



AGENDA

BOARD OF DIRECTORS MEETING

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Government Code Section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAweUpSVUg3L1V5U1RoUXFrzd09> 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. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

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

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

Oral public comments will also be accepted during the meeting through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. 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 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.

WEDNESDAY, OCTOBER 6, 2021

2:00 PM

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. 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**

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

4. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Regular Meeting of September 1, 2021 and Special Meeting of September 24, 2021
- b. Acceptance of Statement of Revenues and Expenses for the Fiscal Year Ended June 30, 2021
- c. Acceptance of Statement of Revenues and Expenses for the Period Ending August 31, 2021
- d. Reaffirm the San Mateo Transit District Investment Policy and the Paratransit Trust Fund Investment Policy, and Reauthorize Investment of Monies with the Local Agency Investment Fund
- e. Adoption of a Revised Travel, Food and Beverage, and Relocation Expense Policy
- f. Amendment of Contract for Inspection, Maintenance, and Testing of Fixed-route Buses' Amerex Fire Suppression System to Extend the Term for Two Years and Increase the Total Contract Not-to-exceed Amount to \$360,588
- g. Proclamation Declaring the Month of October as Cybersecurity Awareness Month
- h. Call for November 3, 2021 Public Hearing on Reimagine SamTrans-Recommended Service Changes/Preferred Network
- i. Approval of the 2022 Board of Directors Calendar

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

6. REPORT OF THE CHAIR

- a. Resolution Honoring Hispanic Heritage Month

7. REPORT OF THE GENERAL MANAGER/CEO

8. BOARD MEMBER REQUESTS/COMMENTS

9. RECESS TO COMMITTEE MEETINGS

**A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE*
(R. Guilbault, Chair, M. Fraser, R. Medina, P. Ratto)**

1. Call to Order

MOTION

2. Proclamation in Honor of Disabilities Awareness Month
3. Approval of Minutes of Community Relations Committee Meeting of September 1, 2021

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Quarterly Dashboard Report – April-June 2021
8. Mobility Management Report – Annual Summary
9. Monthly Performance Report – August 2021
10. Adjourn

**B. STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE/
COMMITTEE OF THE WHOLE*
(C. Groom, Chair, J. Gee, D. Pine)**

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of September 1, 2021
3. Authorization of an Exclusive Negotiating Agreement with RWC Sequoia Station LLC for the Potential Sale of District Property Located at Sequoia Station, Including a Right of Entry for Purposes of Conducting Related Due Diligence Investigations

INFORMATIONAL

4. Metropolitan Transportation Commission (MTC) – Blue Ribbon Transit Recovery Task Force Update
5. Update on the Regional Fare Coordination and Integration Study
6. Adjourn

**C. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE*
(M. Fraser, Chair, C. Groom, R. Medina)**

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of September 1, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Proclamation in Honor of Disabilities Awareness Month

SUBJECTS DISCUSSED

- b. Accessible Services Update
c. Paratransit Coordinating Council Update
d. Citizens Advisory Committee Update
e. Quarterly Dashboard Report – April-June 2021
f. Mobility Management Report – Annual Summary
g. Monthly Performance Report – July 2021

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

RESOLUTION

- a. Authorizing the Acting General Manager/CEO to Execute an Exclusive Negotiating Agreement for Development of the District's Sequoia Station Parking Garage Property

SUBJECTS DISCUSSED

- b. Metropolitan Transportation Commission (MTC) – Blue Ribbon Transit Recovery Task Force Update
c. Update on the Regional Fare Coordination and Integration Study

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, November 3, 2021 at 2:00 pm, via Zoom teleconference (additional location, if any, to be determined)

16. GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Legal Counsel – Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

- b. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators, and Maintenance and Customer Service Employees) and International Brotherhood of Teamsters, Local 856 (All Units)

When the Board reconvenes in open session, the Board may consider actions related to one or more of the above closed session matters.

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:

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

Communications to the Board of Directors can be emailed to board@samtrans.com.

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

Date and Time of Board and Citizens Advisory Committee Meetings

San Mateo County Transit District Committees and Board: First Wednesday of the month, 2:00

pm; SamTrans Citizens Advisory Committee (CAC): Last Wednesday of the month, 6:30 pm.

Date, time and location of meetings may be changed as necessary. Meeting schedules for the

Board and CAC are available on the website.

Location of Meeting

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

*Should Zoom not be operational, please check online at:

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

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Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services,

to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email

address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing.

Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

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

**SAN MATEO COUNTY TRANSIT DISTRICT
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

Legal Counsel and the Acting General Manager/CEO recommend the Board adopt a resolution (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 September 16, 2021, Governor Newsom signed into law Assembly Bill (AB) 361 amending Government Code Section 54953 to allow local agencies to use teleconferencing for public meetings without requiring teleconference locations to be included on published agendas or accessible to the public, 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, during proclaimed states of emergencies.

A local agency will be allowed to meet remotely pursuant to AB 361 when the legislative body holds a meeting during a proclaimed state of emergency and:

- finds that state or local officials have imposed or recommended measures to promote social distancing; or
- the legislative body, by majority vote, determines 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.

The Governor's State of Emergency related to the COVID-19 pandemic remains active and the San Mateo County Health Officer, the California Department of Public Health, and the Department of Industrial Relations have imposed or recommended measures to promote social distancing. Compliance with these measures directly impacts the ability of the public to meet safely in person, and the District cannot ensure social distancing recommendations are met in circumstances of in-person public meetings. Furthermore, there is a continuing threat of COVID-19 to the community, and Board and committee meetings have characteristics that give rise to risks to health and safety of meeting participants, such that meeting in person would present imminent risks to the health or safety of meeting attendees. Consequently, legal counsel recommends the District continue to use remote teleconferencing for public meetings as permitted under AB 361 and to reconsider its determination every 30 days.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

On March 4, 2020, Governor 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 Ralph M. 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 remains in effect through September 30, 2021, at which point it expires.

On September 16, 2021, Governor Newsom signed AB 361 into law as an urgency legislation that goes into effect immediately. AB 361 amends Government Code Section 54953 to allow legislative bodies to continue to meet remotely under less restrictive teleconferencing rules during a proclaimed State of Emergency provided certain conditions are met and certain findings are made.

