 million or 5.6% than the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
9 District Sales Tax Revenue	\$ 72,010.9	\$ 76,994.7	\$ 81,273.4	\$ 4,278.6	5.6%

INVESTMENT INTEREST INCOME (Page 2, line11)

Portfolio Interest: The District’s investable fund balances are invested by the District’s investment manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2023 Proposed Budget is flat compared to FY2022 Forecast. Interest income comes from sources such as U.S. Treasury and coupon bonds where the rate is fixed.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
11 Investment Interest Income	\$ 2,508.8	\$ 2,475.0	\$ 2,475.0	\$ -	0.0%

RENTAL INCOME (Page 2, line 14)

The District owns its headquarters building (also known as "Central" or the "Central Office") as well as a number of parcels on the El Camino Real Corridor. This income reflects the rents collected from various tenants using available space related to these properties. Anticipated rental income based on current tenant listings for the FY2023 Proposed Budget is \$1.6 million, which is lower by \$129,300 or 7.7% compared to FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
14 Rental Income	\$ 2,045.5	\$ 1,684.7	\$ 1,555.4	\$ (129.3)	-7.7%

ADVERTISING INCOME (Page 2, line 15)

Advertising Income is derived from the District’s advertising contracts with Outfront Media for advertisement on bus shelters and Lamar Advertising for bus exteriors. Advertising income for the FY2023 Proposed Budget is \$1.2 million, higher by \$500,600 or 67.1% than FY2022 Forecast after lifting a pandemic-related temporary waiver on minimum advertising revenues.

	\$'s in Thousands					Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST		
15 Advertising Income	\$ 277.6	\$ 745.5	\$ 1,246.1	\$ 500.6	67.1%	

OTHER INCOME (Page 2, line 16)

Motor Bus Other Income for the FY2023 Proposed Budget is projected to be \$185,400 which is lower by \$715,500 or 79.4% compared to the FY2022 Forecast.

The FY2022 Forecast reflects:

1. A reimbursement from BART for bus bridge services provided in FY2019;
2. Proceeds from the sale of District assets such as revenue vehicles, non-revenue vehicles, and paratransit vans;
3. Financial support from the San Francisco Airport for Owl late-night airport bus service; and
4. Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City.

	\$'s in Thousands					Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST		
16 Other Income	\$ 2,549.9	\$ 900.9	\$ 185.4	\$ (715.5)	-79.4%	

AMERICAN DISABILITY ACT (ADA) REVENUES

PASSENGER FARES – REDI-WHEELS (Page 2, line 22)

As stated above, the District is projecting paratransit recovery of 50% compared to pre-pandemic ridership, continuing the ridership levels experienced in FY2022. Paratransit fare revenue in FY2023 Proposed Budget is flat at \$430,000 compared to FY2022 Forecast.

	\$'s in Thousands					Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST		
22 Passenger Fares Redi-Wheels	\$ 250.0	\$ 430.0	\$ 430.0	\$ -	0.0%	

LOCAL TDA 4.5 – REDI-WHEELS (Page 2, line 23)

Transportation Development Act (TDA) Article 4.5 funds are derived from a statewide transportation sales tax that was enacted in 1972. In the Bay Area, these funds are allocated to transit operators by the Metropolitan Transportation Commission (MTC), based on a proportionate amount of sales tax generated by each county.

The FY2023 Proposed Budget reflects TDA funds for paratransit is based on MTC’s February 2022 estimate with carryforwards of \$582,000 from prior years for a combined \$2.8 million, which is higher by \$1.0 million, or 53.8% compared to the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
23 Local TDA 4.5 Redi Wheels	\$ 1,969.9	\$ 1,814.4	\$ 2,790.9	\$ 976.5	53.8%

LOCAL STA - PARATRANSIT (Page 2, line 24)

Previously, State Transit Assistance program revenues were derived from the state sales tax on diesel fuel and allocated by the state legislature to the Metropolitan Transportation Commission (MTC) based on the availability of funds for eligible transit operators. Population Formula Funds were allocated for regional paratransit service by the MTC and apportionment has been to each transit operator based on the estimated availability of funding as provided in the Governor’s annual budget. Starting in FY2019, there was a change in the program and appropriations which now at the county level.

The County Block Grant program will be suspended in FY2023 and will resume in FY2024 as noted in the MTC February 2022 estimates. New revenue, American Rescue Plan Exchange, will instead be programmed directly from MTC to the District. The FY2023 Proposed Budget reflects MTC’s February 2022 estimates for the new American Rescue Plan Exchange revenue for a total of \$1.0 million, lower by \$0.5 million, or 35.1% compared to the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
24 Local STA Paratransit	\$ 475.8	\$ 1,497.0	\$ 972.3	\$ (524.7)	-35.1%

OPERATING GRANTS (Page 2, line 25)

Operating Grants for paratransit are \$2.6 million, which is virtually flat compared to FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
25 Operating Grants	\$ 2,268.3	\$ 2,584.1	\$ 2,589.6	\$ 5.5	0.2%

DISTRICT SALES TAX REVENUE – ADA (PAGE 2, LINE 26)

Sales tax revenue provides funds to cover the annual shortfall in operating revenues, local match for Federal operating grants, capital programs, and debt service. Total sales tax revenue needed to fund paratransit activities for the FY2023 Proposed Budget is \$6.0 million, which is higher by \$0.4 million or 7.3% compared to the FY2022 Forecast.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
26 District Sales Tax Revenue - ADA	\$ 4,713.8	\$ 5,621.7	\$ 6,033.5	\$ 411.8	7.3%

INTEREST INCOME – PARATRANSIT FUND (Page 2, line 27)

As with the District’s other investable fund balances, paratransit trust funds are invested by the District’s Investment Manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment portfolio interest income for the FY2023 Proposed Budget is flat at \$365,000 compared to the FY2022 Forecast. Interest income comes from sources such as U.S. Treasury and coupon bonds where the rate is fixed.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
27 Interest Income-Paratransit Fund	\$ 585.2	\$ 365.0	\$ 365.0	\$ -	0.0%

SMCTA MEASURE A – REDI-WHEELS (Page 2, line 28)

The voters of San Mateo County approved a ballot measure known as Measure A and approved a one-half cent sales tax to fund local transportation projects. In accordance with the Measure A Transportation Expenditure Plan approved by the voters, the TA contributes 4% of its Measure A sales tax revenues for projects assisting people with special mobility needs. The FY2023 Proposed Budget is \$4.3 million, which is higher by \$0.5 million, or 14.4% compared to FY2022 Forecast due to increased sales tax estimates from pandemic based economic recovery.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
28 SMCTA Measure A Redi-Wheels	\$ 3,200.0	\$ 3,785.6	\$ 4,330.9	\$ 545.3	14.4%

MEASURE M - PARATRANSIT (Page 2, line 29)

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds received by the District are used for expenditures relating to paratransit operations and services for seniors and individuals with disabilities. The District is expected to receive \$1.2 million for the FY2023 Proposed Budget per agreement, which is lower by \$150,000 or 11.1% than FY2022 Forecast.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023	Percent
	ACTUALS	FORECAST	PROPOSED BUDGET	PROPOSED BUDGET vs FY2022 FORECAST	
29 Measure M Paratransit	\$ 1,617.1	\$ 1,350.0	\$ 1,200.0	\$ (150.0)	-11.1%

MULTI-MODAL TRANSIT PROGRAMS

Multi-Modal funding includes the TA’s Measure A funds for Shuttle, employers’ share of Shuttle program costs, and Dumbarton Right-of-Way rental income. Multi-Modal funding has typically included TA Measure A funds for Caltrain operations, but the Caltrain Proposed budget assumes no member agency funding for FY2023, resulting in a corresponding elimination of associated revenues for the District.

TRANSFER FROM SMCTA FOR CALTRAIN (Page 2, line 33 and 34)

The TA typically provides up to 8% of total Measure A revenues for Caltrain operations. For the FY2023 Proposed Budget, there are no member agency funding to Caltrain; therefore, the TA will retain these funds rather than transferring them to the District.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
33	Transfer from SMCTA for Caltrain	\$ 7,397.3	\$ -	\$ -	\$ -	0.0%
34	District Sales Tax - Caltrain	\$ 1,479.5	\$ -	\$ -	\$ -	0.0%
Total Members' Contribution to Caltrain		\$ 8,876.9	\$ -	\$ -	\$ -	0.0%

OTHER MULTI-MODAL SUMMARY

AB434, TA FUNDED SHUTTLES & OTHER (Page 2, line 35)

The Transportation Fund for Clean Air, approved in 1991 through Assembly Bill 434, provides funding for the District Shuttle program. The Bay Area Air Quality Management District, in conjunction with the Department of Motor Vehicles, collects a \$4.00 surcharge on motor vehicle registrations paid within the Air District’s jurisdiction. The funds provide for a variety of clean air programs. The District shuttles connect BART stations to employment sites across the north part of San Mateo County during peak commute periods. For the FY2023 Proposed Budget, there is no funding available for this “emission based” grant due to the low shuttle ridership during the pandemic and recovery. The TA will continue to support the program providing \$114,300 for the FY2023 Proposed Budget, which is \$201,600 or 63.8% lower than the FY2022 Forecast.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
35	AB434, TA Funded Shuttles & Other	\$ 404.4	\$ 315.9	\$ 114.3	\$ (201.6)	-63.8%

EMPLOYER SHUTTLE FUNDS (Page 2, line 36)

As discussed above, the District Shuttle program provides free rides to employees from BART stations to local employer facilities during commute hours. The employer share of shuttle costs for the FY2023 Proposed Budget is \$4.8 million, which is higher by \$3.5 million or 258.2% than FY2022 Forecast. Starting FY2023, the shuttles previously under Caltrain will now be managed and budgeted under the District. The large increase is due to addition of the JPB shuttles.

	\$'s in Thousands					Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST		
36 Employer Shuttle Funds	\$ 1,205.3	\$ 1,362.5	\$ 4,880.2	\$ 3,517.7	258.2%	

DUMBARTON RENTAL INCOME (Page 2, line 37)

The Revenue for Dumbarton reflects rental income from retailers and offices along the Dumbarton Right-of-Way owned by the District. The FY2023 Proposed Budget is \$182,400, an increase of \$20,400 or 12.6% compared to the FY2022 Forecast.

	\$'s in Thousands					Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST		
37 Dumbarton Rental Income	\$ 517.9	\$ 162.0	\$ 182.4	\$ 20.4	12.6%	

DISTRICT SALES TAX – OTHER MULTI-MODAL (Page 2, line 38)

Total sales tax revenue needed to fund Multi-Modal program activities for the FY2023 Proposed Budget is \$749,300, which is higher by 36.3% or \$199,400 than the FY2022 Forecast.

	\$'s in Thousands					Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST		
38 District Sales Tax - Other Multi-Modal	\$ (171.3)	\$ 549.9	\$ 749.3	\$ 199.4	36.3%	

OPERATING EXPENSES (Pages 3 and 4, Attachment A)

The format for the Financial Statement (Attachment A) reflects the major activities or programs of the District. Activities are divided into three major categories as in Uses of Funds: 1) Motor Bus Operations, 2) ADA Programs, and 3) Multi-Modal Transit Programs. Within each category, major elements and programs are clearly identified to maintain comparability with prior periods.

MOTOR BUS EXPENSE (Page 3, Attachment A)

The FY2023 Proposed Budget for Motor Bus Operating Expense is \$159.5 million, up by \$26.7 million or 20.1% compared to the FY2022 Forecast. Motor Bus operations includes District-operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastsides routes operated under contract. Below is a description by line item.

Wages & Benefits (Page 3, line 1)

Wages and benefits are calculated based on the approved Salary Ordinance positions and current salary levels. The following are key assumptions used for the FY2023 Proposed Budget:

- Wages include a universal wage increase for represented positions and non-represented employees.

- The FY2023 Budget assumes 318 Bus Operators in the first half of the fiscal year and 328 in the remainder of the fiscal year for an average of 323 Bus Operators to implement the Reimagine SamTrans service plan.
- Vacancy assumptions are based on expected hiring dates for all open positions and attrition.
- Fringe Benefit rate is 48.90%, which is down 0.09% from the FY2022 Budget of 48.99%. Fringe benefit costs are applied to actual staff wages as a rate. The District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate. These costs are then shared with the JPB, TA and SMCEL-JPA.
- The FY2023 Proposed Budget for Unfunded Retiree Medical and CalPERS liability payments have increased by \$0.3 million compared to the FY2022 Forecast.
- Agency Indirect Administration (AIA) has increased from \$12.1 million to \$15.6 million per the FY2023 Internal Cost Allocation Plan (ICAP) methodology.

Below is a Summary of Full Time Equivalent (FTE) staff positions for FY2023.

FY2023 FTE's	Finance	Planning	Executive	Comm	Admin	Bus	Rail	Total
Represented								
Bus Operators (Full & Part-time)						323.0		323.0
Bus Transportation Supervisors						16.0		16.0
Mechanics						64.0		64.0
Utility Workers						29.0		29.0
Storekeepers						7.0		7.0
Dispatch						4.0		4.0
Radio Controller						3.0		3.0
Bus Contract Inspector						3.0		3.0
Maintenance Supervisors						8.0		8.0
Maintenance Instructors						2.0		2.0
Transit Instructors						7.0		7.0
Utility Maintenance Supervisors						2.0		2.0
Facilities Technician						5.0		5.0
Customer Service Reps				9.3				9.3
Receptionist				0.5				0.5
Existing Represented Existing Operating FTE's	-	-	-	9.8	-	473.0	-	482.8
Existing Non Repres Existing Operating FTE's	49.8	13.9	3.5	14.9	54.2	50.9	0.1	187.4
New Represented Operating FTE's								-
New Non Represented Operating FTE's	2.3	0.4	0.1	0.8	4.2	-		7.7
Total Operating FTE's	52.1	14.3	3.6	25.4	58.4	523.9	0.1	677.8
Existing Capital FTE's	6.4	2.8	0.3	0.9	0.4	4.2	0.4	15.2
New Capital FTE's	-	0.0	0.1	0.1	1.0	5.0		6.2
Total Capital FTE's	6.4	2.8	0.4	1.0	1.4	9.2	0.4	21.5
Total FTE's	58.4	17.2	4.0	26.4	59.8	533.1	0.5	699.3

Wage & Benefits for the FY2023 Proposed Budget is \$81.5 million, which is \$13.5 million or 19.9% higher than the FY2022 Forecast primarily due to increases in wages and benefits as a result of new collective bargain agreements, Overhead Recovery, Retiree Medical and CalPERS costs, the addition of 7.7 new FTE staff positions, and substantial vacancies in FY2022 Forecast.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
1 Motor Bus Wages and Benefits	\$ 65,788.1	\$ 68,000.0	\$ 81,516.8	\$ 13,516.8	19.9%

Board of Directors (Page 3, line 3)

Board of Directors expenses includes Board member compensation, offsite meeting, and related expenses.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
3 Board of Directors	\$ 124.6	\$ 118.7	\$ 118.7	\$ -	0.0%

Contracted Vehicle Maintenance (Page 3, line 4)

Expenses related to contracted bus operations vehicle maintenance such as towing, contracted welding work, contracted seat repair, contracted oil analysis, rolling stock repairs, state and federal mandated bus services, and other contracted services. This line also includes a Heating, Ventilation and Air Conditioning (HVAC) maintenance contract. The FY2023 Proposed Budget reflects a decrease of \$111,800 or 8.2% due to a parts shortage and repairs that will be completed in-house.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
4 Contracted Vehicle Maintenance	\$ 1,276.2	\$ 1,364.2	\$ 1,252.4	\$ (111.8)	-8.2%

Property Maintenance (Page 3, line 5)

Expenses relate to North Base and South Base building maintenance including repair of shop equipment, preventive maintenance, repairs to mobile wheel lifts, and removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, etc.). Also included are pest control services and other general repairs for the District's Central facility, South Base, and North Base. The FY2023 Proposed Budget is \$2.0 million, which is higher by \$291,200 or 16.7% than in the FY2022 Forecast due to a contractual increase related to increased labor costs and usage.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
5 Property Maintenance	\$ 1,708.3	\$ 1,744.5	\$ 2,035.7	\$ 291.2	16.7%

Professional Services (Page 3, line 6)

Professional Services includes legal and professional consulting services for:

- Administrative issues related to mandated grievance and arbitration hearings, substance abuse professionals, and court reporter services

- Executive Legal Services, including the contract with Hanson Bridgett
- Planning initiatives includes project management for implementation of Reimagine SamTrans, the Bus Stop Improvement project, Measure W Strategic Planning, On-Demand services, and El Camino Real (ECR) Bus Speed Study (formerly referred to as the “ECR Pinch Point Study”)
- Legislative Advocacy Services for help with Federal and State legislative efforts
- Financial Services, including for the annual audit, required actuarial reporting for Other Post-Employment Benefits (OPEB), systems contract services, and on-call support

The FY2023 Proposed Budget is \$7.1 million, which is \$1.9 million or 37.4% higher compared to the FY2022 Forecast. The main driver is implementing the On-Demand micro transit service, as recommended by Reimagine SamTrans.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
6 Professional Services	\$ 4,312.1	\$ 5,201.2	\$ 7,147.1	\$ 1,945.9	37.4%

Technical Services (Page 3, line 7)

Technical Services includes expenses associated with the District’s Law Enforcement contract and other expenses such as:

- Bus Operators' mandated drug and alcohol testing and DMV special driver licenses
- Licensing and service agreements for District-wide systems applications
- Office related equipment, i.e., desktop computers, printers, and repairs
- Temporary services for projects not currently being done by staff

The Proposed FY2023 Budget is \$11.4 million, which is higher by \$2.3 million or 25.0% than FY2022 Forecast, reflecting increases mostly for the new IT software maintenance subscriptions to meet industry standards and Finance Business Intelligent Solution.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
7 Technical Services	\$ 9,031.5	\$ 9,100.0	\$ 11,374.2	\$ 2,274.2	25.0%

Other Services (Page 3, line 8)

Other Services includes:

- WIPRO Hosting and Support Contract for PeopleSoft
- Clipper® Operator Charges
- Investment and Bank Fees
- Bus Operator Radio Dispatch

The FY2023 Proposed Budget is \$5.7 million, which is higher by \$1.5 million or 36.2%. The increase is due to IT contract for backlog remediation, cybersecurity consultant and the IT strategic plan, and contract for community relations.

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	
					Percent Change
8 Other Services	\$ 3,571.3	\$ 4,160.8	\$ 5,666.3	\$ 1,505.4	36.2%

Fuel & Lubricants (Page 3, line 11)

Fuel and Lubricant for motor bus includes diesel expenses for District-owned buses and gasoline for non-revenue support vehicles, i.e., shop trucks and relief cars for bus operators. Also included in this line item is expenses for oil and lubricants, which amount is determined by the estimated number of deliveries for the fiscal year. The FY2023 Proposed Budget assumptions for diesel fuel cost per gallon is \$2.93, which is \$0.95 higher than the FY2022 Forecast of \$1.98. The diesel fuel cost assumes (a) 65% hedged pricing, and (b) a switch to Renewable Fuel, CARB ULS No.2 Diesel Fuel¹. Taxes and fees related to diesel fuel expenses are shown on a separate line item called Taxes and Licenses Fees (line 24 of Attachment A). Gasoline fuel used for Paratransit cutaways and minivans is shown in the ADA section line 49 of Attachment A.