Prepared by: Shayna van Hoffen, Legal Counsel

415-995-5880

RESOLUTION NO. 2021 -

**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 FOR THE BOARD OF DIRECTORS AND ITS
COMMITTEES TO MEET SAFELY IN PERSON, AND DIRECTING THAT VIRTUAL BOARD AND
COMMITTEE MEETINGS CONTINUE**

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

WHEREAS, the San Mateo County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also remains in effect; and

WHEREAS, on March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act related to teleconferencing 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 June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remains in effect through September 30, 2021, and then expires; and

WHEREAS, on September 16, 2021, the Governor signed urgency legislation Assembly Bill (AB) 361 into law, causing it to go into effect immediately, thereby amending Government Code Section 54953 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 thirty days during the term of the declared state of emergency; and

WHEREAS, state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (CDPH), and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing, as evidenced by:

- San Mateo County Health Department flyers posted for download encouraging social distancing (e.g., https://www.smchealth.org/sites/main/files/file-attachments/smc_health_-_latinoaxcovid_080220_0.pdf?1598983434);
- The May 11, 2021 San Mateo County Health Order, which advised that individuals should continue to follow guidance released by the federal Centers for Disease Control and Prevention (CDC);
- The CDC's website, which includes August 5, 2021 Guidance for COVID-19 Prevention in K-12 Schools, stating that “[i]n general, CDC recommends people who are not fully vaccinated maintain physical distance of at least 6 feet from other people who are not in their household”; and
- The California Department of Industrial Relations' COVID-19 Prevention Emergency Temporary Standards, which continue to recommend social distancing and also require employers to train employees that “physical distancing, face coverings, increased ventilation indoors, and respiratory protection decrease the spread of COVID-19” and should be used in combination (Title 8, § 3205(c)(5)(D)); and

WHEREAS, the CDPH and the CDC have cautioned that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, that it may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others, resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and

WHEREAS, this Board of Directors concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that 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

WHEREAS, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board of Directors desires to take the actions necessary to comply with AB 361 and to continue to hold its Board and committee meetings remotely.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District has considered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote 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, only as online teleconference meetings; 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 consider the findings in this Resolution each month and may, by motion, reaffirm these findings.

Regularly passed and adopted this 6th day of October, 2021 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
SEPTEMBER 1, 2021**

MEMBERS PRESENT: J. Gee, M. Fraser, R. Guilbault, R. Medina, D. Pine, J. Powell,
(Via Teleconference) P. Ratto (Vice Chair), C. Stone (Chair)

MEMBERS ABSENT: C. Groom

STAFF PRESENT: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the meeting to order at 2:01 pm and requested that Director Rose Guilbault lead the Pledge of Allegiance.

2. ROLL CALL

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

3. CONFERENCE WITH LEGAL COUNSEL – REPORT FROM CLOSED SESSION AT AUGUST 4 SPECIAL BOARD MEETING

a. Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

Joan Cassman, Legal Counsel, said that no action was taken.

4. CONSENT CALENDAR

a. Approval of Minutes of the Board of Directors Regular Meeting of August 4, 2021 and Special Meetings of August 4 and August 24, 2021

b. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2021

c. Acceptance of Capital Projects Quarterly Status Report - 4th Quarter FY 2021

d. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds – Approved by Resolution No. 2021-37

Motion/Second: Guilbault/Medina

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

Noes: None

Absent: Groom

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Rick Nahass, Pacifica Climate Committee, requested the addition of an express bus running between the Coastside and the Peninsula.

Aleta Dupree asked how SamTrans could have a electrified line such as the Denver Flatiron Flyer and expressed her support for Clipper over the use of paper tickets.

Suzanne Moore, Pacifica, said she supported equitable low-income housing and the 118 Express, a Highway 1 transit corridor from Half Moon Bay to Marin County.

Adina Levin, Seamless Bay Area and Friends of Caltrain, invited the Board and staff to the Bay Area Transit Month celebration.

Roland suggested that Caltrain divest itself of all its parcels in downtown Redwood City and transfer them to SamTrans.

Chair Stone noted that Reimagine SamTrans is the best source for finding out about upcoming changes to service. Millie Tolleson, Manager, Strategic Planning, said that the best way to contact staff was at reimagine@samtrans.com.

6. REPORT OF THE CHAIR

a. Resolution in Support of the 4th Annual California Clean Air Day – Approved by Resolution No. 2021-38

Chair Stone summarized the resolution.

Motion/Second: Pine/Medina

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

Noes: None

Absent: Groom

7. REPORT OF THE GENERAL MANAGER/CEO

Carter Mau, Acting General Manager/CEO, noted that his report was in the packet. He recognized the extra hours of effort from operators and staff that went into putting out service for the first few days of the August run book while minimizing disruption of service to customers.

8. BOARD MEMBER REQUESTS/COMMENTS

There were no requests.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:20 pm.

10. RECONVENE BOARD OF DIRECTORS MEETING

Vice Chair Ratto reconvened the Board meeting at 3:16 pm.

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault reported on the following items:

SUBJECTS DISCUSSED:

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Monthly Performance Report – July 2021

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

Director Josh Powell led the Board in voting on the following items together in one motion:

RESOLUTIONS:

- a. Awarding a Contract to Jacobs Project Management Company for On-call Program Management Oversight Services for a Not-to-exceed Amount of \$2.5 Million for a Five-year Term – *Approved by Resolution No. 2021-39*
- b. Awarding a Contract to Stantec Consulting Services, Inc. for Preliminary Design of Electrical Infrastructure Upgrades for Two Bus Maintenance Facilities for a Not-to-exceed Amount of \$415,089 for a One-year Term – *Approved by Resolution No. 2021-40*

Motion/Second: Powell/Stone

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

Noes: None

Absent: Groom

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

Director Dave Pine led the Board in voting on the following items together in one motion:

RESOLUTION:

- a. Declaring Pursuant to the Surplus Land Act that Certain Real Property Located at Sequoia Station is Exempt Surplus Land that is Not Necessary for the District's Use; Authorizing District Staff to Proceed to Negotiate to Dispose of the Property; Finding that Such Declaration is Exempt from the California Environmental Quality Act -- *Approved by Resolution No. 2021-41*

MOTION:

- b. Acceptance of the US-101 Mobility Action Plan

Motion/Second: Pine/Medina

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

Noes: None

Absent: Groom

Director Dave Pine reported on the following item:

SUBJECT DISCUSSED:

- c. San Mateo County Shuttle Study Update

Public Comment:

Roland asked if there would be circulation analysis regarding Caltrain parking at Sequoia Station.

14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Marina Fraser reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Stone announced the time and location of the next meeting as Wednesday, October 6, 2021 at 2:00 pm, with teleconference or location details to be provided prior to the meeting.

17. GENERAL COUNSEL REPORT

Ms. Cassman announced that following the closed sessions, the Board would likely reconvene into open session to report any actions taken.

Public Comment:

Roland proposed that the Board discuss prior violations of the Brown Act during the closed session. Chair Stone noted that discussion during the closed session was limited to the agenda items.

The Board convened into closed session at 3:26 pm.

- a. **Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Serenity Woods, et al. v. San Mateo County Transit District, et al.; San Mateo County Superior Court Case No. 18-CIV-06092**
- b. **Closed Session: Conference with Real Property Negotiators**
Property: Sequoia Station Shopping Center on El Camino Real in Redwood City, APN 052-550-010
District Negotiators: Carter Mau, April Chan, and Joan Cassman
Negotiating Party: Lowe Enterprises
Under Negotiation: Price and Terms of Payment
- c. **Closed Session: Conference with Legal Counsel – Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): Two Potential Cases**
- d. **Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6**
Agency-designated Representatives: Pat Glenn and David Olmeda
Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators, and Maintenance and Customer Service Employees) and International Brotherhood of Teamsters, Local 856 (All Units)

Chair Charles Stone left the closed session at approximately 5:56 pm.

The Board reconvened into open session at 5:57 pm.

Ms. Cassman reported that for Item 17a, the Board unanimously approved a settlement in the amount of \$250,000.

18. ADJOURN

The meeting adjourned at 5:59 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF BOARD OF DIRECTORS SPECIAL MEETING**

SEPTEMBER 24, 2021

MEMBERS PRESENT: M. Fraser, J. Gee, C. Groom (joined at 4:08 pm), R. Guilbault,
(Via Teleconference) R. Medina, D. Pine, J. Powell, P. Ratto (Vice Chair), C. Stone
(Chair)
MEMBERS ABSENT: None
STAFF PRESENT: C. Mau, D. Hansel, S. Wagstaffe, J. Hartnett, J. Brook, D. Seamans

1. CALL TO ORDER

Chair Charles Stone called the meeting to order at 4:02 pm.

2. ROLL CALL

Dora Seamans, District Secretary, confirmed that a quorum of the Board was present.

3. GENERAL COUNSEL REPORT

a. Closed Session: Conference with Legal Counsel – Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

Carter Mau, Acting General Manager/CEO, announced that the meeting would adjourn following the closed session and that any actions taken during the closed session would be reported at the next regular Board meeting on October 6.

The Board recessed to Closed Session at 4:05 pm.

Director Carole Groom joined the meeting at 4:08 pm.

4. ADJOURN

The meeting adjourned at 5:46 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE FISCAL YEAR ENDED
JUNE 30, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of June 30, 2021 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through June 30, 2021. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

SIGNIFICANCE

Year to Date Revenues: As of June year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$44.8 million higher than the prior year. This is primarily driven by the CARES Act funds (page 1, line 4), the CRRSAA funds (page 1, line 5), District Sales Tax (page 1, line 11), and Measure W Sales Tax (page 1, line 12). The increases are partially offset by decreases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), SMCTA Measure A (Page 1, line 7) and Investment Income (Page 1, line 13).

Year to Date Expenses: As of June year-to-date actual, the Total Uses of Funds (page 1, line 43) are \$73.5 million higher than the prior year-to-date actual. This is primarily due to increases in Sales Tax Allocation for Capital Programs (page 1, line 36), Reserve for Operating Reserve Fund (page 1, line 40), and Reserve for Sales Tax Stabilization Fund (page 1, line 41). The increases are partially offset by decreases in expenses of the Motor Bus segment (page 1, line 23) and A.D.A. Programs (page 1, line 24).

BUDGET IMPACT

There is no budget impact for the month of June 2021.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

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Jennifer Ye, Manager, General Ledger

650-551-6180
650-622-7890

**SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2021
June 2021**

UNAUDITED

% OF YEAR ELAPSED: 100.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	11,689,659	5,614,716	(6,074,943)	(52.0%)	5,260,150	5,260,150	-
2 Local TDA and STA Funds	59,050,458	43,439,339	(15,611,119)	(26.4%)	45,138,493	45,138,493	-
3 Pass through to Other Agencies	316,000	380,345	64,345	20.4%	580,345	580,345	-
4 CARES Act Funds	2,794,177	42,108,358	39,314,181	1,407.0%	25,547,295	42,108,358	16,561,063
5 CRRSAA Funds	-	16,037,830	16,037,830	100.0%	-	-	-
6 Operating Grants	3,170,140	3,508,932	338,792	10.7%	3,338,767	3,338,767	-
7 SMCTA Measure A	12,879,456	10,597,344	(2,282,112)	(17.7%)	10,597,344	10,597,344	-
8 AB434 Funds, TA Funded Shuttle & Other	392,220	404,379	12,159	3.1%	452,000	452,000	-
9 Subtotal - Operating Revenues	90,292,110	122,091,243	31,799,133	35.2%	90,914,394	107,475,457	16,561,063
Other Revenue Sources							
11 District Sales Tax	91,640,913	93,833,349	2,192,436	2.4%	80,000,000	87,720,193	7,720,193
12 Measure W Sales Tax	44,194,197	46,577,273	2,383,076	5.4%	40,000,000	43,874,656	3,874,656
13 Investment Income	4,423,833	3,094,027	(1,329,806)	(30.1%)	3,630,000	3,630,000	-
14 Other Interest, Rent & Other Income	7,698,623	8,213,322	514,699	6.7%	6,902,350	9,036,137	2,133,787
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	24,951,081	34,209,842	9,258,761	37.1%	31,950,189	31,950,189	-
16							
17 Subtotal - Other Revenues	172,908,646	185,927,812	13,019,165	7.5%	162,482,539	176,211,175	13,728,636
18 Total Revenues	263,200,756	308,019,054	44,818,298	17.0%	253,396,933	283,686,632	30,289,699
19 Total Sources of Funds	263,200,756	308,019,054	44,818,298	17.0%	253,396,933	283,686,632	30,289,699
20							
21 USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	24,951,081	34,209,842	9,258,761	37.1%	31,950,189	31,950,189	-
23 Motor Bus	135,641,489	126,626,652	(9,014,836)	(6.6%)	146,116,387	136,596,887	(9,519,500)
24 A. D. A. Programs	16,143,847	15,080,135	(1,063,712)	(6.6%)	19,100,642	14,749,114	(4,351,528)
25 Caltrain	9,239,456	8,876,887	(362,569)	(3.9%)	8,876,887	8,876,887	-
26 Other Multi-modal Programs	2,339,236	1,956,351	(382,885)	(16.4%)	2,676,890	2,386,890	(290,000)
27 Pass through to Other Agencies	316,000	373,788	57,788	18.3%	580,345	580,345	-
28 Land Transfer Interest Expense	78,036	96,928	18,892	24.2%	95,411	95,411	-
29 Total Operating Expense	188,709,145	187,220,583	(1,488,562)	(0.8%)	209,396,751	195,235,723	(14,161,028)
30							
31 Total Operating Surplus / (Deficit)	74,491,611	120,798,471	46,306,860	62.2%	44,000,182	88,450,909	44,450,727
32							
33 District Sales Tax Capital	8,494,119	5,594,180	(2,899,939)	(34.1%)	5,594,180	5,594,180	-
34 Measure W Sales Tax Capital	2,435,000	1,000,000	(1,435,000)	(58.9%)	1,000,000	1,000,000	-
35 Reserves for Future Capital Allocation	-	48,257,063	48,257,063	100.0%	18,257,063	48,257,063	30,000,000
36 Sales Tax Allocation - Capital Program	10,929,119	54,851,243	43,922,124	401.9%	24,851,243	54,851,243	30,000,000
37							
38 Total Debt Service	19,358,210	19,148,940	(209,270)	(1.1%)	19,148,939	19,148,939	-
39							
40 Reserve for Operating Reserve Fund	-	17,263,695	17,263,695	100.0%	-	-	-
41 Reserve for Sales Tax Stabilization Fund	-	14,041,062	14,041,062	100.0%	-	-	-
42							
43 Total Uses of Funds	218,996,474	292,525,523	73,529,049	33.6%	253,396,933	269,235,905	15,838,972
44							
45 NET SURPLUS / (DEFICIT)	44,204,282	15,493,531	(28,710,751)	(65.0%)	-	14,450,727	14,450,727