	FY2022	FY2023		
	Forecast	Proposed Budget	Hedged	Unhedged
Hedge %			65%	35%
Price / Gallon	\$1.98	\$2.93	\$2.75	\$3.26
Projected Fuel Consumption - Total Gallons	1,626,530	1,386,728	901,373	485,355
Diesel Fuel Cost	\$3,227,036	\$4,063,113	\$2,480,128	\$1,582,985
Hedging	10,000	10,000		
CAR/GHG Tax	473,136	539,687		
Gasoline	108,000	108,000		
Oil and Lubricants	181,828	260,826		
Total Fuel and Lubricants Cost	\$4,000,000	\$4,981,626		

The FY2023 Proposed Budget is \$5.0 million, which is higher by \$1.0 million or 24.5% due to higher cost per gallon for renewable fuel and inclusion of the Green House Gas (GHG) tax, which has been reallocated from Taxes & License Fees (Page 3, line 24) to reflect the terms of new renewable fuel contract under which GHG tax is included in the fuel price.

¹ CARB ULS Diesel No.2 is diesel fuel with a sulfur level no higher than 0.0015 percent by weight (15 ppm) and with an aromatic hydrocarbon content limited to ten percent by volume. The conversion is in response to California Air Resources Board (CARB) innovative Clean Transit (ICT) rule that requires all transit agencies to convert 100% of their diesel usage from Ultra-low sulfur diesel to renewable diesel.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
11 Fuel and Lubricants	\$ 2,082.4	\$ 4,000.0	\$ 4,981.6	\$ 981.6	24.5%

Bus Parts and Materials (Page 3, line 12)

This expense line includes bus repair and replacement parts, bus maintenance tires, disposition of obsolete / surplus inventory, service and repairs for non-revenue vehicles, small tools, and freight. The FY2023 Proposed Budget is \$2.5 million, which is higher by \$407,900 or 19.5% than FY2022 Forecast due to a change in the bus parts and materials threshold to align with the District policy and New Flyer Buses will be out of warranty.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
12 Bus Parts and Materials	\$ 2,444.6	\$ 2,095.6	\$ 2,503.5	\$ 407.9	19.5%

Uniforms & Driver Expense (Page 3, line 13)

It is the District’s contractual obligation to supply certain employees with uniforms, including boots or safety shoes for facilities Technicians, plus protective gear for eyes and ears, insulated coveralls, and rain gear. This expense covers bus operators, mechanics, storekeepers, and management staff. Also included are retirement and employee recognition events, i.e., safety breakfasts, staff meetings, and awards. The FY2023 Proposed Budget is \$0.8 million, which is higher by \$169,900 or 27.0% compared to FY2022 Forecast. The increase is mostly due to the return of the Bus Rodeo event.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
13 Uniform and Drivers Expense	\$ 320.1	\$ 629.3	\$ 799.1	\$ 169.9	27.0%

Timetables & Tickets (Page 3, line 14)

This line covers the production and printing of timetables, schedules, tickets, passes, and maps. The FY2023 Proposed Budget of \$0.2 million is slightly higher than the FY2022 Forecast by \$1,500, or 0.9% due to increased costs of printed materials for timetables, maps, and schedules.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
14 Timetables and Tickets	\$ 11.9	\$ 174.1	\$ 175.6	\$ 1.5	0.9%

Office Supplies / Printing (Page 3, line 15)

This includes office furniture, computer equipment including laptops, monitors, tablets, printing, and materials to support training programs, books and reference materials, paycheck

stock and envelopes, and other office supplies, i.e., paper, letterhead, and business cards. The FY2023 Proposed Budget of \$0.4 million is virtually flat from the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
15 Office Supplies/Printing	\$ 731.2	\$ 405.2	\$ 408.2	\$ 3.0	0.8%

Other Material and Supplies (Page 3, line 16)

Costs for bus operations-related activities involve shop supplies, cleaning supplies, engine coolant, refrigerant, welding supplies and many miscellaneous vehicle items for repairs, such as silicone, gasket sealer, various glues, paints, and canned lubricants used in the Preventive Maintenance process. Packaging, shipping, banding materials, component bags and related supplies, and other purchases are required to keep a clean and safe stockroom, as is the purchase of storage bins required by heavier parts. The FY2023 Proposed Budget of \$132,600 is lower by \$14,300 or 9.7% than the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
16 Other Materials and Supply	\$ 182.7	\$ 146.8	\$ 132.6	\$ (14.3)	-9.7%

Telecommunications (Page 3, line 19)

This expense is for cell phones, data circuits, and telephone services. The FY2023 Proposed Budget is flat at \$0.7 million compared to FY2022 Forecast

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
19 Telecommunications	\$ 615.8	\$ 669.2	\$ 669.2	\$ -	0.0%

Other Utilities (Page 3, line 20)

This line includes costs for gas and electric, water, sewer, and trash / refuse services. The FY2023 Proposed Budget is \$1.7 million, which is higher by \$37,400 or 2.3% than FY2022 Forecast due to projected rate increase for water, sewer, trash, and refuse services.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
20 Other Utilities	\$ 1,333.8	\$ 1,639.0	\$ 1,676.4	\$ 37.4	2.3%

Insurance (Page 3, line 21)

This line covers general insurance costs for motor bus including premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2023 Proposed Budget is flat at \$3.0 million from FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
21	Insurance	\$ 2,202.0	\$ 3,030.9	\$ 3,030.9	\$ -	0.0%

Claims Reserves and Payments (Page 3, line 22)

This line includes claim reserves and associated legal fees. The FY2023 Proposed Budget is flat at \$0.6 million.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
22	Claims Reserves and Payments	\$ 1,629.8	\$ 600.0	\$ 600.0	\$ -	0.0%

Worker’s Compensation (Page 3, line 23)

The District is subject to the State-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles, and legal fees. The FY2023 Proposed Budget is at \$3.8 million, which is slightly higher by \$34,200 or 0.9% than FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
23	Workers Compensation	\$ 3,143.4	\$ 3,756.3	\$ 3,790.5	\$ 34.2	0.9%

Taxes & License Fees (Page 3, line 24)

As noted above, this item covers fuel and lubricant tax expenses, including the Leaking Underground Storage Tank (LUST) tax on diesel fuel. These costs change with fluctuations in fuel consumption. The FY2023 Proposed Budget is \$0.7 million, which is lower by \$288,300 or 30.1% than the FY2022 Forecast due to reallocate the Green House Gas (GHG) tax from Taxes & License Fees to Fuel & Lubricants (Page 3, line 11) for consistency with the District’s new renewable fuel contract that includes GHG taxes in the fuel price.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
24	Taxes and License Fees	\$ 707.2	\$ 957.1	\$ 668.8	\$ (288.3)	-30.1%

Leases and Rentals (Page 3, line 25)

This expense is primarily for rent of the Pico Boulevard portable restrooms for layover areas at, Linda Mar Park N Ride in Pacifica, and in San Carlos and Palo Alto.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
25	Leases and Rentals	\$ 71.8	\$ 81.9	\$ 81.9	\$ -	0.0%

Promotional & Legal Advertising (Page 3, line 26)

This item includes recruitment advertising, promotional advertising for District services and social media campaigns. The FY2023 Proposed Budget is \$1.3 million, which is higher by \$0.7 million or 115.8% than in the FY2022 Forecast. The increase is attributed to executives search and bus operators recruitment needs.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
26	Promotional and Legal Advertising	\$ 514.7	\$ 602.4	\$ 1,299.8	\$ 697.3	115.8%

Training and Business Travel (Page 3, line 27)

This item includes seminars and training, business travel expenses, and employee development classes. This also includes professional development expenses for American Public Transportation Association (APTA), Leadership Programs, and 360-degree employee assessments. The FY2023 Proposed Budget is \$0.8 million, which is higher by \$0.5 million or 143.2% compared to the FY2022 Forecast due to increased travel and training as the District staff resumes attending in-person seminars and trainings.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
27	Training & Business Travel	\$ 279.5	\$ 325.1	\$ 790.8	\$ 465.7	143.2%

Dues and Membership (Page 3, line 28)

Dues and subscriptions include membership in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women’s Transportation Seminar (WTS), International Right of Way Association (IRWA), and National Safety Council (NSC). The FY2023 Proposed Budget is \$250,000, which is slightly higher by \$61,600 or 32.7% than in the FY2022 Forecast due to a new subscription for Gartner Technical Services to support IT product selections, advice, and strategic decisions.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	PROPOSED	Percent
				BUDGET	BUDGET vs	Change
					FY2022	
					FORECAST	
28	Dues & Membership	\$ 129.6	\$ 188.5	\$ 250.0	\$ 61.6	32.7%

Postage and Other (Page 3, line 29)

Postage expenses covers various mailing activities for the District. This line also includes relocation expenses, and costs related to mandated translation services. The FY2023 Proposed

Budget is \$0.2 million, which is slightly lower by \$10,800 or 4.9 % than the FY2022 Forecast. The reduction is due to bike locker closure notifications included in FY2022 Forecast.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
29	Postage and Other	\$ 107.1	\$ 217.4	\$ 206.7	\$ (10.8)	-4.9%

CONTRACTED BUS SERVICES

Contracted Urban Bus (CUB) (Page 3, line 34)

This line reflects the cost of contracted service with MV Transportation for Mainline Bus service. The FY2023 Proposed Budget is \$23.6 million, which is higher by \$4.5 million or 23.6% compared to FY2022 Forecast. The Mainline Bus service revenue mile rate is projected to rise by 8.3% and the associated cost of fuel per gallon is expected to increase from \$1.60 to \$3.00.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
34	Contracted Urban Bus Service	\$ 20,564.1	\$ 19,123.1	\$ 23,638.4	\$ 4,515.3	23.6%

Coastside Services (Page 3, line 35)

Contracted services for Coastal communities are budgeted separately and includes Routes 17 and 18 and Flex services provided to residents from Pescadero to Pacifica. The FY2023 Proposed Budget is \$1.8 million, which is higher by \$127,200 or 7.6% than the FY2022 Forecast.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
35	Coastside Services	\$ 1,603.5	\$ 1,677.8	\$ 1,805.0	\$ 127.2	7.6%

Redi Coast Non-ADA (Page 3, line 36)

The District separately accounts for costs of rural non-ADA-required paratransit services from La Honda and Pescadero along the Coastside to Montara for those who do not qualify for ADA services and have no access to fixed-route service. The FY2023 Proposed Budget is \$212,000, which is lower by \$17,300 or 7.5% than the FY2022 Forecast because demand has not returned as expected.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
36	Redi Coast Non-ADA	\$ 201.8	\$ 229.3	\$ 212.0	\$ (17.3)	-7.5%

La Honda - Pescadero (Page 3, line 37)

The District separately accounts for service to rural populations in La Honda and Pescadero. Costs are expected to be flat compares to FY2022.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
37	La Honda - Pescadero	\$ -	\$ 52.6	\$ 52.6	\$ -	0.0%

SamCoast Pescadero (Page 3, line 38)

The District’s contracted service to rural Pescadero, including for expanded service to bayside medical facilities (over-the-hill trips), family social service centers and educational centers, is expected to increase by \$6,000 or 3.9% over FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
38	SamCoast - Pescadero	\$ 80.9	\$ 152.0	\$ 158.0	\$ 6.0	3.9%

CUB Related Wage & Benefits (Page 3, line 39)

This line reflects Wage & Benefits for staff managing services including:

- Staff time for managing the contract as well as provider for fixed route service, non-ADA, and FLX Services for Pacifica and San Mateo for Service on the Coastside and Bayside.
- Wage & Benefits for staff managing Coastside service for rural farming communities.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
39	CUB Related Wages & Benefits	\$ 348.2	\$ 505.7	\$ 605.5	\$ 99.8	19.7%

CUB Related Other Support (Page 3, line 40)

Additional costs related to the CUB contract include:

- Quarterly inspections for District-owned vehicles operated by the CUB contractor
- CUB-related building maintenance necessary for janitorial, pest control, preventive maintenance, and repairs
- CUB-related utilities including gas and electric, water, sewer, and trash / refuse
- Wheelchair lifts on fixed-route vehicles
- Expanded service for Coastside residents to Bayside medical facilities (over-the-hill trips), and to family social service centers and educational centers

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
40	CUB Related Other Support	\$ 122.0	\$ 143.9	\$ 140.8	\$ (3.2)	-2.2%

CUB Insurance (Page 3, line 41)

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2023 Proposed Budget is flat at \$1.5 million compared to FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
41 CUB Insurance	\$ 901.6	\$ 1,519.7	\$ 1,519.7	\$ -	0.0%

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

This includes claim reserves and associated legal fees. The FY2023 Proposed Budget is flat at \$200,000 compared to FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
42 CUB Claims Reserves & Payments	\$ 849.9	\$ 200.0	\$ 200.0	\$ -	0.0%

AMERICANS WITH DISABILITIES ACT (ADA) PROGRAMS (Page 4, Attachment A).

The paratransit/ADA program includes Redi-Wheels service, Sedan and Taxi service, District administration of the program, support of paratransit service on the Coastside, and a contribution to the Paratransit Coordinating Council (PCC) for administration costs.

Elderly & Disabled/Redi-Wheels (Page 4, line 46)

This line reflects contracted paratransit service using District-owned cutaways and minivan vehicles. The FY2023 Proposed Budget is \$8.3 million, which is higher by \$0.6 million or 7.9% compared to FY2022 Forecast. This reflects a contractual increase and assuming 70% ridership pre-pandemic levels (compared to 50% in FY2022 Forecast).

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
46 Elderly & Disabled/Redi-Wheels	\$ 7,081.3	\$ 7,675.5	\$ 8,285.0	\$ 609.5	7.9%

ADA Sedan / Taxi Service (Page 4, line 47)

This line is for Coastside service that provides ADA service along the coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County using contracted taxi and sedans. The FY2023 Proposed Budget is \$2.5 million, which is higher by \$0.2 million or 11.1% compared to FY2022 Forecast. This reflects the new contract rate and administrative fee increases.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
47 ADA Sedan/Taxi Service	\$ 1,955.9	\$ 2,212.4	\$ 2,457.0	\$ 244.7	11.1%

Coastside ADA (Page 4, line 48)

Contracted Coastside Service provides ADA service along the Coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County. The FY2023 Proposed Budget is \$1.3 million, which is lower by \$114,000 or 8.0% compared to FY2022 Forecast. The decrease is due to the reduction in service hours as demand has not returned as expected.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
48 Coastside ADA	\$ 1,123.5	\$ 1,420.0	\$ 1,306.0	\$ (114.0)	-8.0%

ADA Related Wages & Benefits (Page 4, line 49)

Costs include:

- Wage & benefits for staff managing service for Redi-Wheels support, and
- Wage & benefits for staff managing service for accessibility support for senior mobility and veterans assistance services.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
49 ADA Related Wages & Benefits	\$ 2,697.1	\$ 2,753.8	\$ 2,947.7	\$ 193.9	7.0%

ADA Related Other Support (Page 4, line 50)

Redi-Wheels services costs on this line includes the following costs specific to cutaways, minivans, and service providers:

- Fuel and related Taxes, Oil & Lubricants
- Maintenance expenses for parts, tires, and tools
- Employee uniforms
- Telecommunications services
- Consultants for disability awareness and training

The FY2023 Proposed Budget is \$2.3 million, which is higher by \$330,400 or 16.5% compared to the FY2022 Forecast primarily due to the decrease of consultant projection in FY2022 Forecast offset by the increase in gasoline prices from \$3.75 per gallon to \$4.85 per gallon.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PROPOSED BUDGET	FY2023 PROPOSED BUDGET vs FY2022 FORECAST	Percent Change
50 ADA Related Other Support	\$ 1,415.2	\$ 1,997.6	\$ 2,328.0	\$ 330.4	16.5%

ADA Insurance (Page 4, line 51)

This line covers general insurance costs (deductibles, adjustor fees, broker fees and other insurance costs) specific to ADA-required services. The FY2023 Proposed Budget of \$1.2 million is flat compared to the FY2022.

\$'s in Thousands						
		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
51	ADA Insurance	\$ 743.8	\$ 1,188.5	\$ 1,188.5	\$ -	0.0%

ADA Claims, Reserves & Payments (Page 4, line 52)

This line covers claim reserves and associated legal fees specific to ADA-required services.

\$'s in Thousands						
		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
52	ADA Claims Reserves & Payments	\$ 63.3	\$ 200.0	\$ 200.0	\$ -	0.0%

MULTI-MODAL TRANSIT PROGRAMS

Multi-Modal programs include Caltrain, the Dumbarton Inter-County Corridor, The District Shuttle Service, station support for multi-modal transit in San Mateo County, and multi-modal promotion.

Peninsula Rail Service (Page 4, line 58)

The Caltrain service is funded by the three member agencies (The District, City and County of San Francisco and Santa Clara Valley Transportation Authority). The District’s share of the Caltrain operation is funded by the TA, typically accounting for 8% of total Measure A tax revenues. Absent an announcement of planned funding by the other JPB member agencies, the District’s funding for Caltrain operations is expected to be \$0 for the FY2023 Proposed Budget.

The FY2023 Proposed Budget reflects no member funding. This matches the revenue shown on page 2, line 33 and line 34 of Attachment A.

\$'s in Thousands						
		FY 2021	FY2022	FY2023	FY2023	
		ACTUALS	FORECAST	PROPOSED	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
58	Peninsula Rail Service	\$ 8,876.9	\$ -	\$ -	\$ -	0.0%

SamTrans Shuttles Service (Page 4, line 62)

This item reflects expenses related to directly-operated and employer-operated shuttle services. This includes survey services, printing expenses, and expenses directly related to contracted shuttle services including vendor incentive and contingency. The FY2023 Proposed Budget for Shuttle Service is \$5.3 million, which is \$3.4 million or 173.8% higher than FY2022 Forecast due to a consolidation all Shuttle Partner Operations starting FY2023.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
				BUDGET		
62	SamTrans Shuttle Service	\$ 1,654.0	\$ 1,931.5	\$ 5,287.5	\$ 3,356.0	173.8%

Shuttle Related Wages & Benefits (Page 4, line 63)

This line reflects District staff time to manage the District Shuttle’s program. FY2023 Proposed Budget for Shuttle related wages and benefits is \$0.3 million, which is \$0.2 million or 179.2% higher than FY2022 Forecast due to the consolidation of the District’s and Caltrain’s shuttle programs.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
				BUDGET		
63	Shuttle Related Wages & Benefits	\$ 103.6	\$ 91.8	\$ 256.3	\$ 164.5	179.2%

Dumbarton Maintenance of Way (Page 4, line 64)

This line reflects the District’s costs associated with the Dumbarton Maintenance of Way. The expenses below reflect an increase of \$20,400 as a result of higher landscape maintenance costs.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
				BUDGET		
64	Dumbarton M.O.W.	\$ 27.4	\$ 162.0	\$ 182.4	\$ 20.4	12.6%

Maintenance Multimodal Facilities (Page 4, line 65)

This line covers support services and utilities for the Colma Park n Ride facility including contract services, building maintenances service and sewer and water.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023	Percent
		ACTUALS	FORECAST	PROPOSED	PROPOSED BUDGET vs FY2022 FORECAST	Change
				BUDGET		
65	Maintenance multimodal Facilities	\$ 171.5	\$ 205.0	\$ 200.0	\$ (5.0)	-2.4%

FY 2023 Capital Budget Narrative

The list below describes the capital projects for FY2023. The total FY2023 Proposed Budget for Capital Projects is \$30.6 million. The capital projects submitted were reviewed and prioritized based on District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support the District's goals. Please see Attachment B for section reference numbers.

Revenue Vehicle Support: \$359,100

1.1 Maintenance Support Equipment - \$359,100

Provides operational support for the Bus Maintenance Department such as specialty tools and equipment needed to diagnose, troubleshoot, repair, and maintain District rolling stock.

Non-Revenue Vehicle Support: \$285,000

2.1 Replacement Non- Revenue Service Support Vehicles - \$285,000

Replacement of eight Non-Revenue Service Support Vehicles that have reached the end of their useful life. The requested project will replace two 2009 Toyota Priuses, one 2010 Ford F-150, three 2010 Ford Escape Hybrid and two 2016 Ford Fusions.

Information Technology: \$10,487,552

3.1 Enterprise Asset Management (EAM) System - \$5,494,352

The District's current system, SPEAR, is obsolete with no support externally or internally. A new Enterprise Asset Management (EAM) System will be purchased and installed to replace the existing SPEAR system. The EAM system includes a full suite of tools, including asset and inventory management, predictive and preventive maintenance, and work order management.

3.2 Intelligent Transportation System (ITS) - \$228,000

This project provides consulting services to advise staff and develop a detailed scope to replace or refresh of the current Intelligent Transportation System (ITS).

3.3 Multi-Platform Upgrades - \$3,083,700

This project funds the need for assessment, evaluation, planning and implementation of several aging IT systems throughout the District. The projects will span 18 to 24 months in durations and focuses on the following systems: Service Management, Disaster Recovery, Telephony, Learning Management, SharePoint, CAD-AVL, Resource Planning, Contact Management, and Enterprise Software purchases.

3.4 Cybersecurity Program - \$1,111,500

Cyber threats are evolving at an alarming pace. The project will fund several technology efforts to address emerging threats while keeping the District safe. The cybersecurity efforts are also needed to maintain District's Cyber insurance. The project will assist staff to develop mandated policies, assessments, initial scoping of needed improvement, acquisition and implementation of several cybersecurity tools including hardware, software, and professional services.

3.5 Paratransit Scheduling Software - \$570,000

The project funds the purchase and installation of new paratransit scheduling software. The new software will have modern scheduling algorithms to improve service efficiency and communication with the customer. It will have updated features that will help manage assets, newly requested services, and the delivery of (limited) same-day paratransit service.

Safety and Security: \$114,000

4.1 Security Assessment at SamTrans Bases - \$114,000

This project request is to assess and develop a security plan that upgrades and/or installs additional CCTV cameras, lighting, and security structures such as gates and locks at SamTrans Bases and facilities.

Facilities / Construction: \$17,868,020

5.1 South Base Water Utility Lines Replacement - \$2,964,000

This project funds the replacement of the existing water lines at South Base. Existing water utility connections/distribution lines have aged beyond their useful life. The replacement of the water lines provides a critical infrastructure for the health and wellbeing of employees. The water lines support building systems and functions. This project is consistent with the District's Transit Asset Management Plan to maintain infrastructures in a state of good repair.

5.2 Bus Shelter Upgrade & Replacement Program - \$2,946,900

This project funds bus stop shelters compliant with current ADA standards. Fifty-two shelters will receive solar panels to support lighting/signage and present a uniform standard for appearance and ease of recognition. The work herein promotes the District's role as a mobility manager and demonstrates the District's goals to ensure equity, reliable service, and maintain asset state of good repair.

5.3 Facilities Smaller Projects - \$365,600

This project funds inspections, repairs, and equipment replacement needed to maintain a state of good repair for District's infrastructure, such as office spaces, shops, and facilities for District employees.

- 5.4 Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment) - \$7,966,320
The California Air Resources Board (CARB) has set a statewide goal of transforming transportation fleets to zero-emission technology by 2040. The District's Innovative Clean Transit (ICT) Rollout Plan that was approved by the Board, reflects a phased implementation such that construction of power infrastructure coincides with bus deliveries through 2038. The FY2023 request includes funds to complete preliminary design through final design, including the development of plans, specifications, estimates, and construction schedules for the 10 Battery Electric Buses at South Base.
- 5.5 North Base Transportation Building 200 Assessment - \$2,143,200
This project funds the development of a conceptual design to replace Building 200 at North Base and completes the preliminary design, including development of plans, specifications, estimates, and construction schedules. Field investigations and independent evaluations completed in 2010 and 2019 at North Base Building 200 and its surrounding area have determined that extensive settlement has occurred and will likely continue. The removal and replacement of the existing structure provides the best long term and cost-effective solution.
- 5.6 North Base - Sea Level Rise and Erosion Mitigation - \$1,482,000
The District's Adaptation and Resilience Plan identifies the District's vulnerability to sea level rise, flood and heat-related climate change impacts and presents potential action alternatives to improve resilience. This project will obtain feedback from internal and external stakeholders and complete a detailed evaluation of alternatives and fund the implementation of recommendations from the SamTrans Adaptation and Resilience Plan and the North Base Erosion Plan.

Planning / Development: \$1,491,000

- 6.1 Support for Property Mapping - \$342,000
This project funds consultants to conduct field surveys, draft legal descriptions, create maps and complete Records of Survey for District properties.
- 6.2 Transit Signal Priority Plan - \$399,000
This project intends to assess opportunities and develop a short/medium-range plan to implement more Transit Signal Priority (TSP) throughout San Mateo County. The Reimagine SamTrans effort identified improved bus speed as a key priority for both existing riders and potential bus riders. Undergoing a planning study to look at opportunities to expand and enhance the District's existing TSP system is a key step in achieving this goal.
- 6.3 Capital Project Development - \$375,000
This project request funds activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.

6.4 Capital Program Management - \$375,000

This project request provides c funds for programs and project controls support, including monitoring project performance and delivery.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Melanie Hartanto	Senior Budget Analyst	650-508-6478

Resolution No. 2022 -

**Board of Directors, San Mateo County Transit District
State of California**

* * *

**Adopting Fiscal Year 2023 Operating Budget in the Amount of
\$231,916,131 and Fiscal Year 2023 Capital Budget in the
Amount of \$30,604,672**

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

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

Whereas, the Acting General Manager/CEO has prepared and presented to the Board of Directors a proposed Operating Budget for Fiscal Year 2022-23 (FY2023) in the amount of \$231,916,131 that sets forth projected revenues and expenses associated with the District's operating and maintenance programs; and

Whereas, the Acting General Manager/CEO has prepared a proposed Capital Budget for FY2023 in the total amount of \$30,604,672; and

Whereas, the amount of anticipated funding from the State's Senate Bill 1 (SB1) State of Good Repair Program for the FY2023 Capital Budget is estimated to be \$1,541,284; and

Whereas, the local sales tax required for the proposed Capital Budget for FY2023 is \$29,063,388.

Now, Therefore, Be It Resolved that the Board of Directors (Board) of the San Mateo County Transit District adopts the Fiscal Year 2023 Operating Budget in the amount of \$231,916,131, a copy of which is attached hereto and incorporated herein as Attachment A; and

Be It Further Resolved the Board also hereby adopts the FY2023 Capital Budget in the amount of \$30,604,672, a copy of which is attached hereto and incorporated herein as Attachment B; and

Be It Further Resolved that the Acting General Manager/CEO, or designee, is directed to submit these budgets to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date; and

Be It Further Resolved that the Board approves the SB 1 State of Good Repair Program projects included in the FY2023 Capital Budget; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO, or designee, to submit a request for SB 1 State of Good Repair funds, execute any related grant applications, forms, and agreements; and agrees to comply with all conditions and requirements set forth in the Certification and Assurances and applicable statutes, regulations, and guidelines for all State of Good Repair-funded transit capital projects; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO, or designee, to take such additional actions as may be necessary to give effect to this resolution, including executing funding agreements and amendments, and submitting required documents to granting agencies to receive the funding identified in the Capital Budget.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

SAN MATEO COUNTY TRANSIT DISTRICT
FY2023 PROPOSED OPERATING BUDGET

Attachment A

	<u>FY2021</u>	<u>FY2022</u>	<u>FY2022</u>	<u>FY2023</u>	<u>FY2023</u>	<u>Percent</u>	
	<u>ACTUAL</u>	<u>ADOPTED</u>	<u>FORECAST</u>	<u>PROPOSED</u>	<u>PROPOSED</u>	<u>Change</u>	
	A	B	C	D	E	F	
					<u>BUDGET vs</u>		
					<u>FY2022</u>		
					<u>FORECAST</u>		
					<u>E = D-C</u>	<u>F = E / C</u>	
SOURCES OF FUNDS:							
Operating Revenues							
1	Passenger Fares	5,614,716	8,183,000	8,583,000	9,739,000	1,156,000	13.5%
2	Local TDA and STA Funds	43,439,339	42,499,928	43,361,274	65,886,455	22,525,181	51.9%
3	Pass Through to Other Agencies	380,345	597,375	597,375	597,375	-	0.0%
4	CARES ACT and CRRSAA and ARPA	58,146,188	16,037,830	15,633,362	11,882,760	(3,750,602)	-24.0%
5	Operating Grants	3,508,932	4,392,998	4,392,998	3,931,070	(461,928)	-10.5%
6	SMCTA Measure A	10,597,344	3,785,600	3,785,600	4,330,880	545,280	14.4%
7	AB434, TA Funded Shuttles & Other	404,379	315,900	315,900	114,300	(201,600)	-63.8%
8	Subtotal - Operating Revenues	122,091,243	75,812,631	76,669,509	96,481,840	19,812,331	25.8%
Other Revenue Sources							
9	District Sales Tax	93,833,349	96,490,000	106,900,000	108,272,000	1,372,000	1.3%
11	Measure W Sales Tax	46,577,377	48,245,000	53,450,000	54,136,000	686,000	1.3%
12	Investment Income	3,094,027	2,840,000	2,840,000	2,840,000	-	0.0%
13	Other Interest, Rent & Other Income	8,213,322	5,845,069	6,205,572	9,249,477	3,043,905	49.1%
14	Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital V	23,308,446	33,829,222	33,829,222	47,076,041	13,246,819	39.2%
15	Subtotal - Other Revenues	175,026,520	187,249,291	203,224,794	221,573,518	18,348,724	9.0%
17	TOTAL SOURCES OF FUNDS	297,117,763	263,061,922	279,894,303	318,055,358	38,161,055	13.6%
USES OF FUNDS:							
20	PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	23,308,446	33,829,222	33,829,222	47,076,041	13,246,819	39.2%
21	Motor Bus	126,991,607	144,208,978	132,812,552	159,508,835	26,696,283	20.1%
22	A.D.A. Programs	15,080,135	17,877,833	17,447,833	18,712,269	1,264,436	7.2%
23	Caltrain	8,876,887	-	-	-	-	0.0%
24	Multi-Modal Programs	1,956,351	2,780,281	2,390,281	5,926,200	3,535,919	147.9%
25	Pass Through to Other Agencies	373,788	597,375	597,375	597,375	-	0.0%
26	Land Transfer Interest Expense	96,928	95,411	95,411	95,411	-	0.0%
27	Total Operating Expenses	176,684,142	199,389,100	187,172,674	231,916,131	44,743,457	23.9%
29	Total Operating Surplus/(Deficit)	120,433,620	63,672,822	92,721,629	86,139,227	(6,582,402)	-7.1%
31	District Sales Tax Capital	5,594,180	3,642,205	3,642,205	5,527,400	1,885,195	51.8%
32	Measure W Sales Tax Capital	1,000,000	6,810,721	6,810,721	23,535,988	16,725,267	245.6%
33	Reserves for Future Capital Allocation	48,257,063	-	-	-	-	0.0%
34	Sales Tax Allocation - Capital Programs	54,851,243	10,452,926	10,452,926	29,063,388	18,610,462	178.0%
36	Total Debt Service	19,148,940	19,149,881	19,149,881	19,144,578	(5,303)	0.0%
38	Operating Reserve	17,300,191	41,240,626	41,240,626	27,814,124	(13,426,502)	-32.6%
39	Sales Tax Stabilization Fund	14,041,073	14,473,500	14,473,500	8,120,400	(6,353,100)	-43.9%
40	Pension	-	-	-	21,000,000	21,000,000	100.0%
42	TOTAL USES OF FUNDS	282,025,588	284,706,033	272,489,607	337,058,621	64,569,014	23.7%
44	PROJECTED SURPLUS/(DEFICIT)	15,092,174	(21,644,111)	7,404,696	(19,003,263)	(26,407,959)	
45	Draw from Prior Years' Surplus	-	21,644,111	(7,404,696)	19,003,263	26,407,959	
46	ADJUSTED PROJECTED SURPLUS/(DEFICIT)	15,092,174	-	-	-	-	

SAN MATEO COUNTY TRANSIT DISTRICT
FY2023 PROPOSED OPERATING BUDGET

Attachment A

	<u>FY2021 ACTUAL</u>	<u>FY2022 ADOPTED BUDGET</u>	<u>FY2022 FORECAST</u>	<u>FY2023 PROPOSED BUDGET</u>	<u>FY2023 PROPOSED BUDGET vs FY2022 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E	F
					E = D-C	F = E / C
SOURCES OF FUNDS:						
OPERATING REVENUES - MOTOR BUS:						
1 PASSENGER FARES	5,364,684	7,753,000	8,153,000	9,309,000	1,156,000	14.2%
2						
3 TRANSPORTATION DEVELOPMENT ACT (TDA)	37,428,024	34,473,853	34,473,853	53,028,002	18,554,149	53.8%
4						
5 STATE TRANSIT ASSISTANCE (STA)	3,565,556	5,575,975	5,575,975	9,095,193	3,519,218	63.1%
6						
7 OPERATING GRANTS:	1,240,656	1,808,887	1,808,887	1,341,421	(467,466)	-25.8%
8						
9 DISTRICT SALES TAX REVENUE:	72,010,881	89,551,669	76,994,740	81,273,360	4,278,620	5.6%
10						
11 INVESTMENT INTEREST INCOME	2,508,822	2,475,000	2,475,000	2,475,000	-	0.0%
12						
OTHER REVENUE SOURCES:						
14 Rental Income	2,045,472	1,684,688	1,684,688	1,555,354	(129,334)	-7.7%
15 Advertising Income	277,615	745,500	745,500	1,246,099	500,599	67.1%
16 Other Income	2,549,896	140,406	900,909	185,406	(715,503)	-79.4%
17 TOTAL OTHER REVENUES	4,872,983	2,570,594	3,331,097	2,986,859	(344,238)	-10.3%
18						
19 TOTAL MOTOR BUS	126,991,607	144,208,978	132,812,552	159,508,835	26,696,283	20.1%
20						
AMERICAN DISABILITIES ACT:						
22 Passenger Fares Redi-Wheels	250,032	430,000	430,000	430,000	-	0.0%
23 Local TDA 4.5 Redi Wheels	1,969,917	1,814,413	1,814,413	2,790,948	976,535	53.8%
24 Local STA - Paratransit	475,842	635,687	1,497,033	972,312	(524,721)	-35.1%
25 Operating Grants	2,268,275	2,584,111	2,584,111	2,589,649	5,538	0.2%
26 District Sales Tax Revenue - ADA	4,713,778	6,913,022	5,621,676	6,033,480	411,804	7.3%
27 Interest Income-Paratransit Fund	585,205	365,000	365,000	365,000	-	0.0%
28 SMCTA Measure A Redi-Wheels	3,200,000	3,785,600	3,785,600	4,330,880	545,280	14.4%
29 Measure M Paratransit	1,617,086	1,350,000	1,350,000	1,200,000	(150,000)	-11.1%
30 TOTAL ADA PROGRAMS	15,080,135	17,877,833	17,447,833	18,712,269	1,264,436	7.2%
31						
MULTI-MODAL TRANSIT PROGRAMS:						
33 Transfer from SMCTA for Caltrain	7,397,344	-	-	-	-	0.0%
34 District Sales Tax Caltrain	1,479,543	-	-	-	-	0.0%
35 AB434, TA Funded Shuttles & Other	404,379	315,900	315,900	114,300	(201,600)	-63.8%
36 Employer Shuttle Funds	1,205,324	1,762,500	1,362,500	4,880,200	3,517,700	258.2%
37 Dumbarton Rental Income	517,928	161,975	161,975	182,418	20,443	12.6%
38 District Sales Tax - Other Multi Modal	(171,280)	539,906	549,906	749,282	199,376	36.3%
39 TOTAL MULTI-MODAL	10,833,238	2,780,281	2,390,281	5,926,200	3,535,919	147.9%
40 TOTAL REVENUES	152,904,980	164,867,092	152,650,666	184,147,304	31,496,638	20.6%