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2021
June 2021**

% OF YEAR ELAPSED: 100.0%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	11,017,092	5,364,684	(5,652,408)	(51.3%)	5,071,876	5,015,531	(56,345)
2 LOCAL (TDA) TRANSIT FUND	45,351,442	37,428,024	(7,923,418)	(17.5%)	39,059,834	39,059,834	-
3 STATE TRANSIT ASSISTANCE	9,502,421	3,565,556	(5,936,865)	(62.5%)	3,540,136	3,540,136	-
4 OPERATING GRANTS	1,493,358	1,240,656	(252,702)	(16.9%)	1,256,231	1,256,231	-
5 DISTRICT SALES TAX REVENUE	59,899,667	71,645,926	11,746,260	19.6%	90,606,856	78,728,913	(11,877,943)
6 INVESTMENT INTEREST INCOME	3,768,622	2,508,822	(1,259,800)	(33.4%)	3,125,000	3,125,000	-
7 OTHER REVENUE SOURCES:							
8 Rental Income	2,041,078	2,045,472	4,394	0.2%	1,451,492	1,966,279	514,787
9 Advertising Income	1,248,749	277,615	(971,133)	(77.8%)	804,549	804,549	-
10 Other Income	1,319,060	2,549,896	1,230,836	93.3%	1,200,413	3,100,413	1,900,000
11 TOTAL OTHER REVENUES	4,608,887	4,872,983	264,097	5.7%	3,456,454	5,871,241	2,414,787
12 TOTAL MOTOR BUS	135,641,489	126,626,652	(9,014,837)	(6.6%)	146,116,387	136,596,887	(9,519,500)
13 AMERICAN DISABILITIES ACT:							
14 Passenger Fares Redi-Wheels	672,567	250,032	(422,536)	(62.8%)	188,274	244,619	56,345
15 Local TDA 4.5 Redi-Wheels	2,533,461	1,969,917	(563,544)	(22.2%)	2,062,681	2,062,681	-
16 Local STA - Paratransit	1,663,134	475,842	(1,187,292)	(71.4%)	475,842	475,842	-
17 Operating Grants	2,212,268	2,268,275	56,007	2.5%	2,082,536	2,082,536	-
18 Sales Tax Revenue - ADA	3,375,959	4,713,778	1,337,820	39.6%	8,986,309	4,578,436	(4,407,873)
19 Interest Income - Paratransit Fund	655,211	585,205	(70,006)	(10.7%)	505,000	505,000	-
20 SMCTA Measure A Redi-Wheels	3,640,000	3,200,000	(440,000)	(12.1%)	3,200,000	3,200,000	-
21 SM County Measure K	-	-	-	0.0%	-	-	-
22 Measure M Paratransit	1,391,248	1,617,086	225,838	16.2%	1,600,000	1,600,000	-
23 TOTAL ADA PROGRAMS	16,143,847	15,080,135	(1,063,712)	(6.6%)	19,100,642	14,749,114	(4,351,528)
24 MULTI-MODAL TRANSIT PROGRAMS:							
25 Transfer from SMCTA for Caltrain	7,922,752	7,397,344	(525,408)	(6.6%)	7,397,344	7,397,344	-
26 Other Sources - Caltrain	1,316,704	1,479,543	162,839	12.4%	1,479,543	1,479,543	-
27 AB434 Funds-SamTrans Shuttle	392,220	404,379	12,159	3.1%	452,000	452,000	-
28 Employer SamTrans Shuttle Funds	1,267,071	1,205,324	(61,747)	(4.9%)	1,554,500	1,273,500	(281,000)
29 Dumbarton Rental Income	431,417	517,928	86,511	20.1%	291,396	291,396	-
30 Sales Tax Revenue - Gen. Operating Asst.	248,528	(171,280)	(419,808)	(168.9%)	378,994	369,994	(9,000)
31 TOTAL MULTIMODAL	11,578,692	10,833,238	(745,454)	(6.4%)	11,553,777	11,263,777	(290,000)
32 TOTAL REVENUES	163,364,028	152,540,025	(10,824,003)	(6.6%)	176,770,806	162,609,778	(14,161,028)

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2021
June 2021**

% OF YEAR ELAPSED: 100.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	74,601,918	65,788,065	(8,813,854)	(11.8%)	75,006,206	75,006,206	-
2							
3 Services:							
4 Board of Directors	101,863	124,558	22,695	22.3%	122,366	108,366	(14,000)
5 Contracted Vehicle Maintenance	1,289,280	1,276,234	(13,045)	(1.0%)	1,277,216	1,228,216	(49,000)
6 Property Maintenance	1,652,224	1,703,485	51,261	3.1%	1,833,000	1,743,000	(90,000)
7 Professional Services	4,005,089	4,149,166	144,076	3.6%	6,931,402	4,598,402	(2,333,000)
8 Technical Services	8,621,345	8,869,142	247,798	2.9%	10,767,612	9,875,112	(892,500)
9 Other Services	3,894,054	3,539,173	(354,880)	(9.1%)	4,197,236	3,716,236	(481,000)
10 Materials & Supply:							
11 Fuel and Lubricants	2,846,466	2,082,448	(764,017)	(26.8%)	2,567,023	2,087,023	(480,000)
12 Bus Parts and Materials	1,811,826	2,444,645	632,819	34.9%	2,149,404	2,217,404	68,000
13 Uniforms and Driver Expense	399,996	320,118	(79,878)	(20.0%)	712,678	554,678	(158,000)
14 Timetables and Tickets	123,836	11,859	(111,977)	(90.4%)	215,000	82,000	(133,000)
15 Office Supplies / Printing	487,450	731,177	243,726	50.0%	665,791	583,791	(82,000)
16 Other Materials and Supply	159,529	180,008	20,479	12.8%	142,800	126,800	(16,000)
17							
18 Utilities:							
19 Telephone	587,610	615,824	28,214	4.8%	667,500	665,500	(2,000)
20 Other Utilities	1,254,117	1,333,759	79,642	6.4%	1,778,540	1,409,540	(369,000)
21 Insurance	1,505,337	2,201,955	696,618	46.3%	2,202,982	2,202,982	-
22 Claims Reserves and Payments	1,672,928	1,629,823	(43,104)	(2.6%)	1,455,563	655,563	(800,000)
23 Workers' Compensation	2,667,005	3,143,351	476,346	17.9%	3,817,674	3,696,674	(121,000)
24 Taxes and License Fees	802,190	707,183	(95,006)	(11.8%)	836,273	792,273	(44,000)
25 Leases and Rentals	91,593	71,787	(19,806)	(21.6%)	71,800	71,800	-
26 Promotional and Legal Advertising	613,436	514,663	(98,773)	(16.1%)	1,098,250	581,250	(517,000)
27 Training and Business Travel	337,503	279,497	(58,006)	(17.2%)	472,432	297,432	(175,000)
28 Dues and Membership	127,516	129,642	2,126	1.7%	201,853	182,853	(19,000)
29 Postage and Other	216,876	107,127	(109,750)	(50.6%)	216,580	154,580	(62,000)
30							
31 Total District Operated Buses	109,870,986	101,954,690	(7,916,296)	(7.2%)	119,407,181	112,637,681	(6,769,500)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	20,676,396	20,564,137	(112,259)	(0.5%)	22,704,800	20,204,800	(2,500,000)
35 Coastside Services	1,594,447	1,603,454	9,006	0.6%	1,754,000	1,600,000	(154,000)
36 Redi Coast Non-ADA	226,679	201,824	(24,855)	(11.0%)	260,800	219,800	(41,000)
37 La Honda - Pescadero	51,156	-	(51,156)	(100.0%)	55,130	52,130	(3,000)
38 SamCoast - Pescadero	74,130	80,920	6,790	9.2%	149,000	108,000	(41,000)
39 CUB Related Wages & Benefits	375,922	348,184	(27,738)	(7.4%)	440,419	440,419	-
40 CUB Related Other Support	119,611	121,962	2,351	2.0%	109,200	98,200	(11,000)
41 CUB Insurance	468,847	901,592	432,745	92.3%	1,017,457	1,017,457	-
42 CUB Claims Reserves & Payments	2,183,314	849,888	(1,333,426)	(61.1%)	218,400	218,400	-
43 Total Contracted Bus Service	25,770,503	24,671,962	(1,098,541)	(4.3%)	26,709,206	23,959,206	(2,750,000)
44							
45 TOTAL MOTOR BUS	135,641,489	126,626,652	(9,014,836)	(6.6%)	146,116,387	136,596,887	(9,519,500)