SAN MATEO COUNTY TRANSIT DISTRICT
FY2023 PROPOSED OPERATING BUDGET

Attachment A

	<u>FY2021 ACTUAL</u>	<u>FY2022 ADOPTED BUDGET</u>	<u>FY2022 FORECAST</u>	<u>FY2023 PROPOSED BUDGET</u>	<u>FY2023 PROPOSED BUDGET vs FY2022 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E	F
<u>SOURCES OF FUNDS:</u>					E = D-C	F = E / C
DISTRICT OPERATING EXPENSE						
1 Motor Bus Wages and Benefits	65,788,065	74,245,160	68,000,000	81,516,781	13,516,781	19.9%
2 Services						
3 Board of Directors	124,558	118,733	118,733	118,733	-	0.0%
4 Contracted Vehicle Maintenance	1,276,234	1,364,178	1,364,178	1,252,376	(111,802)	-8.2%
5 Property Maintenance	1,708,316	1,757,000	1,744,500	2,035,714	291,214	16.7%
6 Professional Services	4,312,060	5,998,730	5,201,230	7,147,101	1,945,871	37.4%
7 Technical Services	9,031,540	10,299,017	9,100,000	11,374,170	2,274,170	25.0%
8 Other Services	3,571,326	4,341,939	4,160,839	5,666,269	1,505,430	36.2%
9						
10 Materials & Supply						
11 Fuel and Lubricants	2,082,448	3,526,864	4,000,000	4,981,626	981,626	24.5%
12 Bus Parts and Materials	2,444,645	2,095,610	2,095,610	2,503,496	407,886	19.5%
13 Uniform and Drivers Expense	320,118	1,093,563	629,278	799,140	169,862	27.0%
14 Timetables and Tickets	11,859	224,134	174,134	175,633	1,499	0.9%
15 Office Supplies/Printing	731,177	405,194	405,194	408,243	3,049	0.8%
16 Other Materials and Supply	182,687	136,800	146,800	132,550	(14,250)	-9.7%
17						
18 Utilities						
19 Telecommunications	615,824	669,200	669,200	669,200	-	0.0%
20 Other Utilities	1,333,759	1,639,000	1,639,000	1,676,400	37,400	2.3%
21 Insurance	2,201,955	3,030,945	3,030,945	3,030,945	-	0.0%
22 Claims Reserves and Payments	1,629,823	600,000	600,000	600,000	-	0.0%
23 Workers Compensation	3,143,351	3,756,275	3,756,275	3,790,476	34,201	0.9%
24 Taxes and License Fees	707,183	967,142	957,142	668,846	(288,296)	-30.1%
25 Leases and Rentals	71,787	81,900	81,900	81,900	-	0.0%
26 Promotional and Legal Advertising	514,663	1,252,443	602,443	1,299,786	697,343	115.8%
27 Training & Business Travel	279,497	675,125	325,125	790,790	465,665	143.2%
28 Dues & Membership	129,642	188,467	188,467	250,032	61,565	32.7%
29 Postage and Other	107,127	217,442	217,442	206,692	(10,750)	-4.9%
30						
31 Total District Operated Buses	102,319,645	118,684,861	109,208,435	131,176,899	21,968,464	20.1%
32						
33 CONTRACTED BUS SERVICES						
34 Contracted Urban Bus Service	20,564,137	21,123,100	19,123,100	23,638,400	4,515,300	23.6%
35 Coastside Services	1,603,454	1,677,800	1,677,800	1,805,000	127,200	7.6%
36 Redi Coast Non-ADA	201,824	229,300	229,300	212,000	(17,300)	-7.5%
37 La Honda - Pescadero	-	52,600	52,600	52,600	-	0.0%
38 SamCoast - Pescadero	80,920	72,000	152,000	158,000	6,000	3.9%
39 CUB Related Wages & Benefits	348,184	505,717	505,717	605,512	99,795	19.7%
40 CUB Related Other Support	121,962	143,936	143,936	140,760	(3,176)	-2.2%
41 CUB Insurance	901,592	1,519,664	1,519,664	1,519,664	-	0.0%
42 CUB Claims Reserves & Payments	849,888	200,000	200,000	200,000	-	0.0%
43 Total Contracted Bus Service	24,671,962	25,524,117	23,604,117	28,331,936	4,727,819	20.0%
44						
45 TOTAL MOTOR BUS	126,991,607	144,208,978	132,812,552	159,508,835	26,696,283	20.1%

SAN MATEO COUNTY TRANSIT DISTRICT
FY2023 PROPOSED OPERATING BUDGET

Attachment A

	<u>FY2021 ACTUAL</u>	<u>FY2022 ADOPTED BUDGET</u>	<u>FY2022 FORECAST</u>	<u>FY2023 PROPOSED BUDGET</u>	<u>FY2023 PROPOSED BUDGET vs FY2022 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E	F
					E = D-C	F = E / C
SOURCES OF FUNDS:						
AMERICAN DISABILITY ACT PROGRAMS						
46	Elderly & Disabled/Redi-Wheels	7,081,321	7,675,510	7,675,510	8,285,000	609,490 7.9%
47	ADA Sedan/Taxi Service	1,955,863	2,212,350	2,212,350	2,457,000	244,650 11.1%
48	Coastside ADA	1,123,488	1,500,000	1,420,000	1,306,000	(114,000) -8.0%
49	ADA Related Wages & Benefits	2,697,075	2,768,826	2,753,826	2,947,711	193,885 7.0%
50	ADA Related Other Support	1,415,206	2,332,603	1,997,603	2,328,014	330,411 16.5%
51	ADA Insurance	743,844	1,188,544	1,188,544	1,188,544	- 0.0%
52	ADA Claims Reserves & Payments	63,338	200,000	200,000	200,000	- 0.0%
53	Total ADA Programs	15,080,135	17,877,833	17,447,833	18,712,269	1,264,436 7.2%
54						
55	MULTI-MODAL TRANSIT PROGRAMS					
56						
57	CALTRAIN SERVICE					
58	Peninsula Rail Service	8,876,887	-	-	-	- 0.0%
59	Total Caltrain Service	8,876,887	-	-	-	0.0%
60						
61	OTHER SUPPORT					
62	SamTrans Shuttle Service	1,653,955	2,331,501	1,931,500	5,287,500	3,356,000 173.8%
63	Shuttle Related Wages & Benefits	103,552	91,806	91,806	256,282	164,476 179.2%
64	Dumbarton M.O.W.	27,358	161,975	161,975	182,418	20,443 12.6%
65	Maintenance multimodal Facilities	171,486	195,000	205,000	200,000	(5,000) -2.4%
66	Total Other Support	1,956,351	2,780,281	2,390,281	5,926,200	3,535,919 147.9%
67						
68	TOTAL MULTI-MODAL PROGRAMS	10,833,238	2,780,281	2,390,281	5,926,200	3,535,919 147.9%
69						
70	TOTAL OPERATING EXPENSES	152,904,980	164,867,092	152,650,666	184,147,304	31,496,638 20.6%



San Mateo County Transit District

Fiscal Year 2023 Capital Budget - Proposed

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2023 Proposed Budget	FUNDING			
					STA SOGR	District Sales Tax	Measure W Sales Tax	
1 REVENUE VEHICLE SUPPORT								
1.1	Maintenance Support Equipment	Provide operational support for the Bus Maintenance Department such as specialty tools and equipment needed to diagnose, troubleshoot, repair, and maintain District rolling stock.	\$ 359,100		\$ 359,100		\$ 359,100	
Subtotal			\$ 359,100	\$ -	\$ 359,100	\$ -	\$ 359,100	\$ -
2 NON-REVENUE VEHICLE SUPPORT								
2.1	Replacement Non-Rev Svc Support Vehicles	Replace eight Non-Revenue Service Support Vehicles that have reached the end of their useful life. To replace two 2009 Toyota Priuses, one 2010 Ford F-150, three 2010 Ford Escape Hybrids and two 2016 Ford Fusions.	\$ 285,000		\$ 285,000		\$ 285,000	
Subtotal			\$ 285,000	\$ -	\$ 285,000	\$ -	\$ 285,000	\$ -
3 INFORMATION TECHNOLOGY								
3.1	Enterprise Asset Management (EAM) System	Purchase and install a new Enterprise Asset Management (EAM) System to replace the existing SPEAR system.	\$ 6,802,386	\$ 150,000	\$ 5,494,352			\$ 5,494,352
3.2	Intelligent Transportation System (ITS)	Provide consulting services to advise staff and develop a detailed scope to replace or refresh of the current Intelligent Transportation System (ITS).	\$ 228,000		\$ 228,000		\$ 228,000	
3.3	Multi-Platform Upgrades	Fund the needs for assessment, evaluation, planning, and implementation of several aging IT systems throughout the district.	\$ 3,773,700		\$ 3,083,700		\$ 3,083,700	
3.4	Cybersecurity Program	Develop mandated policies, assessments, initial scoping of needed improvement, acquisition and implementation of several cybersecurity tools including hardware, software, and professional services.	\$ 2,311,500		\$ 1,111,500			\$ 1,111,500
3.5	Paratransit Scheduling Software	Purchase and install of new paratransit scheduling software.	\$ 570,000		\$ 570,000			\$ 570,000
Subtotal			\$ 13,685,586	\$ 150,000	\$ 10,487,552	\$ -	\$ 3,311,700	\$ 7,175,852
4 SAFETY AND SECURITY								
4.1	Security Assessment at SamTrans Bases	Assess and develop a security plan that upgrades and/or installs additional CCTV cameras, lighting, and security structures such as gates and locks at SamTrans Bases and facilities	\$ 114,000		\$ 114,000		\$ 114,000	
Subtotal			\$ 114,000	\$ -	\$ 114,000	\$ -	\$ 114,000	\$ -
5 FACILITIES / CONSTRUCTION								
5.1	South Base Water Utility Lines Replacement	Replace existing water utility lines at South Base.	\$ 2,964,000	\$ -	\$ 2,964,000			\$ 2,964,000



San Mateo County Transit District

Fiscal Year 2023 Capital Budget - Proposed

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2023 Proposed Budget	FUNDING		
					STA SOGR	District Sales Tax	Measure W Sales Tax
5.2 Bus Shelter Upgrade & Replacement Program	Fund bus stop shelters compliant with current ADA standards. Fifty-two shelters will receive solar panels to support lighting/signage and present a uniform standard for appearance and ease of recognition.	\$ 2,946,900	\$ -	\$ 2,946,900	\$ 1,541,284		\$ 1,405,616
5.3 Facilities Smaller Projects	Inspect, repair, and replace equipment needed to maintain a state of good repair for District's infrastructure, such as office spaces, shops, and facilities for District employees.	\$ 365,600		\$ 365,600		\$ 365,600	
5.4 Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	Develop of a detailed transition plan for the infrastructure requirements for North Base and South Base to complete preliminary design through final design, including the development of plans, specifications, estimates, and construction schedules.	\$ 326,711,250	\$ 1,926,250	\$ 7,966,320			\$ 7,966,320
5.5 North Base Bus Transportation Building 200 Assessment	Development of a conceptual design to replace Building 200 at North Base and to complete the preliminary design, including development of plans, specifications, estimates, and construction schedules.	\$ 3,718,200	\$ 1,575,000	\$ 2,143,200			\$ 2,143,200
5.6 North Base - Sea Level Rise and Erosion Mitigation	Obtain feedback from internal and external stakeholders and complete a detailed evaluation of alternatives and fund the implementation of recommendations from the SamTrans Adaptation and Resilience Plan and the North Base Erosion Plan.	\$ 1,482,000		\$ 1,482,000			\$ 1,482,000
Subtotal		\$ 338,187,950	\$ 3,501,250	\$ 17,868,020	\$ 1,541,284	\$ 365,600	\$ 15,961,136
6 PLANNING / DEVELOPMENT							
6.1 Support for Property Mapping	Fund consultants to conduct field surveys, draft legal descriptions, create maps and complete Records of Survey for District properties	\$ 342,000		\$ 342,000		\$ 342,000	
6.2 Transit Signal Priority Plan	Assess opportunities and develop a short/medium-range plan to implement more Transit Signal Priority (TSP) throughout San Mateo County.	\$ 399,000		\$ 399,000			\$ 399,000
6.3 Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ -	\$ -	\$ 375,000		\$ 375,000	
6.4 Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ -	\$ -	\$ 375,000		\$ 375,000	
Subtotal		\$ 741,000	\$ -	\$ 1,491,000	\$ -	\$ 1,092,000	\$ 399,000
GRAND TOTAL		\$ 353,372,636	\$ 3,651,250	\$ 30,604,672	\$ 1,541,284	\$ 5,527,400	\$ 23,535,988



FY2023 Proposed Budgets

Item #8.b.7.
6/1/2022



SamTrans Board of Directors
June 1, 2022

Changes from May Board

(\$ in millions)

- Changes in FY2022 Forecast:
 - Reduce \$5.7M in Wages and Benefits due to substantial vacancies
- Changes in FY2023 Operating Budget:
 - Recognize \$11.9M Tranche II ARPA
 - Increase \$0.1M in Shuttle revenue and \$0.2M in Shuttle expense to align with the updated estimates of Shuttle Program Consolidation
 - Decrease projected deficits from \$28.7M to \$19.0M
- Changes in FY2023 Capital Budget:
 - Increase \$2.1M in IT Multi-Platform project to cover Enterprise Database Software Purchases

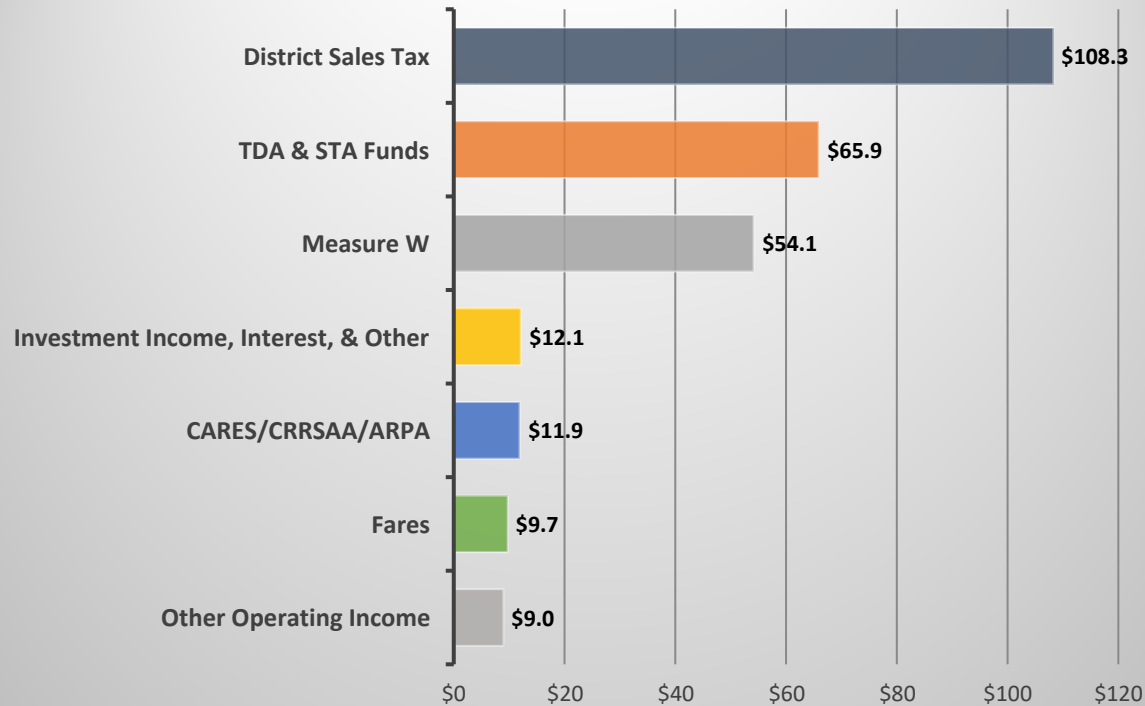
Key Assumptions

- Assume ridership is 60% of pre-pandemic level for Motor Bus and 50% for ADA
- Consolidate shuttle program from PCJPB and Commute.org
- Implement *Reimagine SamTrans* in summer 2022
- Address IT and HR resource deficits
- Assume Diesel fuel portfolio is hedged with 65% at a blended cost of \$2.93 per gallon
- Continue to fund Operating Reserve and Sales Tax Stabilization Fund
- Address pension obligation with a new trust fund

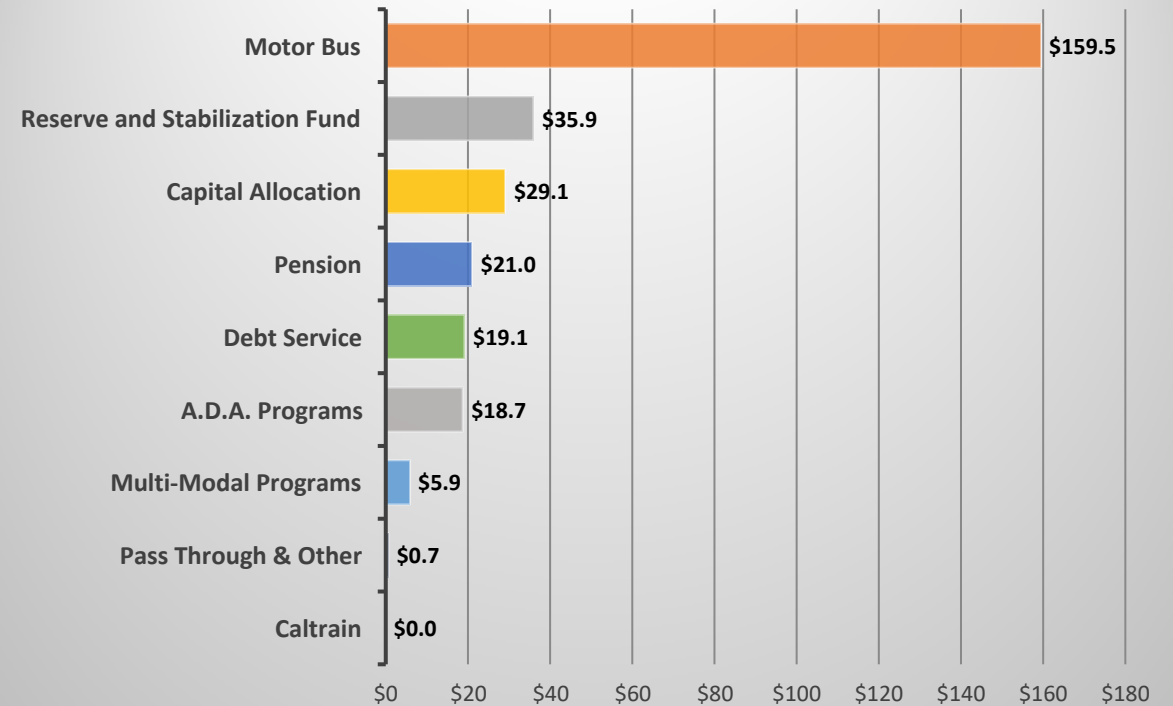
FY2023 Proposed Operating Budget

(\$ in Millions)

FY2023 SOURCES OF FUNDS (\$271.0M)



FY2023 USES OF FUNDS (\$290.0M)



* Excludes Due to / Due From JPB, TA, JPA, and SamTrans Capital W&B (\$47.1M)

Projected Deficit / Draw from Prior Years' Surplus: \$19.0M

Reserve and Stabilization Fund

(\$ in Millions)

Chart Title

■ Increase ■ Decrease ■ Total

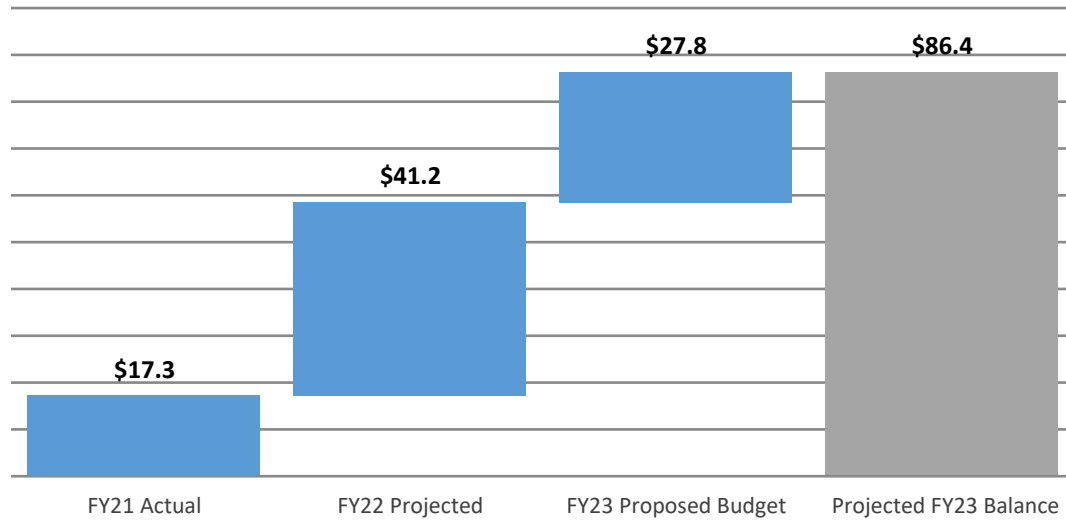
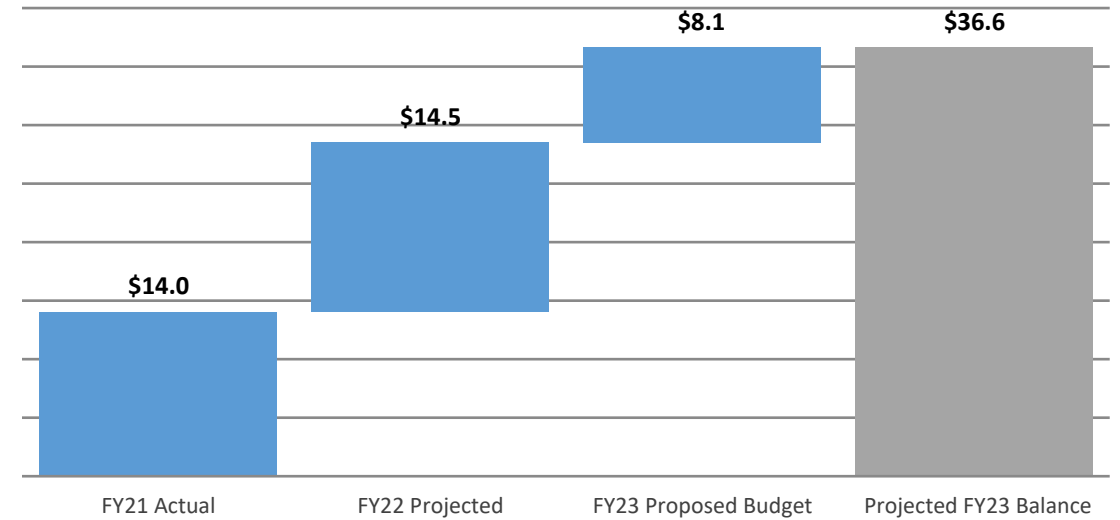


Chart Title

■ Increase ■ Decrease ■ Total



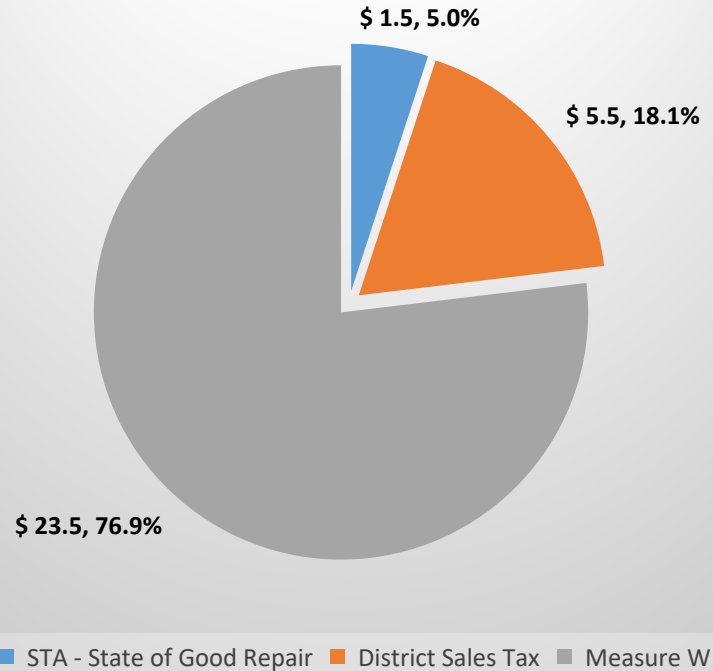
Capital Outlook

- Maintain District's existing service and infrastructure network
- Ensure vehicles and facilities are maintained in a state of good repair
- Investments in:
 - Enterprise Asset Management system
 - Cybersecurity and Information Technology multi-platform assessment for upgrades
 - Bus shelters replacement
 - Power infrastructure design for zero emission buses
 - Assessment for North Base Bus Transportation Building 200 replacement

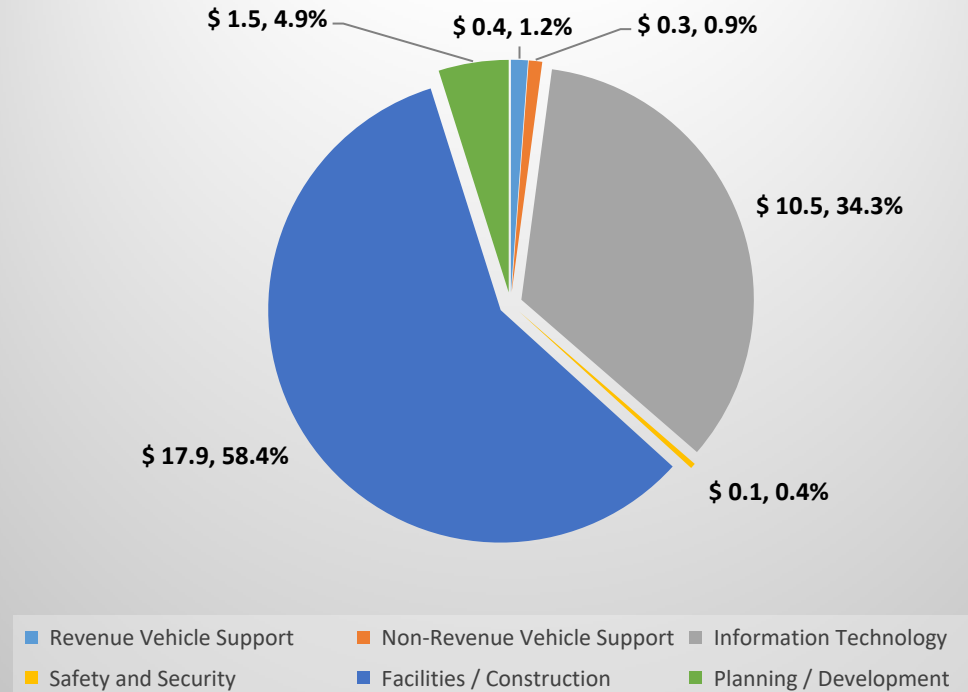
FY2023 Proposed Capital Budget

(\$ in Millions)

Capital Sources



Capital Categories





Item #8.b.7.
6/1/2022
Thank You



**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: Carter Mau
Acting General Manager/CEO

From: Grace Martinez David Olmeda
Acting Chief Financial Officer Chief Operating Officer, Bus

Subject: **Award of Contract to Trapeze Software Group for Paratransit Scheduling Software and Services**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Award a contract to Trapeze Software Group, Inc. of Cedar Rapids, Iowa (Trapeze) for paratransit scheduling software and services (Software and Services) for a not-to-exceed amount of \$683,298 for a five-year base term, which includes \$213,685 for Project Implementation, \$31,238 for optional services to be provided during Phase 3 and \$438,375 for five years of Software Maintenance and Support.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Trapeze in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to four, successive one-year option terms, at a not-to-exceed aggregate cost of \$410,394, for Software Maintenance and Support, if deemed in the best interest of the District.
4. Authorize the General Manager/CEO or designee to exercise contract contingency authority up to an additional \$150,000.

Significance

Approval of the above actions will provide the District with a dedicated contractor to provide paratransit scheduling software and services primarily consisting of installation, customization, training and software maintenance.

Budget Impact

Funds to support the purchase of the software are included in the District's Fiscal Year 2023 Proposed Capital Budget, using Measure W sales tax revenues. Funds for the Services, including maintenance costs, will be included in future year operating budgets. If staff

exercises the option years, the maintenance costs will be included in the operating budgets for those years.

Background

The District issued Request for Proposals (RFP) 20-S-P-023 for the Software and Services on March 3, 2021. The solicitation was advertised on the District’s e-procurement website. The District received six proposals:

1. Conduent Transport Solutions, Inc., Columbia, MD
2. Ecolane USA Inc., Wayne, PA
3. Kevadiya, Inc., Pontiac, MI
4. Routematch Software, LLC, Atlanta, GA
5. Trapeze Software Group, Inc. Cedar Rapids, IA
6. Via Mobility, LLC, New York, NY

A Selection Committee (Committee) comprised of qualified staff representing the District reviewed and scored the proposals in accordance with the following weighted criteria:

	Points
• Technical Approach to Providing Services	30
• Management Plan, Company Qualifications, Experience & References	30
• Qualifications and Experience of Key Personnel	25
• Reasonableness of Cost	15
• Small Business Enterprise (SBE) Preference	5

A five-point preference was available to the proposer with the highest SBE utilization. Trapeze provided the highest pledged participation of SBEs among all proposers with 1.486%, thereby entitling Trapeze to the full 5-point SBE preference point allocation.

Following the initial proposal review, the Committee found four firms were in the competitive range, and invited them to proceed with the next phase of the evaluation process, including interviews and software demonstrations. Additionally, staff performed extensive reference checks. Upon completion of the interviews, demonstrations, and reference checks, the Committee identified Trapeze as the highest-ranked proposer. The Committee and District Information Technology (IT) staff conducted multiple discussions with Trapeze’s IT team to address, clarify and resolve technology-related requirements and concerns. District IT staff completed a detailed analysis and further determined the Trapeze hosted solution is best-positioned to meet the District’s needs, as detailed in the RFP scope of services and Trapeze’s proposal. Staff formed a contract negotiation panel consisting of the Project Manager, IT staff and legal counsel to conduct and complete multiple rounds of contract negotiations with Trapeze.

The process to get to the point of a proposed contract award took longer than normal due to the complexity of the project. The RFP for the Software and Services was issued on March 3, 2021. Proposal evaluations started in May 2021. Interviews and demonstrations took place in late July 2021. Staff then conducted extensive due diligence to examine the information collected from interviews against the required specifications and the scope of the services. With award of the proposed contract, the District will be one of the first agencies to use Trapeze's hosted Cloud Environment for paratransit scheduling services, leading staff to conduct supplementary technology and security analyses, which added time to the process. Staff also conducted thorough reference checks. Prior to both parties entering into negotiations, Trapeze was aware of the timeline for contract award and agreed to honor its original cost proposal.

Staff and legal counsel have determined that the proposal submitted by Trapeze is responsive to the solicitation's requirements, and IT staff's analysis has concluded that Trapeze's prices are fair and reasonable.

Trapeze has provided paratransit scheduling software and maintenance support services to the District since 1999 with multiple upgrades and contract amendments. Trapeze's performance under the contract has been satisfactory.

Award of the new contract to Trapeze will ensure uninterrupted Services to the District.

Prepared By:	Terry Loo	Procurement Administrator II	650-508-7788
	Tina Dubost	Manager, Accessible Transit Services	650-508-6247

Resolution No. 2022-

**Board of Directors, San Mateo County Transit District
State of California**

* * *

Awarding a Contract to Trapeze Software Group for Paratransit Scheduling Software and Services for a Total Not-to-Exceed Amount of \$683,298 for a Five-Year Base Term

Whereas, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 20-S-P-023 to provide paratransit scheduling software and services (Software and Services), primarily consisting of installation, customization, training and software maintenance; and

Whereas, in response to the RFP, the District received six proposals; and

Whereas, a Selection Committee (Committee) comprised of qualified District staff reviewed, evaluated, scored and ranked these proposals in accordance with the criteria set forth in the RFP; and

Whereas, the Committee determined the proposal submitted by Trapeze Software Group, Inc. of Cedar Rapids, IA (Trapeze) to be the highest ranked proposal; and

Whereas, staff and legal counsel have reviewed Trapeze's proposal and have determined it complies with the requirements of the solicitation documents; and

Whereas, staff determined that Trapeze possesses the necessary qualifications and is fully capable of providing the specified Software and Services at prices that have been deemed fair and reasonable; and

Whereas, the Acting General Manager/CEO recommends that the Board of Directors of the San Mateo County Transit District (1) award a contract to Trapeze for provision of the

Software and Services for a five-year term for a total not-to-exceed amount of \$683,298; (2) authorize the General Manager/CEO or designee to exercise up to four additional one-year option terms for an aggregate not-to-exceed amount of \$410,394, if in the best interest of the District; and (3) authorize the General Manager/CEO or designee to exercise contingency authority up to an additional \$150,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Trapeze Software Group, Inc. to provide paratransit scheduling Software and Services, primarily consisting of installation, customization, training and software maintenance for a five-year term for a total not-to-exceed amount of \$683,298; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with Trapeze in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise up to four additional one-year option terms for an total not-to-exceed amount of \$410,394, if in the best interest of the District; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise contract contingency authority up to an additional \$150,000.

Regularly passed and adopted this 1st day of June, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



BOARD OF DIRECTORS 2022

PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARINA FRASER
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

Strategic Planning, Development, and Sustainability Committee Committee of the Whole

San Mateo County Transit District

Wednesday, June 1, 2022 – 3:00 pm

- | | | |
|--------|---|---------------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of May 4, 2022 | Motion |
| 8.c.3. | Update on District's Participation in the Regional Institutional Pass Pilot | Informational |
| 8.c.4. | SamTrans Youth Unlimited Pilot Program Evaluation | Informational |
| 8.c.5. | Adjourn | |

Committee Members: Carole Groom (Chair), Jeff Gee, 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 Meeting / Committee of the Whole**

May 4, 2022

Committee Members Present: C. Groom (Chair), J. Gee

Committee Members Absent: D. Pine

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

Other Board Members Absent: None

Staff Present: J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

8.c.1 Call to Order

Committee Chair Carole Groom called the meeting to order at 3:17 pm.

8.c.2 Approval of Minutes of Committee Meeting of April 6, 2022

Motion/Second: Stone/Powell

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

8.c.3 El Camino Real Bus Speed and Reliability Study - Draft Recommendations

April Chan, Acting Deputy General Manager/CEO, introduced Gwen Buckley, Senior Planner, who provided the presentation.

Director Charles Stone requested to have staff conduct vigorous engagement with cities where there may be dedicated bus lanes.

Committee Member Jeff Gee said he looked forward to the District providing driver education training regarding bus queue jumps on El Camino Real.

Chair Peter Ratto commended all the options for speeding up the bus traffic.

Public Comment:

Raayan Mohtashemi thanked the District for doing the study. He said the recommendations represented a compromise, adding that he said he supported sustainable transportation on major routes such as El Camino Real for all modes of transit and encouraged the Board to push for them. Director Stone said that advocates were needed to do outreach to the cities.

8.c.4 Adjourn

The meeting adjourned at 3:41 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Planning, Development and Sustainability Committee
Through: Carter Mau, Acting General Manager/CEO
From: April Chan, Acting Deputy General
Manager/CEO
Subject: **Update on District's Participation in the Regional Institutional Pass Pilot**

Action

This item is for information only.

Significance

The Regional Fare Coordination and Integration Study (FCIS) was launched in 2020 by the Bay Area's transit operators and MTC, with oversight from the Bay Area Fare Integration Task Force (FITF), to identify changes to the Bay Area's transit fare policies as a way to improve the passenger experience and to grow transit ridership.

In November 2021, the FITF adopted a Policy Vision Statement for fare integration that stems from the recommendations of the FCIS and serves as a policy roadmap to improved fare integration in the Bay Area. The first action in the Policy Vision Statement is the deployment of an all-transit agency institutional/employer pass demonstration pilot in 2022, with a focus on educational institutions, affordable housing properties, and employers of various sizes, pending available resources.

Each of the Bay Area's public transit agencies are being asked to confirm their intent to participate in the pilot by June 30, 2022. If the Board concurs, staff will return to the Board at the July meeting to request approval to modify the Fare Structure so that this new institutional pass fare product is accepted as valid fare media on the SamTrans system during the pilot period, which is slated to begin in August 2022 and last at least 12 months. Due to the scale and significance of this pilot, the project team is actively seeking a waiver from the FTA to allow this fare pilot to last more than 6-months and are recommending for the pilot to last 12-24 months. MTC has set aside funding to operate this pilot.

Additional information about the pilot details will be presented during the Board meeting and are included in the background section of this report.

Budget Impact

Staff anticipates no net budget impact associated with participation in this program. MTC is reimbursing the participants the anticipated costs associated with this program.

Background

The Clipper Executive Board established a Fare Integration Task Force (FITF) to oversee and manage all aspects of the Fare Coordination and Integration Study (FCIS). After an 18-month effort, the recommendations from the FCIS were finalized and compiled in a report, which was adopted in the form of a Policy Vision Statement by the FITF in fall 2021. The first action identified in the policy vision statement is to advance the development of a pilot, all-agency, regional institutional pass.

The objective of the pilot is to evaluate the degree to which an institutional transit pass covering the fare of all operators may increase transit ridership and better meet the needs of users and institutions, as compared their current passes. The pilot is therefore focused on institutions already participating in a transit pass program and is designed to evaluate the benefits of expanding access to all agencies and to collect data that could be used as the basis of a revenue model for a potential permanent program.

The pilot is proposed to be structure in two phases:

- Pilot Phase 1 (Target of 8/2022): Educational institutions and affordable housing properties, including San Francisco State University, San Jose State University, UC Berkeley, Santa Rosa JC, and MidPen Housing (three San Mateo properties)
- Pilot Phase 2 (2023): Employers in transit-rich locations such as downtown San Francisco, Oakland, and San Jose

Funding Plan

The MTC Commission has identified \$28M for fare integration activities. Of this amount, approximately \$6M is targeted toward this Regional Institutional Pass pilot. This funding will be used to backfill any foregone revenue associated with newly generated trips taken on transit as a result of this pilot.

Based on 2019 Clipper data from users of existing institutional fare projects at partner institutions, potential foregone revenue associated with the pilot is \$1.9M per year or \$3.8M over 2 years across all Bay Area transit agencies. To offset these potential impacts, \$4.5M is budgeted to make whole transit operators for phase 1 revenue impacts. These funds would be distributed in two steps:

- Distribute \$2.2 million of funding to operators up-front based share of regional fare revenue in FY 2018-19
- Hold \$2.2 million in reserve as a “top up” to distribute in year 2 of the pilot based on actual year 1 results and estimated year 2 results

SamTrans is expected to receive approximately \$35,000 in up-front distribution of funds for the first year. In year two, the amount of reimbursement will depend on foregone revenues.