OPERATING EXPENSES
FISCAL YEAR 2021
June 2021

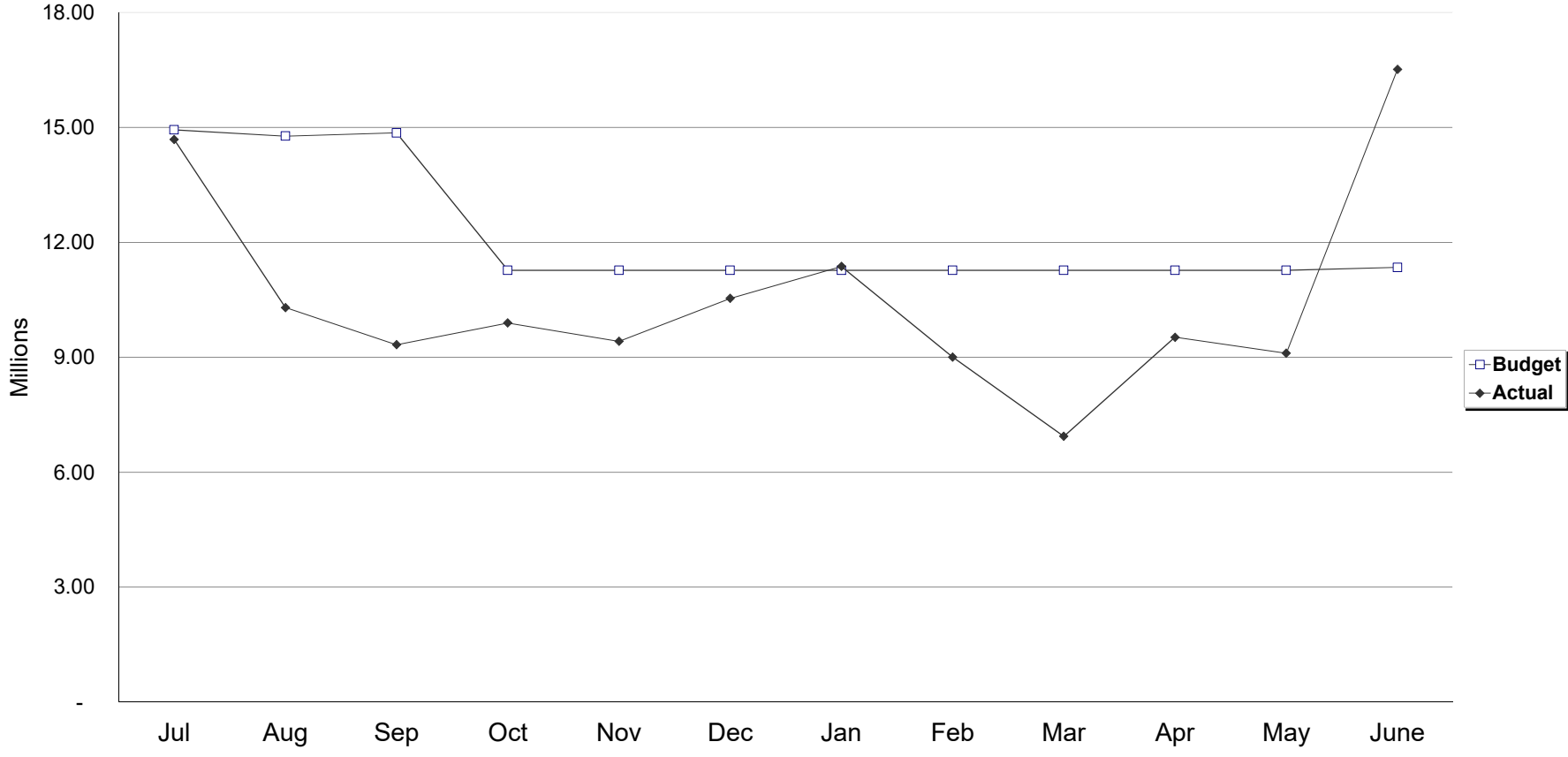
% OF YEAR ELAPSED: **100.0%**

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	5,611,495	7,081,321	1,469,826	26.2%	6,929,800	6,754,800	(175,000)
49 ADA Sedans / Taxi Service	4,601,748	1,955,863	(2,645,885)	(57.5%)	3,629,400	1,929,400	(1,700,000)
50 Coastside ADA	1,648,098	1,123,488	(524,609)	(31.8%)	2,032,900	1,197,900	(835,000)
51 ADA Related Wages & Benefits	2,661,044	2,697,075	36,030	1.4%	2,644,599	2,649,599	5,000
52 ADA Related Other Support	1,544,111	1,415,206	(128,904)	(8.3%)	2,868,778	1,222,250	(1,646,528)
53 ADA Insurance	383,104	743,844	360,740	94.2%	776,765	776,765	-
54 ADA Claims Reserves & Payments	(305,752)	63,338	369,090	120.7%	218,400	218,400	-
55							
56 TOTAL ADA PROGRAMS	16,143,847	15,080,135	(1,063,712)	(6.6%)	19,100,642	14,749,114	(4,351,528)
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 CALTRAIN SERVICE							
62 Peninsula Rail Service	9,239,456	8,876,887	(362,569)	(3.9%)	8,876,887	8,876,887	-
63 Total Caltrain Service	9,239,456	8,876,887	(362,569)	(3.9%)	8,876,887	8,876,887	-
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	1,954,799	1,653,955	(300,844)	(15.4%)	2,101,500	1,820,500	(281,000)
67 Shuttle Related Wages & Benefits	63,346	103,552	40,206	63.5%	92,875	92,875	-
68 Dumbarton M.O.W.	151,821	27,358	(124,462)	(82.0%)	309,515	309,515	-
69 Maintenance Multimodal Facilities	169,271	171,486	2,215	1.3%	173,000	164,000	(9,000)
70 Total Other Support	2,339,236	1,956,351	(382,885)	(16.4%)	2,676,890	2,386,890	(290,000)
71							
72							
73 TOTAL MULTI-MODAL PROGRAMS	11,578,692	10,833,238	(745,454)	(6.4%)	11,553,777	11,263,777	(290,000)
74							
75							
76 TOTAL OPERATING EXPENSES	163,364,028	152,540,025	(10,824,002)	(6.6%)	176,770,806	162,609,778	(14,161,028)

SAN MATEO COUNTY TRANSIT DISTRICT

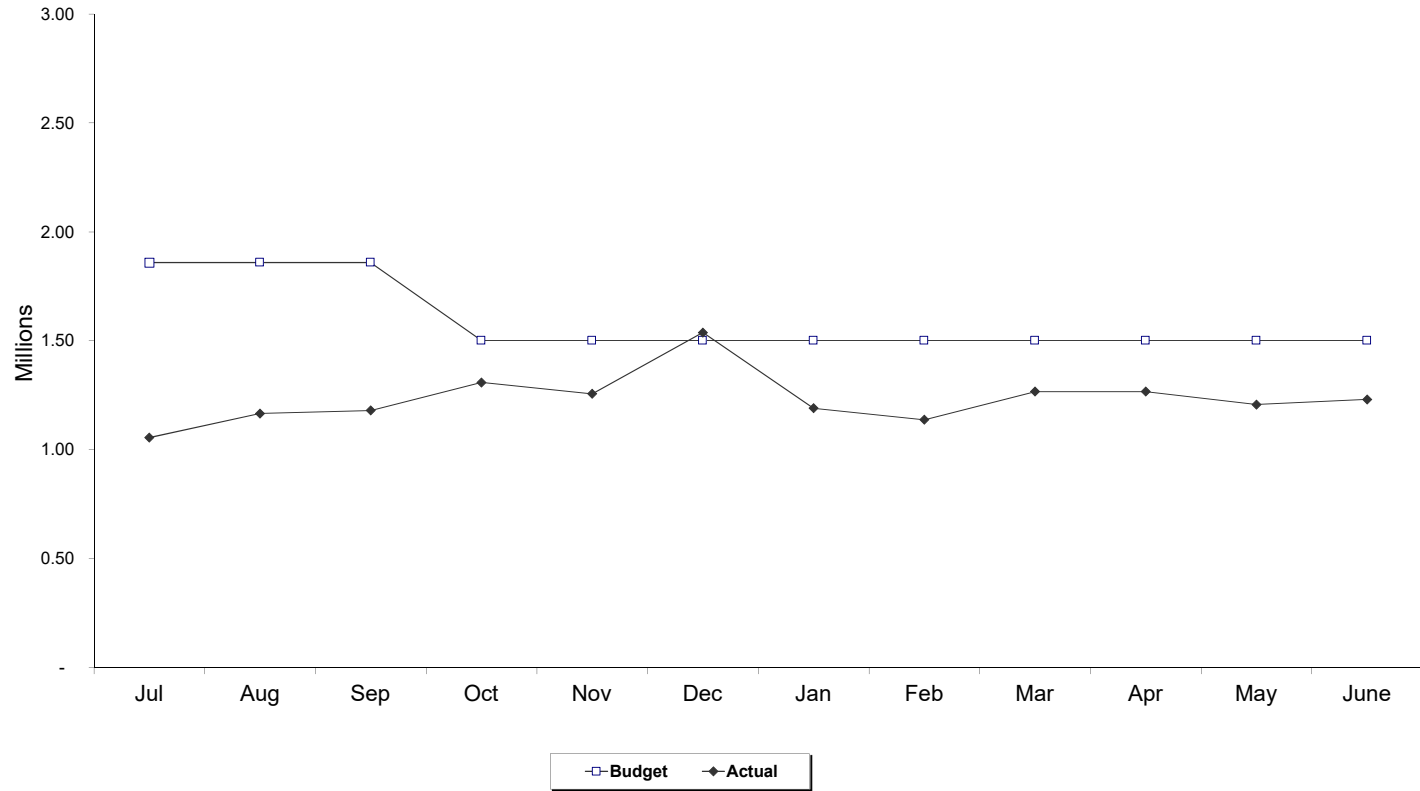
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2021



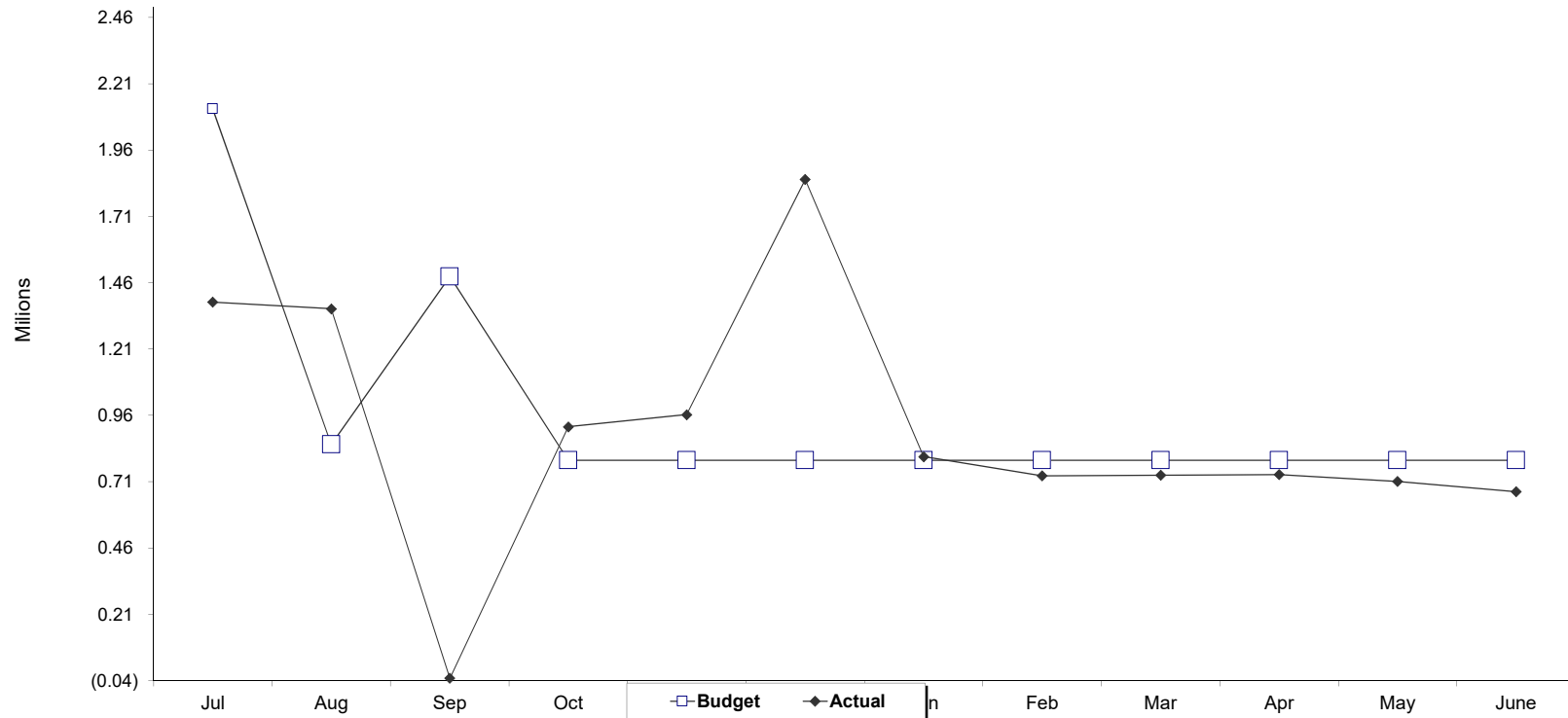
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	14,942,139	14,775,940	14,859,040	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,348,295
Actual	14,687,367	10,297,742	9,329,172	9,894,653	9,417,603	10,537,814	11,371,089	9,006,654	6,937,554	9,525,538	9,105,371	16,516,096
CUMULATIVE EXPENSES												
Budget	14,942,139	29,718,079	44,577,120	55,850,966	67,124,813	78,398,660	89,672,506	100,946,353	112,220,199	123,494,046	134,767,892	146,116,187
Actual	14,687,367	24,985,109	34,314,281	44,208,934	53,626,536	64,164,350	75,535,439	84,542,094	91,479,647	101,005,185	110,110,557	126,626,652
Variance - F(U)	254,773	4,732,971	10,262,839	11,642,032	13,498,276	14,234,310	14,137,067	16,404,259	20,740,552	22,488,860	24,657,336	19,489,535
Variance %	1.7%	15.9%	23.0%	20.8%	20.1%	18.2%	15.8%	16.3%	18.5%	18.2%	18.3%	13.3%