Title VI

MTC will serve as lead agency for pilot program Title VI process. The pilot project will operate as a 'pilot' under Title VI, meaning the SamTrans Board would be asked to consider approving Title VI analyses before any permanent successor program is launched. As noted earlier in the staff report, MTC and BART are working with FTA now to request permission for an initial pilot period lasting a minimum of 12 months. Data from the pilot will inform Title VI analysis of any extension beyond 12 months and/or permanent program.

Prepared By:	Christy Wegener	Director, Planning	650-508-6278
	Bruce Thompson	Acting Manager, Fare Programs	650-551-6106

Fare Coordination and Integration Study Update: Regional Institutional Pass Pilot

SamTrans Board of Directors
June 1, 2022

Presentation Overview

- Fare Coordination and Integration Study
 - Study Objectives
 - Policy Vision Statement
- Regional Institutional Pass Pilot
 - Objective
 - Phasing Plan
 - Funding and Title VI
 - Phase 1 Detail
 - Impact on SamTrans
 - Timeline and Next Steps
- Questions and Discussion

Fare Coordination and Integration Study (FCIS)

Study Objectives

The FCIS was led by the region's transit operators and MTC. Study objectives include:

- Developing goals for the regional fare system that will support an improved user experience, increased transit ridership and build on robust public outreach;
- Identifying barriers, especially barriers related to fares and the user experience, that are impeding increased ridership;
- Identifying opportunities to increase transit ridership by improving the regional fare system through regional fare coordination and integration strategies; and,
- Developing a detailed implementation plan, including funding plan, for recommended improvements.

Policy Vision Statement

- Adopted by the Fare Integration Task Force in Nov 2021
- Identifies four policy initiatives for advancement
 - **Deployment of an all-agency regional institutional pass product pilot in the current Clipper system (2022)**
 - Implement low-cost or no-cost transfers in Clipper 2.0 (2023)
 - Continue to develop the all-agency pass product in Clipper 2.0 (2023)
 - Continue to refine the vision of creating a common fare structure for regional services

Regional Institutional Pass Pilot

Pilot Objectives

- Evaluate the degree to which a transit pass covering all operators may increase transit ridership and better meet the needs of users and institutions, as compared to single-agency passes.
- Collect data that could be used as the basis of a revenue model for a potential permanent program.
 - Launch in two phases.
- Modeled after multi-agency pass in Seattle.

Funding Plan

- The MTC Commission has identified up to \$28M for fare integration activities, including \$6M targeted toward this pilot.
- \$4.5M set aside to backfill fare revenue for new trips generated as a result of the pilot.
 - Half to be distributed up-front to operators, based on share of 2019 fare revenue as reported to NTD.
 - SamTrans' share is approximately \$35,000
 - Half held as “top up” funds to be distributed after year one of the pilot, allocated based on actual ridership.

Title VI

- MTC will serve as lead agency for pilot program Title VI process.
- MTC and BART are working with FTA now to request permission for an initial pilot period lasting a minimum of 12 months.
- Data from the pilot will inform the Title VI analysis of any extension beyond 12 months and/or permanent program.

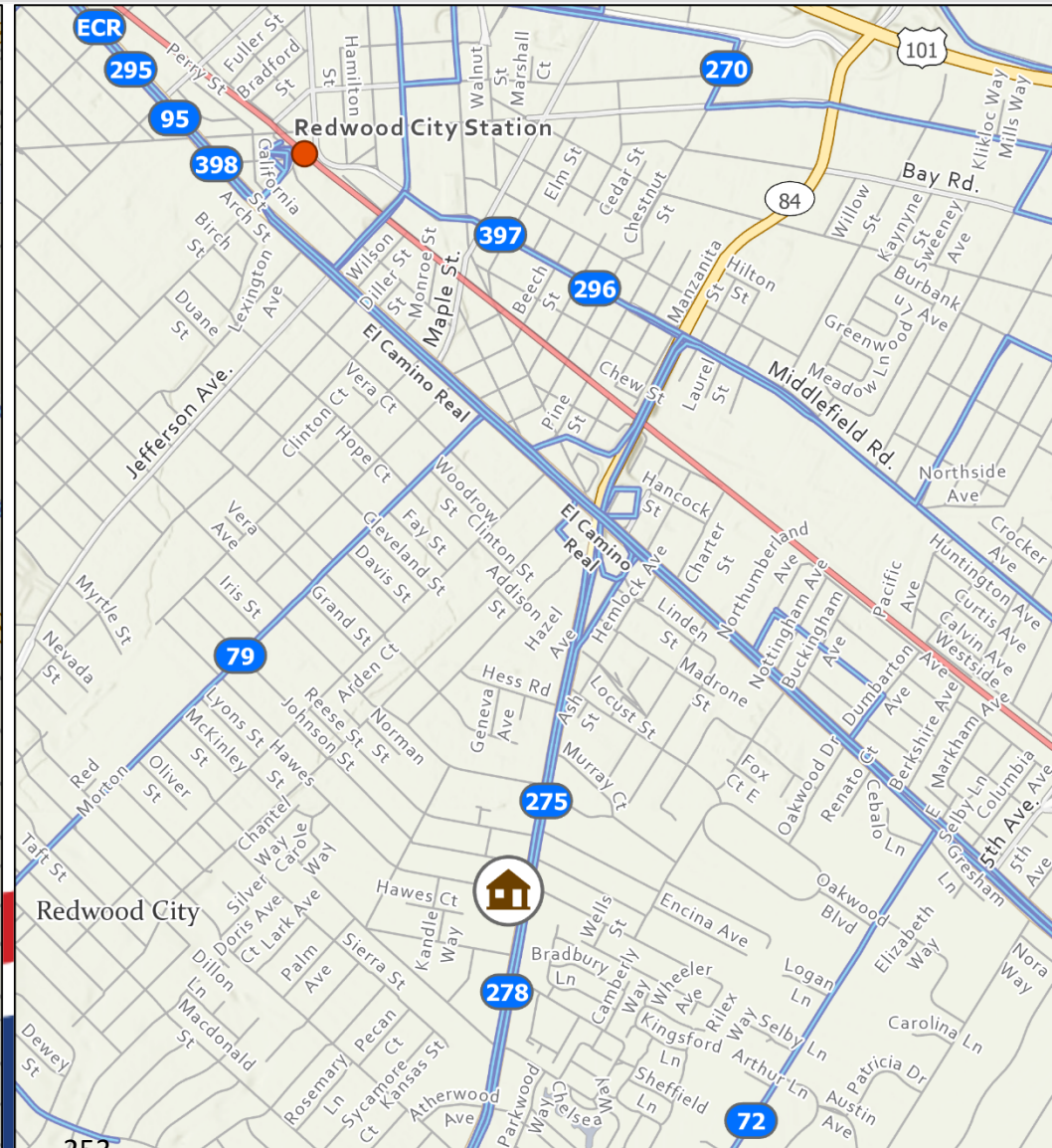
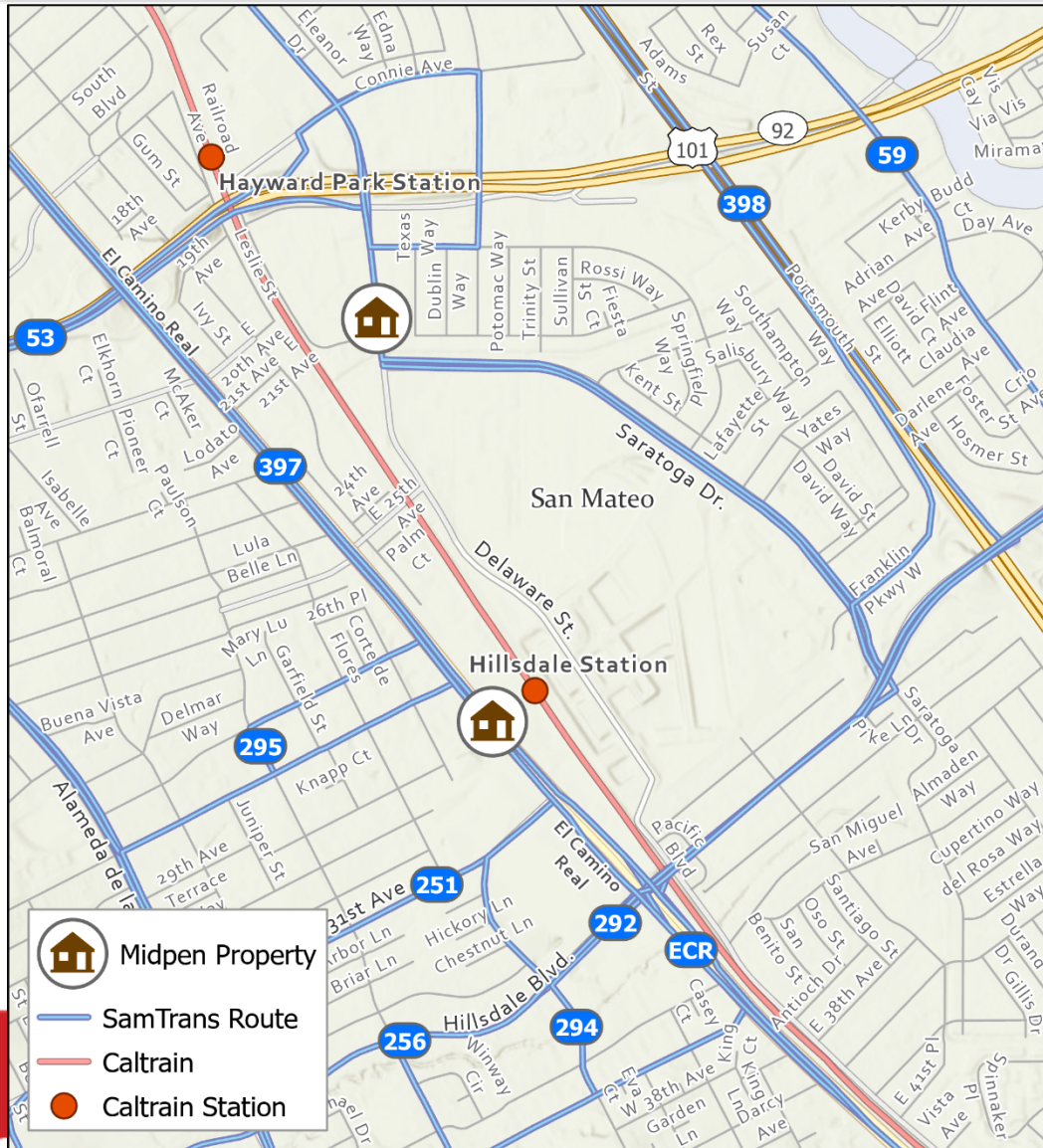
Phase 1 Detail

- Scale: Up to 50,000 participants.
- Target launch date: August 2022, continuing for two years.
- Cost to participants: None during the pilot.
- How it works: All agency pass layered onto existing pass product on Clipper. E.g. a MidPen Housing participant will be able to use Clipper to ride all transit systems in the Bay Area that participate in Clipper
- Phase 1 Partner Institutions:
 - San Francisco State University
 - San Jose State University
 - University of California, Berkeley
 - Santa Rosa Junior College
 - MidPen Housing

Impact on SamTrans

- Three San Mateo County MidPen properties selected for phase 1.
 - SamTrans will continue to receive normal revenue from their purchase of Way2Go passes
 - A subset of residents will have an all-agency transit pass added to their Clipper card at no additional cost.
- Participants from other phase 1 institutions will have passes to ride SamTrans.
 - New trips taken on SamTrans will be reimbursed by MTC.
 - SamTrans to receive up to \$35k in up-front money at the start of the pilot; additional money will be distributed to account for actual ridership approximately one year after the pilot begins.

Phase 1 MidPen Housing Locations



Timeline and Next Steps

- June – Information Item
- July – Action to amend the SamTrans' Fare Structure
 - FTA Title VI waiver
- August – Pilot launch
- September and beyond – Pilot ridership data collection and evaluation
 - Survey of pilot participants
 - Finalize Phase 2 details

Questions and Discussion

**San Mateo County Transit District
Staff Report**

To: Board of Directors
 Through: Carter Mau, Acting General Manager/CEO
 From: April Chan,
 Acting Deputy General Manager/CEO
 Subject: **SamTrans Youth Unlimited Pilot Program Evaluation**

Action

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

Significance

The Youth Unlimited Pilot Program provides free SamTrans bus fares for socioeconomically disadvantaged (SED) students, as defined by the California Department of Education. SED students include students that are eligible for the free and reduced-price meal program, students experiencing homelessness, foster-youth, migrant students, or students whose parents did not graduate high school. There are approximately 30,000 SED students in San Mateo County.

In partnership with the San Mateo County Office of Education, SamTrans launched the pilot program from January 1st, and it was originally planned for a six-month period. The pilot was later extended through August 2022 to cover the summer break. The overall goals of the program are to reduce transportation costs for low-income families, attract new and more frequent riders, and understand the potential operational impacts of providing free fares to all youth riders.

Staff are now evaluating the pilot to determine whether to make it permanent for the next school year. The evaluation uses performance metrics that were established at the beginning of the pilot. A survey was distributed in early April and was completed by over 300 participating students or their parents/guardians. The survey, in addition to a ridership analysis, informed the results of the performance metrics that are summarized below.

Performance Metric	Achieved?	Results
Distribute >5,000 passes	Yes	Over 9,600 distributed
Increase in new riders	Yes	25% of respondents were not riding SamTrans prior to receiving the pass.
Provide economic benefit to participants and their families	Yes	39% of respondents said the pass helped them save money

Performance Metric	Achieved?	Results
Increase in trip frequency of participants	Yes	62% of respondents indicated that they are currently riding more than before receiving the pass
Improve school attendance	Yes	28% of survey respondents indicated that it improved their school attendance
Crowding on school routes not to exceed 150%	Yes	No capacity issues on school routes during pilot

Staff will present the initial findings of the Youth Unlimited Pilot Program evaluation via a PowerPoint presentation at the June 1st Board meeting. Based on the pilot achieving or exceeding the established evaluation metrics, staff is recommending extending the Youth Unlimited as a permanent program, pending input from the Board of Directors and the public. Staff will bring back the final recommendation and evaluation report for Board action at the July 2022 Board meeting.

Budget Impact

Staff estimate the total annual revenue loss from the Youth Unlimited program would be approximately \$300,000 to \$450,000. This considers lost revenue from the vendor program and from riders transitioning from other fare products to Youth Unlimited pass.

Background

Since 1998 SamTrans has offered discounted youth monthly passes to schools for students who qualify for the Free and Reduced-Price Meal program. Fifteen schools/school districts and two social service agencies participated in the vendor program in 2020. The Youth Unlimited Pilot Program builds on the existing relationships with schools and expands the vendor program by providing free passes to all SED students, including students eligible for the Free and Reduced-Price Meal program.

Prepared By: Gwen Buckley Senior Planner 650-508-7913
 Bruce Thompson Acting Manager, Fare Programs 650-551-6106

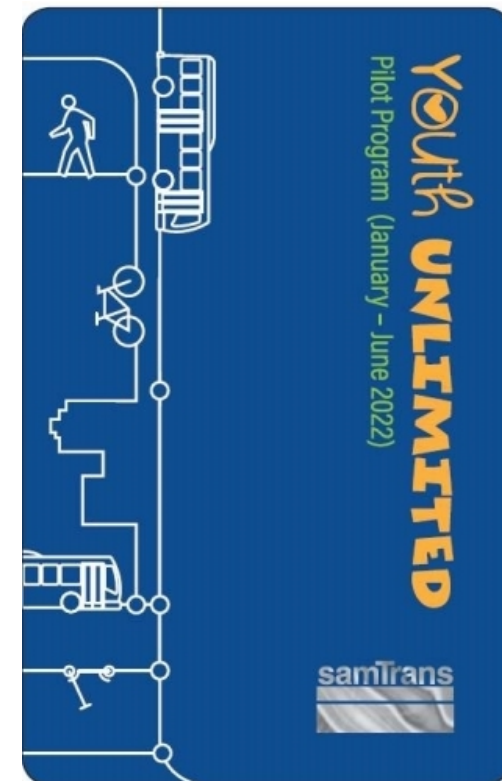
SamTrans Youth Unlimited Pilot Program Evaluation

SamTrans Board of Directors
June 1, 2022

Prepared by:
Gwen Buckley and Bruce Thompson

Youth Unlimited Pilot Program Overview

- Free fares for qualifying low-income students (age 18 and under)
- Pilot launched in January 2022 and extended through August 2022
- Close collaboration with schools and districts to distribute passes and evaluate pilot



Youth Unlimited Pilot Goals

1. Reduce transportation costs for low-income families
2. Attract new or more frequent SamTrans riders and improve mobility options for low-income families
3. Understand the operational impacts of providing free fares to some or all youth

Evaluation Approach

- Participant survey - schools distributed to students/families
 - Results will inform Title VI analysis and pilot evaluation
 - Approximately 300 responses
- Internal data analysis – monitor ridership, farebox revenue impact, and crowding on school routes
- Community meeting – May 24th at 5:30pm
 - Virtual, multi-lingual event to collect additional input from parents, students, and community