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2021



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,858,824	1,858,824	1,858,824	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969
Actual	1,055,479	1,165,787	1,179,597	1,308,562	1,256,126	1,537,890	1,190,500	1,136,862	1,266,432	1,207,345	1,230,550	1,545,005
CUMULATIVE EXPENSES												
Budget	1,858,824	3,717,648	5,576,472	7,077,441	8,578,409	10,079,378	11,580,347	13,081,316	14,582,285	16,083,254	17,584,223	19,085,192
Actual	1,055,479	2,221,267	3,400,863	4,709,426	5,965,552	7,503,442	8,693,941	9,830,803	11,097,235	12,304,580	13,535,130	15,080,135
Variance - F(U)	803,345	1,496,381	2,175,608	2,368,015	2,612,857	2,575,937	2,886,406	3,250,513	3,485,050	3,778,674	4,049,093	4,005,057
Variance %	43.2%	40.3%	39.0%	33.5%	30.5%	25.6%	24.9%	24.8%	23.9%	23.5%	23.0%	21.0%

SAN MATEO COUNTY TRANSIT DISTRICT
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2021



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,116,061	850,520	1,483,290	791,040	791,040	791,040	791,040	791,040	791,040	791,040	791,040	791,040
Actual	1,386,629	1,361,441	(31,577)	916,322	962,548	1,849,080	803,790	731,900	733,756	736,564	710,749	672,037
CUMULATIVE EXPENSES												
Budget	2,116,061	2,966,581	4,449,871	5,240,911	6,031,950	6,822,990	7,614,029	8,405,069	9,196,108	9,987,148	10,778,187	11,569,227
Actual	1,386,629	2,748,070	2,716,492	3,632,814	4,595,362	6,444,442	7,248,231	7,980,132	8,713,888	9,450,452	10,161,201	10,833,238
Variance - F(U)	729,432	218,511	1,733,379	1,608,097	1,436,589	378,548	365,798	424,937	482,221	536,696	616,987	735,989
Variance %	34.5%	7.4%	39.0%	30.7%	23.8%	5.5%	4.8%	5.1%	5.2%	5.4%	5.7%	6.4%

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF JUNE 30, 2021**

6/30/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	64,919,231.12
Bank of America Checking (Restricted)	9,689,230.47
Wells Fargo	0.00
LAIF	74,993,002.12

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	183,778,529.48
MMF - US Bank Custodian Account	11,804,142.83

Debt Service Reserves Held By Trustee	1,599,748.46
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TOTAL 346,783,884.48

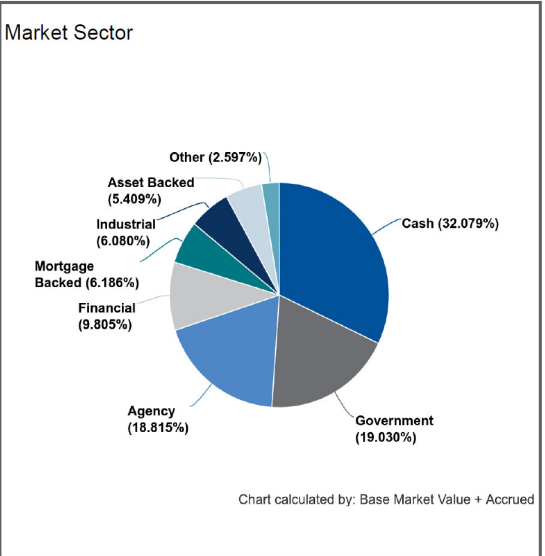
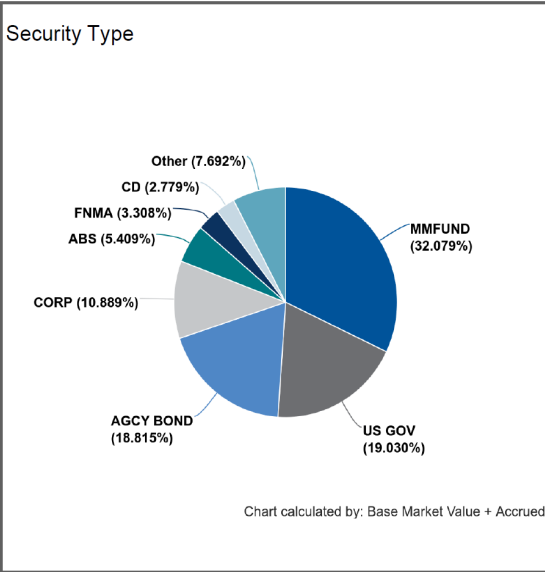
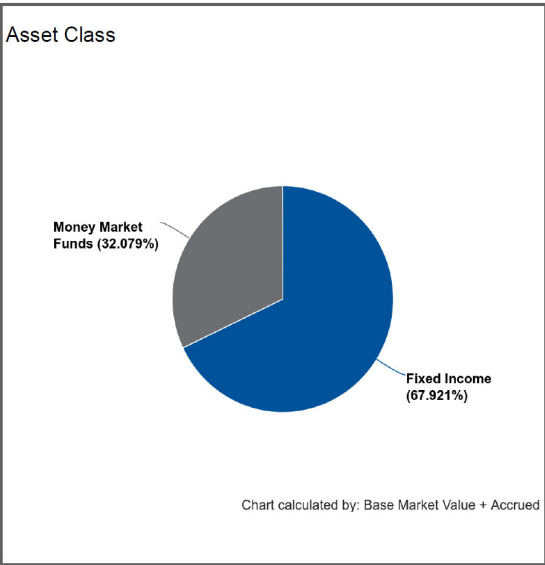
* Fund Managed by PFM Investment Advisor