Evaluation Metrics

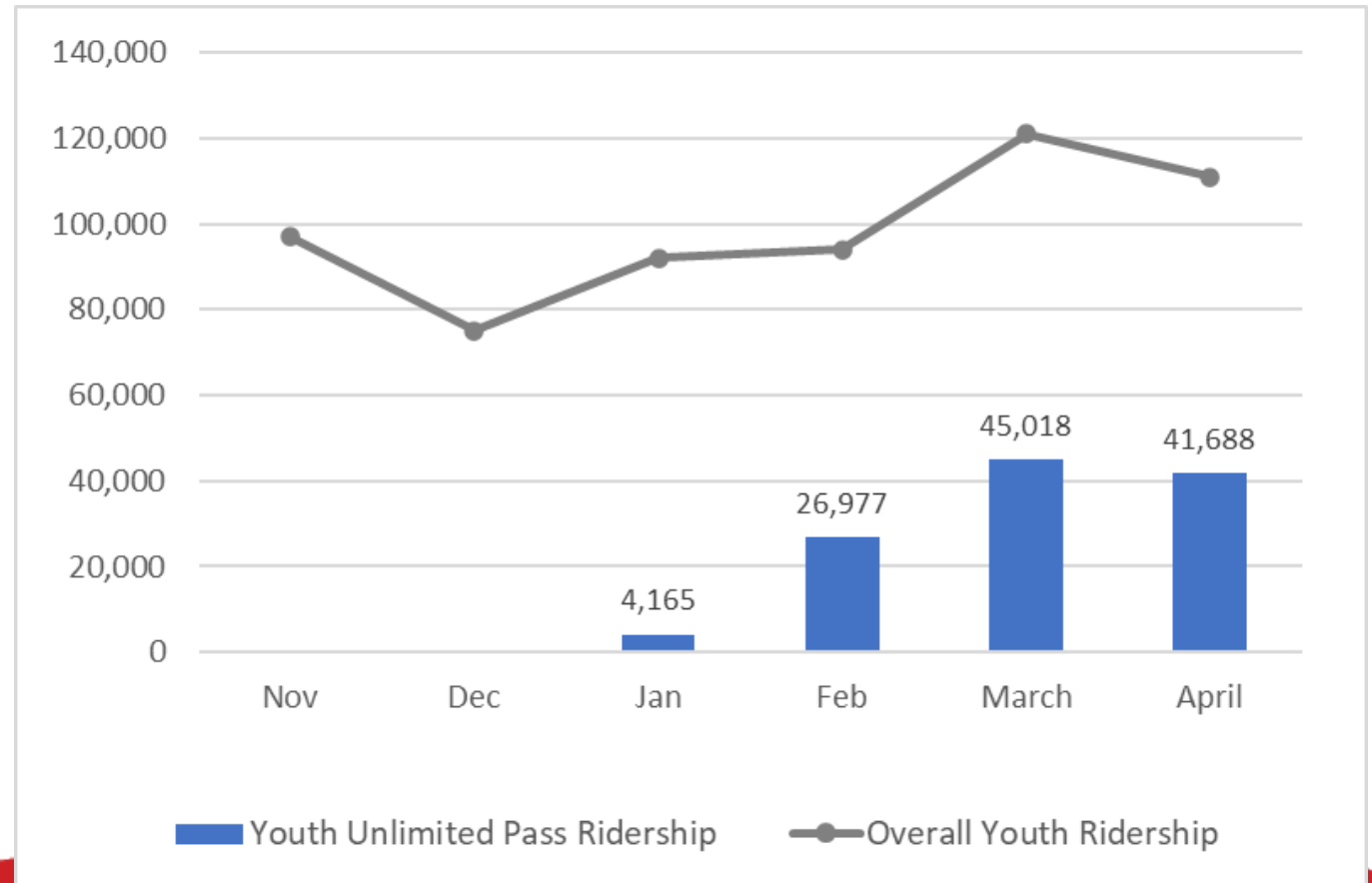
Performance Metric	Achieved?	Results
Distribute >5,000 passes	✓	Over 9,600 distributed
Increase in new riders	✓	25% of survey respondents were not riding SamTrans prior to receiving the pass
Provide economic benefit to participants and their families	✓	39% of respondents said the pass helped them save money
Increase in trip frequency of participants	✓	62% of respondents indicated they are currently riding more than before receiving the pass

Evaluation Metrics Cont'd

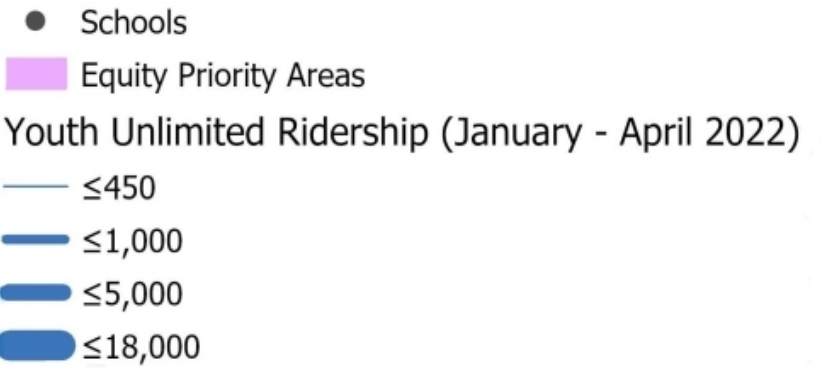
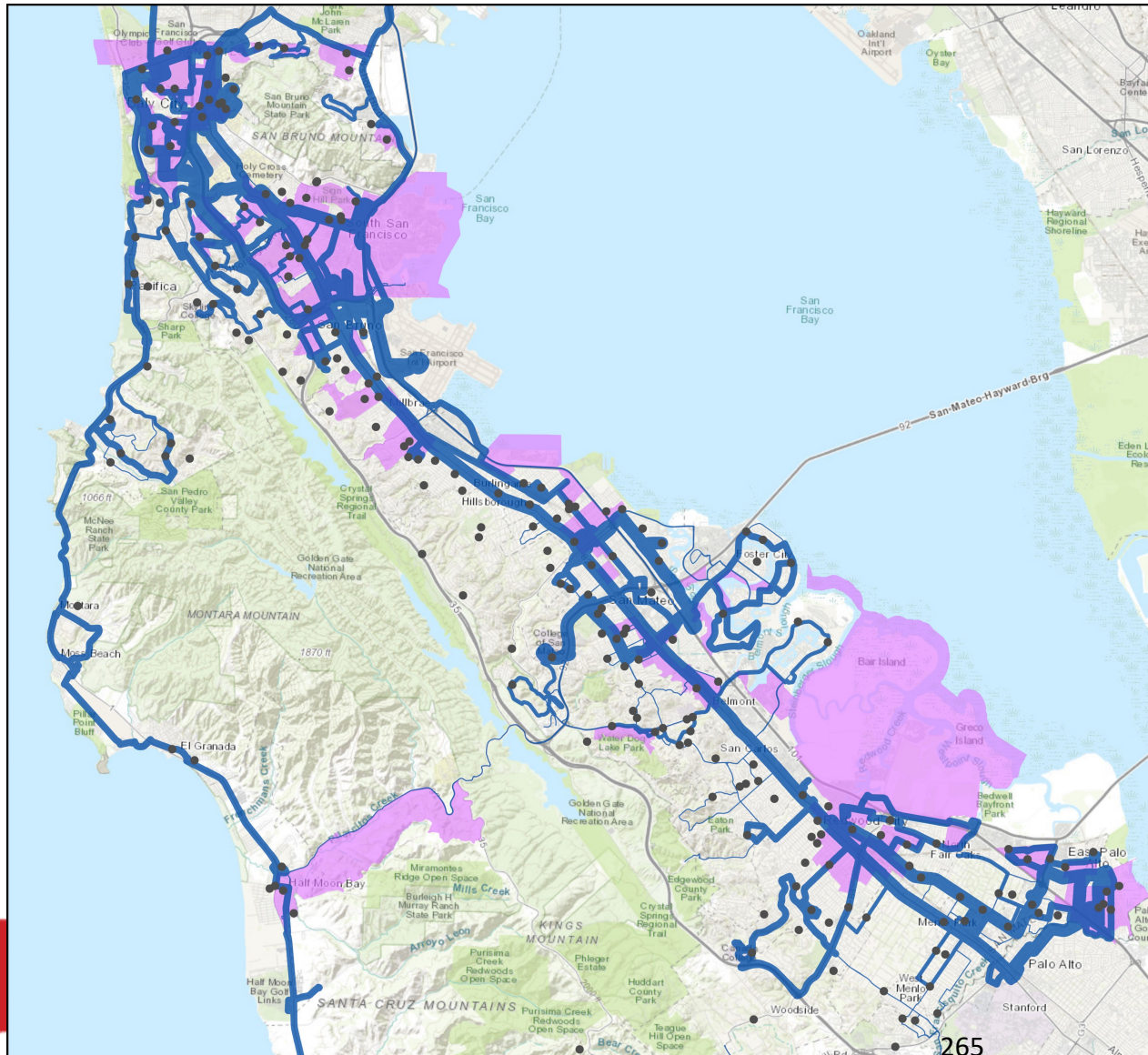
Performance Metric	Achieved?	Results
Improve school attendance	✓	28% of survey respondents indicated that it improved their school attendance
Crowding on school routes not to exceed 150%	✓	No capacity issues on school routes during pilot
Identify impact on farebox revenue	✓	Estimated total farebox annual revenue impact is \$300k-\$450k.

Youth Unlimited Ridership

Youth Unlimited ridership made up 35% of overall youth ridership from February through April 2022



Ridership by Route



Appreciation from parents

"As a single mother everything is harder. Money for one is a struggle. This program has helped me more than you know. It also helps my son be more independent and street smart."

"This pass helped us save over \$100 last month on transportation. Thank you!"

"My son is able to catch SamTrans to and from school. It was very difficult to rush to pick him up from school now that I'm working 12hours shift thank you so very much"



Draft Staff Recommendation

- Draft staff recommendation is to extend Youth Unlimited as a permanent program, based on the pilot achieving or exceeding established evaluation metrics.
- Final recommendation will consider input received from Board of Directors and at community meeting on May 24, 2022.

Timeline and Next Steps

- June Board meeting (*Informational item*)
 - Presentation on pilot evaluation results
- July Board meeting (*Action item*)
 - Bring updated fare structure & Title VI findings for adoption
 - Share final evaluation report
- If adopted, launch permanent program this fall
 - Develop marketing materials and continue to monitor ridership



BOARD OF DIRECTORS 2022

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CAROLE GROOM
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DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, June 1, 2022 – 3:15 pm

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

- | | | |
|--------|---|---------------|
| 8.d.1. | Call to Order | |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of May 4, 2022 | Motion |
| 8.d.3. | State and Federal Legislative Update | Informational |
| 8.d.4. | Adjourn | |

Committee Members: Rico E. Medina (Chair), Carole Groom, Charles Stone

Note:

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

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Legislative Committee /
Committee of the Whole**

May 4, 2022

Committee Members Present: R. Medina (Chair), C. Groom, C. Stone (left at 3:45 pm)

Committee Members Absent: None

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

Other Board Members Absent: D. Pine

Staff Present: J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

8.d.1 Call to Order

Committee Chair Rico Medina called the meeting to order at 3:41 pm.

8.d.2 Approval of Minutes of Committee Meeting of April 6, 2022

Motion/Second: Groom/Powell

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Powell, Ratto, Stone

Noes: None

Absent: Pine

8.d.3 State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She said the federal appropriations process is underway. She said that SamTrans would be applying for programs such as the low- and no-emissions bus program.

She said that a \$20 billion transportation package has just been released by the California Senate, which does not include funding for high-speed rail and the free fare program. She said that the May revise is coming out the following week would have more projections on the available budget surplus.

Director Charles Stone left the meeting at 3:45 pm.

Jessica Epstein, Manager, Government and Community Affairs, summarized bills that the District is currently following.

Committee Member Carole Groom asked why they were looking at a possibly changing fares since Reimagine SamTrans opted to keep fares stable. Ms. Epstein said that a proposed state bill would likely mandate that all transportation agencies provide free fares to everyone under 25 for a five-year pilot, adding that she did not know if it would require SamTrans to change its fare structure.

8.d.4 Adjourn

The meeting adjourned at 3:51 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: Carter Mau, Acting General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

Action

Staff proposes the Committee recommend the Board receive the attached federal and state legislative updates.

Significance

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Jessica Epstein Government and Community 650-400-6451
 Affairs Manager

SamTrans Federal Report As of May 18, 2022

Office of Management and Budget Releases "Buy America" Guidance for Bipartisan Infrastructure Law

- On April 18, Office of Management and Budget (OMB) Director Shalanda Young issued a [memorandum](#) on Buy America provisions in the Infrastructure Investment and Jobs Act (IIJA). The guidance outlines the requirements for the procurement of materials used for infrastructure projects authorized under the new law. Under the act, eligible projects must utilize domestic sources for specific materials.
- The Buy America preference refers only to the materials used to build infrastructure projects, not tools, equipment, and supplies. Eligible goods covered under Buy America provisions are iron, steel, manufactured products, and construction materials.
- The head of a federal agency may choose to waive the Buy America requirement if applicants demonstrate that products cannot be sourced domestically. Specifically, applicants may present up to three waivers:
 - Public Interest Waiver - Sourcing domestic goods would be inconsistent with the public interest.
 - Non Availability Waiver - No domestic supply for materials needed to complete a project.
 - Unreasonable Cost Waiver - The use of steel, iron, and other manufactured goods will raise the project's cost by more than 25 percent.

Federal Judge Overturns Travel Mask Mandate

- On April 18, U.S. District Judge Kathryn Kimball Mizelle vacated the nationwide mask mandate for planes and trains. In her ruling, she ordered the CDC to remove the policy, allowing airlines and train operators to set their masking policies.
- Once the ruling was issued, all major airlines announced that they would no longer mandate the use of masks for domestic flights. In addition, Amtrak will not require passengers or employees to wear facial coverings but will continue to encourage their use.
- The Biden Administration announced that it would appeal Judge Mizelle's ruling, as they believe the CDC has the legal authority to issue the travel mask mandate. The CDC had previously extended the mask mandate until May 3, as it collected data from new variants.

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

Council on Environmental Quality Issues New Requirements for Highways and Pipelines

- On April 19, the White House Council on Environmental Quality (CEQ) announced the finalization of new National Environmental Policy Act (NEPA) regulations. The first tranche of regulations will be the first in several revisions to Trump-era CEQ orders, with additional guidance expected soon.
- NEPA applies to various issues, including approving projects with environmental impacts. Most notably, NEPA requires the completion of environmental impact reports for federal projects.
- The "Phase 1" regulations give agencies new authority over infrastructure projects. The regulations include three distinct segments:
 - Federal agencies must evaluate all relevant environmental impacts of the decisions they make. This includes considering direct, indirect, and cumulative effects on the environment.
 - Full authority is given to federal agencies to collaborate with communities on projects that minimize environmental and public health impacts. This rule would allow agencies to determine the "purpose and need" of a proposed project and any suitable alternatives. The previous rule prevented agencies from investigating alternative approaches to a project objective.
 - CEQ's regulations will be treated as a baseline for environmental review standards. This allows federal agencies to customize their procedures to accurately address the needs of their workers, the public, and stakeholders.

DHS Preparedness Announcement Includes Transit Security Funds

On May 13, Secretary of Homeland Security Alejandro Mayorkas announced \$1.6 billion for eight FY 2022 preparedness grant programs. These programs provide funding to help state and local officials prepare for, prevent, protect against, and respond to acts of terrorism and other hazards. The public safety programs are outlined in the public safety section below.

--Transit Security Grant Program: Competitive grant, exact awards to be announced later this year; \$93 million to owners and operators of public transit systems to protect critical surface transportation and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure.

--Intercity Bus Security Grant Program: Competitive grant, exact awards to be announced later this year; \$2 million to owners and operators of intercity bus systems to protect surface transportation infrastructure and the traveling public from acts of terrorism and to increase the resilience of transit infrastructure.

FTA Publishes Apportionments

- On April 28, the Federal Transit Administration (FTA) published their Apportionments notice in the [Federal Register](#) for Fiscal Year 2022.
- These announcements detail changes that have been made to FTA programs that have been required or allowed by law such as the Bipartisan Infrastructure Law. They also specify how the FTA plans to administer these programs in FY 2022, as well as guidance on the administration of Community Project Funding.

Round-Up of Open Grant Opportunities

- [INFRA Grants](#): \$1.5 billion available. All applications due by May 23, 2022.
- [Rural Grants](#): \$300 million available. All applications due by May 23, 2022.
- [Mega Grants](#): \$1 billion available. All applications due by May 23, 2022.
- [FY 2022 Low or No Emission Grant Program](#): \$1.1 billion available. All applications due by May 31, 2022.
- [FY 2022 Buses and Bus Facilities Competitive Program](#): \$372 million available. All applications due by May 31, 2022.
- [Safe Streets for All](#): \$1 billion available. All applications due by September 15, 2022.



May 16, 2022

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – June 2022**

General Update

On May 13, Governor Newsom released his [update of the Fiscal Year 2022-23 budget](#), otherwise known as the May Revise, based on the latest economic forecasts available to the Governor and the Department of Finance. The May Revision reflects a \$49.2 billion discretionary surplus and includes historic investments in the Administration's top priorities, including women's and LGBTQ+ rights, healthcare, pandemic relief, education access, transportation infrastructure, clean energy, combatting climate change, wildfires, emergency response, and drought.

The May Revise maintains the following **one-time** investments in transportation infrastructure included in the Governor's proposed January budget:

- **Priority Transit and Rail Projects** – \$2 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- **Southern California Mobility Projects** – \$1.25 billion to deliver critical projects in Southern California.
- **Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure** – \$935 million to deploy 1,000 zero-emission short-haul (drayage) trucks and 1,700 zero-emission transit buses and \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure.
- **High Priority Grade Separations and Grade Crossing Improvements** – \$500 million to support critical safety improvements throughout the state.
- **High-Speed Rail** – \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage federal funds.
- **Active Transportation** – \$1.25 billion to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals. The level of proposed investment in active transportation is revised up from the \$750 million proposed in the Governor's January budget.
- **Climate Adaptation** – \$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.

- **Emerging Opportunities** – \$200 million to invest in demonstration and pilot projects in high carbon-emitting sectors, such as maritime, aviation, rail, and other off-road applications, as well as support for vehicle grid integration at scale.

Additionally, the May Revise restates the Governor’s relief package to cushion the financial blow that many Californians have experienced because of the rise in gas prices and other inflation-induced price hikes. The package includes investments for the following transportation-related relief items:

- **\$11.5 billion in direct tax refunds to Californians** – This relief would be provided in the form of \$400 per vehicle direct payments to registered vehicle owners, capped at two vehicles. This approach will ensure relief is provided to seniors who receive Social Security Disability income and low-income non-tax filers. Previously, this proposal was scored at \$9 billion.
- **\$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months** – This relief would provide incentive grants to transit and rail agencies to provide free transit for Californians for three months, which was part of the early broad-based relief package. The state will provide an amount to agencies based on their 2019 fare revenues. In return, transit and rail agencies are required to provide free transit for at least three months. The Governor’s proposed language can be found [here](#).
- **\$439 million to pause a part of the sales tax rate on diesel for one year** – Currently, California’s sales tax on diesel fuel is 13 percent. Of that amount, 10.5 percent is directed to various transportation programs, including the State Transit Assistance Programs, with the remainder (approximately 2.5 percentage points) going to the State General Fund. As proposed, this relief would only pause the 2.5 percentage points directed to the State General Fund, which would hold harmless investments in transportation programs. Previously, this proposal was scored at \$600 million.

Notably, the May Revise drops a previous element of the relief package, which would have paused the inflationary adjustment to gas and diesel excise tax rates.

The Federal Infrastructure Investment and Jobs Act (IIJA) provides a sizable amount of funding for transportation infrastructure nationwide. The May Revise outlines that **295 positions and \$50 million** will be provided to Caltrans for management and implementation of the IIJA funding, and **626 positions and \$144 million** will be set aside to assist in providing the technical support that will accompany the increased workload within the Department. The following programs will be eligible to receive the budgeted IIJA funding:

- Existing surface transportation, safety, and highway performance apportioned programs.
- A new bridge replacement, rehabilitation, preservation, protection, and construction program.
- A new program that will support the expansion of an electric vehicle (EV) charging network.
- A new program to advance transportation infrastructure solutions that reduce greenhouse gas emissions.
- A new program to help states improve resiliency of transportation infrastructure.
- Improving public transportation options across the state, with increased formula funding for transit.

The May Revise also reflects that the State Transit Assistance (STA) program will see revenues of approximately \$1.1 billion million in FY 2022-23. Intercity and Commuter Rail would receive an estimated \$368 million in FY 2022-23.

The Governor's May Revise comes on the heels of the plan released by Senate President pro Tem Atkins and Senate Budget Chair Skinner on April 28, which calls for a four-year, \$20 billion investment in transportation infrastructure. Below, we outline the components of the proposed transportation infrastructure package:

- **\$13.8 billion over four years for transit infrastructure, including:**
 - Roughly \$11.8 billion for transit projects, split between Southern California and the balance of the state, with outyears allocated by formula.
 - \$2 billion for grade separation projects.
- **\$2.9 billion over four years for climate investments, including:**
 - \$2 billion for Active Transportation projects, which would include Highways to Boulevards and safety projects such as those outlined by the Newsom Administration.
 - \$875 million over four years for local climate adaptation planning and projects.
 - The package also proposes to set aside \$150 million per year in federal Infrastructure Investment and Jobs Act (IIJA) funds, as allowed under IIJA, for adaptation projects on the state highway system.
- **\$2.1 billion over four years for freight and workforce investments, including:**
 - \$1.2 billion for port infrastructure, as proposed by the Administration.
 - \$110 million for a workforce training center, as proposed by the Administration.
 - \$790 million over four years in additional funding for the Trade Corridor Enhancement Program.
- **\$1.25 billion over four years for congestion mitigation and bridge repair and replacement, including:**
 - \$700 million over four years in additional funding for the Solutions for Congested Corridors Program.
 - \$550 million over four years to augment federal and local funding for high-cost local bridge repair and replacement.

The Legislature is required to send the Governor a budget by June 15. The Senate, Assembly, and Administration will work to find agreement on their differences in the week's ahead in order to meet the deadline. The state fiscal year begins July 1.

Bills of Interest

AB 2357 (Ting) Surplus Lands Act

This bill proposes several changes to the Surplus Lands Act (SLA), mainly surrounding a local agency's action related to declaring land either surplus or exempt surplus. Since recent changes were made to the SLA, transit agencies have found various aspects of the law a challenge to implement or that unnecessarily target transit agencies as special districts. As such, transit agencies, through the California Transit Association, have worked to propose a set of amendments to the author for consideration that would resolve many of the challenges. SamTrans staff have been actively participating in the Association's efforts.

AB 2677 (Gabriel) Information Practices Act

Existing law, the Information Practices Act of 1977, has a set of requirements, prohibitions, and remedies applicable to agencies regarding their collection, storage, and disclosure of personal information. Existing law exempts local government, including Transit Districts, from the provisions of the act. This bill would remove that exemption for local agencies starting January 1, 2024, and include, among other things, genetic information, IP address, online browsing history, and location information

within the definition of “personal information” for the act’s purposes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Grants for Zero-Emission Buses and Infrastructure

On Friday, November 19, the California Air Resources Board approved the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#). The plan includes \$340 million, which can be accessed by transit agencies, through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project, inclusive of \$70 million earmarked specifically for transit agencies.

On Monday, November 15, the California Energy Commission approved the [2021-2023 Investment Plan Update for the Clean Transportation Program](#). The plan includes \$88.5 million for transit bus infrastructure and \$282 million for medium- and heavy-duty vehicles and infrastructure for fiscal years 2021-22 through 2023-23. A portion of the funding for medium- and heavy-duty vehicles and infrastructure will also be available to transit agencies; however, the exact amount is unknown at this time.

More details on these grant opportunities are below.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 remains open](#)

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (TBD in FY 2021-22) – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 is expected to be available in Q1/Q2 2022

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 will open on March 23](#)

Vehicles and Infrastructure:

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5) – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases,

vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

Current Guidelines: Found [here](#)

Status: [Funding cycle closed; project applications were due March 3, 2022](#)

Low Carbon Transit Operations Program (\$163 million in FY 2021-22) – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Current Guidelines: Found [here](#)

Status: Funding cycle closed; project applications were due March 25, 2022

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

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

Status: [Funding cycle open](#)

Carl Moyer (Projected \$40 million in FY 2021-22) - The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Other Grants

The CTC is [currently hosting workshops](#) (through April 2022) for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#).

Additionally, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 final guidelines and [call for projects](#) in late-2021. CalSTA anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27.

Grant applications were due March 3, 2022, with awards in June 2022.

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 117 Boerner Horvath D</p> <p>Air Quality Improvement Program: electric bicycles.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2022, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.</p>	<p>Watch</p>
<p>AB 371 Jones-Sawyer D</p> <p>Shared mobility devices: insurance and tracking.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Existing law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Wicks D</p> <p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1001 Garcia, Cristina D</p> <p>Environment: mitigation measures for air quality impacts: environmental justice.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects. The bill would require all public agencies, in implementing CEQA, to give consideration to the principles of environmental justice, as provided, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1047 Daly D</p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1049 Davies R</p> <p>Public Transportation Account: loan repayment.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1091 Berman D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided. The bill would repeal these provisions establishing and setting forth the powers and duties of the ombudsperson as of January 1, 2027.This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1226 McCarty D</p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p>	<p>Watch</p>
<p>AB 1626 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1638 Kiley R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1644 Flora R</p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 requires the state board to work with the Labor and Workforce Development Agency to update, n or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Existing law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1680 Lee D</p> <p>Transportation: prohibition orders.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Existing law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1721 Rodriguez D</p> <p>California Emergency Services Act: emergency preparedness: mutual aid: seismic retrofitting soft story multifamily housing.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the California Emergency Services Act, establishes the Office of Emergency Services (OES) within the office of the Governor, and sets forth its powers and duties, including responsibility for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. Existing law authorizes the Governor with the advice of OES to divide the state into mutual aid regions for the more effective application, administration, and coordination of mutual aid and other emergency-related activities. Existing law requires OES to coordinate response and recovery operations in each of the mutual aid regions. This bill would establish the Emergency Medical Services Mutual Aid Program, to be administered by OES, to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$50,000,000 to the Director of Emergency Services to effectuate these provisions. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1751 Daly D</p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. Existing law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Existing law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Existing law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Existing law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill would extend the above-described provisions relating to COVID-19 until January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Garcia, Cristina D</p> <p>State transportation funding: freeway projects: poverty and pollution: Department of Transportation.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.</p>	<p>Watch</p>
<p>AB 1909 Friedman D</p> <p>Vehicles: bicycle omnibus bill.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law generally regulates the operation of bicycles upon a highway. A violation of these provisions, generally, is punishable as an infraction. Existing law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Existing law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1919 Holden D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes: eligibility for state funding.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Existing law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Existing law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. By imposing new transit funding requirements on local entities, the bill would impose a state-mandated local program. The bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities, school districts, and colleges is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes, as provided. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1938 Friedman D</p> <p>Transit and Intercity Rail Recovery Task Force.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services. The bill would require the secretary to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1944 Lee D</p> <p>Local government: open and public meetings.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill would authorize, under specified circumstances and upon a determination by a majority vote of the legislative body, a member to be exempt from identifying the address of the member's teleconference location in the notice and agenda or having the location be accessible to the public, if the member elects to teleconference from a location that is not a public place. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1949 Low D</p> <p>Employees: bereavement leave.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1993 Wicks D</p> <p>Employment: COVID-19 vaccination requirements.</p>	<p>This bill is dead.</p>	<p>Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to the enforcement of civil rights laws with respect to housing and employment. This bill would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1975 Nazarian D</p> <p>Local government: bus shelters.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law sets forth provisions that govern the use of real property belonging to local agencies, as provided. This bill would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2097 Friedman D</p> <p>Residential and commercial development: remodeling, renovations, and additions: parking requirements.</p>	<p>On the Assembly Floor.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 2197 Mullin D</p> <p>Caltrain electrification project: funding.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	<p>Supported March 2022</p>
<p>AB 2206 Lee D</p> <p>Nonattainment basins: employee parking: parking cash-out program.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Existing law defines “parking cash-out program” as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Existing law defines a “parking subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” The bill would require a lessor that enters into or renews a lease on or after January 1, 2023, with a lessee that is an employer and that offers parking to the employer to list the market-rate parking costs as a separate line item in the lease, as provided, or to provide a list of parking costs to the employer within 30 days after the lease is entered into or renewed. The bill would require an employer to offer a parking cash-out program even if the employer’s lease does not comply with these requirements.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2237 Friedman D</p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Strategic Growth Council in state government. Existing law requires the council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce the emissions of greenhouse gases through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support related and coordinated public policy objectives, as specified. Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Existing law requires the council, by January 31, 2022, to submit a report to the relevant policy and fiscal committees of the Legislature that includes, among other things, an overview of those sustainable communities strategies, an assessment of how implementation of those sustainable communities strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs, including the Affordable Housing and Sustainable Communities Program. This bill would require the council, in consultation with the State Air Resources Board, the Department of Housing and Community Development, and the Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community.” This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2357 Ting D</p> <p>Surplus land.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2410 Chen R</p> <p>Local educational agencies: home-to-school transportation.</p>	<p>This bill is dead.</p>	<p>Existing law establishes a system of public elementary and secondary schools in this state and authorizes local educational agencies throughout the state to operate schools, provide instruction, and provide home-to-school transportation to pupils in kindergarten and grades 1 to 12, inclusive. This bill would prohibit a school district, county office of education, or charter school from contracting with a provider of home-to-school transportation, as defined, or making payments to a contractor for home-to-school transportation services, unless the contractor, and any subcontractors, are properly insured and licensed to provide home-to-school transportation services and the contractor certifies that each driver who will perform home-to-school transportation meets certain requirements, as provided. The bill would also impose requirements for those vehicles used by contractors for home-to-school transportation, as provided. The bill would apply these provisions only to contracts entered into or renewed after January 1, 2023. The bill would grant the State Department of Education sole regulatory authority to enforce those provisions and would require the department to conduct an investigation every 2 years of both home-to-school transportation contractors and local educational agencies, as provided.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 2419 Bryan D</p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Strategic Growth Council consisting of specified state agency members and members of the public. Existing law requires the council, among other things, to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation’s infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2438 Friedman D</p> <p>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 2441 Kalra D</p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment. The bill would also prescribe subjects in this regard that would be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2449 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency’s jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 2454 Jones-Sawyer D</p> <p>Public contracts: protests: joint labor-management committee.</p>	<p>In the Assembly Accountability and Administrative Review Committee.</p>	<p>Existing law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Existing law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Existing law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Existing law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a specified protest to a contract that is not to be awarded to the lowest bidder. If, prior to making the award, a joint labor-management committee files a protest with the department against the awarding of the contract on the ground that the lowest responsible bidder does not meet the specifications set forth under the definition of responsible, the bill would require that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest.</p>	<p>Watch</p>
<p>AB 2556 O'Donnell D</p> <p>Local public employee organizations.</p>	<p>In the Senate Rules Committee.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 2594 Ting D</p> <p>Vehicle registration and toll charges.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law requires a person who, after applying for or receiving a driver’s license, moves to a new residence, or acquires a new mailing address different from the address shown in the application or in the license, to notify the Department of Motor Vehicles of both the old and new address within 10 days. This bill would require the department, at the time a person notifies the department of a change of residence or mailing address for purposes of their driver’s license, to inform the person that they may also need to change their address for purposes of their vehicle registration, and would require the department to provide instructions on how to update vehicle registration information. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2622 Mullin D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2647 Levine D</p> <p>Local government: open meetings.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Existing law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Existing law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Existing law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Existing law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Existing law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>AB 2677 Gabriel D</p> <p>Information Practices Act of 1977.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to remove that exemption for local agencies starting January 1, 2024, and include, among other things, genetic information, IP address, online browsing history, and location information within the definition of “personal information” for the act’s purposes. The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2693 Reyes D</p> <p>COVID-19: exposure.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, the California Occupational Safety and Health Act of 1973, authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Existing law requires a notice of the prohibition to be posted in a conspicuous location at the place of employment and makes violating the prohibition or removing the notice, except as specified, a crime. Existing law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power, renewable natural gas, or water. Existing law requires that these provisions not prevent the entry or use, with the division’s knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would extend those provisions until January 1, 2025. By expanding the scope of a crime, this bill imposes a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2700 McCarty D</p> <p>Transportation electrification: electrical distribution grid upgrades.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. 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 (Energy Commission) and the 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. Existing law requires the Energy Commission, working with the state board and the PUC, to prepare, at least once every 2 years, a statewide assessment of the electrical vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet certain goals. This bill would require the State Air Resources Board to annually gather fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors from entities subject to its regulations and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to incorporate fleet data produced by the State Air Resources Board pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state’s anticipated level of electric vehicle charging, as specified.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 2703 Muratsuchi D</p> <p>Zero-emission fueling station reliability standards: transportation: low-income and disadvantaged community financial assistance.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare and update, as provided, 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 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would require a person who receives state funding or other incentives to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the Energy Commission, as specified. The bill would require the commission to publish data on compliance with the reliability standards as part of the above-described assessment and to protect the confidential information of an entity subject to the reliability standards by anonymizing and aggregating the compliance data in the assessment. The bill would also require the Energy Commission, upon appropriation by the Legislature, to develop a program to provide financial assistance to low-income and disadvantaged community members to use electric vehicle charging stations, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>
<p>SB 18 Skinner D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>This is a Two-Year Bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state’s other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board’s internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 45 Portantino D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>In Assembly Natural Resources Committee.</p>	<p>Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.</p>	<p>Watch</p>
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 114 Committee on Budget and Fiscal Review</p> <p>Employment: COVID-19: supplemental paid sick leave.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations. Existing law requires the Labor Commissioner to enforce the act and provides for procedures, including investigation and hearing, and for remedies and penalties. This bill, beginning January 1, 2022, until September 30, 2022, would provide for COVID-19 supplemental paid sick leave for covered employees who are unable to work or telework due to certain reasons related to COVID-19, including that the employee is attending a COVID-19 vaccine or vaccine booster appointment for themselves or a family member, or is experiencing symptoms, or caring for a family member experiencing symptoms, related to a COVID-19 vaccine or vaccine booster. The bill would entitle a covered employee to 40 hours of COVID-19 supplemental paid sick leave if that employee works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 542 Limón D</p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>In the Assembly Revenue and Taxation Committee.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define "qualified motor vehicle" as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>SB 563 Allen D</p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing 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 certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
		<p>used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>SB 719 Min D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 849 Umberg D</p> <p>Surplus land.</p>	<p>This bill is dead.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law requires, after the disposing agency has received a notice of interest from an entity desiring to purchase or lease the land on terms that comply with existing law, that the disposing agency and the entity enter into good faith negotiations to determine a mutually satisfactory sales price and terms or lease terms. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land. By adding to the duties of local officials with respect to the disposal of surplus land, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>SB 852 Dodd D</p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 867 Laird D</p> <p>Sea level rise planning: database.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>Existing law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Existing law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Existing law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 873 Newman D</p> <p>California Transportation Commission: state transportation improvement program: capital outlay support.</p>	<p>This bill is dead.</p>	<p>Existing law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Existing law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Existing law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. The bill would require the commission to establish a threshold for requiring a supplemental project allocation and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would authorize commission to provide exceptions in the guidelines to the supplemental project allocation threshold requirement to ensure that projects are not unnecessarily delayed. The bill would exempt the guidelines adopted by the commission under these provisions from the Administrative Procedure Act.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>SB 878 Skinner D</p> <p>School transportation.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Existing law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2027–28 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. The bill would authorize the governing board or body of those local educational agencies to receive a state reimbursement for transporting preschool or nursery school pupils if funding for that travel has been appropriated in the annual budget act or another statute for this purpose. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 917 Becker D</p> <p>Seamless Transit Transformation Act.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region’s transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 922 Wiener D</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>On the Senate Floor.</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, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>
<p>SB 932 Portantino D</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law states the Legislature’s intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 942 Newman D</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>In the Assembly, pending referral to policy committee.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into 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, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements. This bill contains other related provisions and other existing laws.</p>	<p>Supported March, 2022</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1049 Dodd D</p> <p>Transportation Resilience Program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Existing law provides for allocation of certain other transportation capital improvement funds outside the state transportation improvement program process, including funds set aside for state highway rehabilitation under the state highway operation and protection program and funds from various other sources. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1078 Allen D</p> <p>Sea Level Rise Revolving Loan Pilot Program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes in state government the Ocean Protection Council. Existing law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state’s coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1100 Cortese D</p> <p>Open meetings: orderly conduct.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Existing law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body’s consideration of the item, that is within the subject matter jurisdiction of the legislative body. Existing law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Existing law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning by the presiding member of the legislative body that the individual is disrupting the proceedings, a request that the individual curtail their disruptive behavior or be subject to removal, and a reasonable opportunity to curtail their disruptive behavior. The bill would define “disrupting” for this purpose. By establishing new requirements for local legislative bodies, this bill would impose a state-mandated program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1121 Gonzalez D</p> <p>State and local transportation system: needs assessment.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.</p>	<p>Watch</p>
<p>SB 1156 Grove R</p> <p>Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 5/16/22

Bill ID/Topic	Location	Summary	Position
<p>SB 1161 Min D</p> <p>Transit districts: street harassment initiatives.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1168 Cortese D</p> <p>Public employees' retirement: beneficiary payment.</p>	<p>In the Assembly Public Employment and Retirement Committee.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS) to provide defined benefits to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERS is administered by its board of administration. Existing law, applicable to agencies that contract with PERS to provide benefits to their employees, requires a payment of \$500 to be made to a beneficiary upon the death of a member after retirement and while receiving a retirement allowance from PERS, unless otherwise provided. This bill, for a death occurring on or after July 1, 2023, would increase the amount of the above-described benefit to \$2,000.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1217 Allen D</p> <p>State-Regional Collaborative for Climate, Equity, and Resilience.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the state board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1230 Limón D</p> <p>Zero-emission and near-zero emission vehicle incentive programs: requirements.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under existing law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. The state board, in partnership with the Beneficial State Foundation, also administers the Clean Vehicle Assistance Program, funded by the California Climate Investments cap-and-trade program, to provide grants and affordable financing to help income-qualified state residents purchase or lease a clean vehicle. This bill would, on or before July 1, 2023, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs. The bill would also authorize the state board to limit the combined total amount of incentives provided under these programs, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
SB 1263 Hertzberg D School district governing boards: pupil transportation.	Introduced in the Senate.	Existing law prohibits the governing board of a school district from requiring any pupil to be transported for any purpose without the written permission of the parent or guardian, except as specified. This bill would make nonsubstantive changes to that provision.	Watch

**San Mateo County Transit District
State Legislative Matrix 5/16/22**

Bill ID/Topic	Location	Summary	Position
<p>SB 1410 Caballero D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. This bill contains other existing laws.</p>	<p>Watch</p>