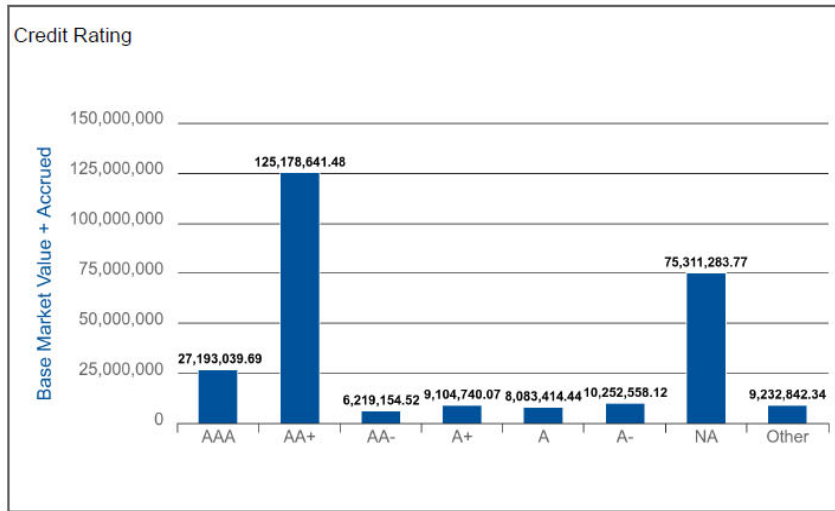
Cash and Fixed Income Summary	
Risk Metric	Value
MMFund (Incl LAIF)	86,797,144.95
Fixed Income	183,778,529.48
Duration	2.040
Convexity	0.047
WAL	1.549
Years to Final Maturity	2.204
Years to Effective Maturity	1.548
Yield	0.410
Book Yield	0.777
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - LAIF) State of California	27.716%
Other	21.522%
United States	19.030%
Federal Home Loan Mortgage Corporation	15.811%
Federal National Mortgage Association	7.281%
U.S. Bancorp	5.069%
Federal Home Loan Banks	1.908%
Mitsubishi UFJ Financial Group, Inc.	1.663%
---	100.000%

Footnotes: 1,2

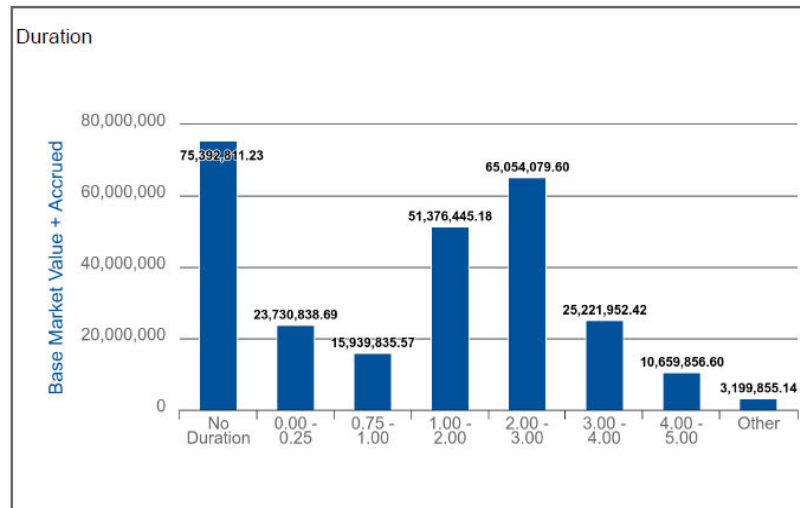
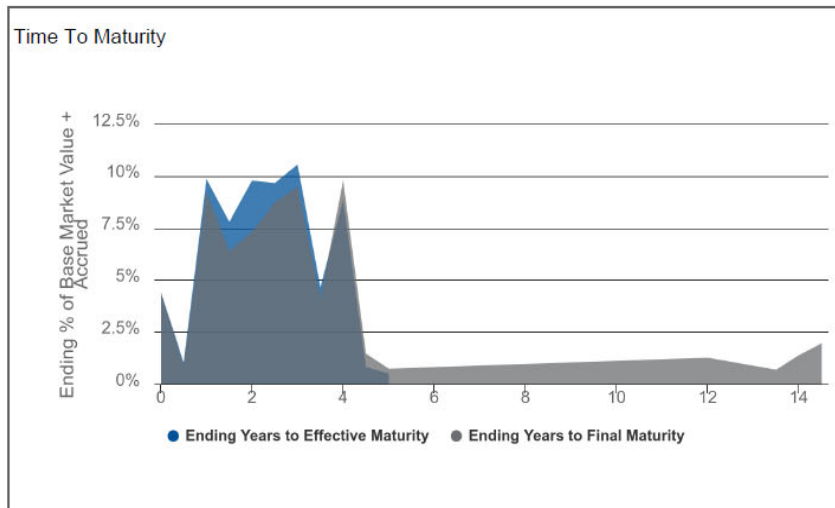
1. Issuer Concentration
2. Expressed by State Concentration
3. Expressed by Issuer Concentration

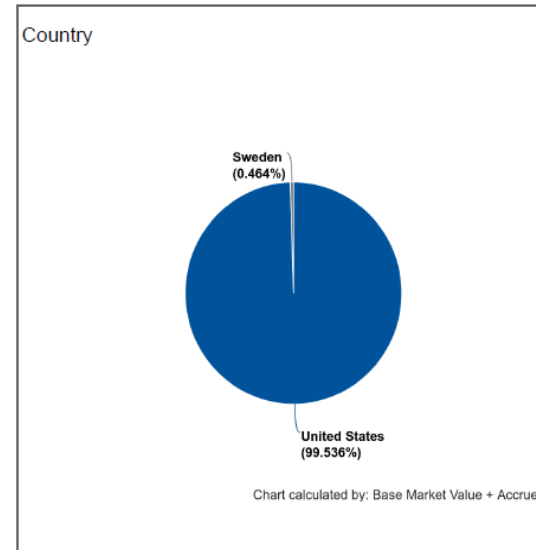
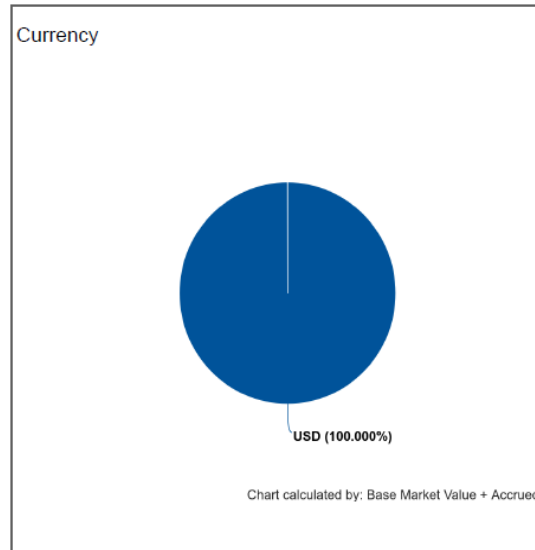
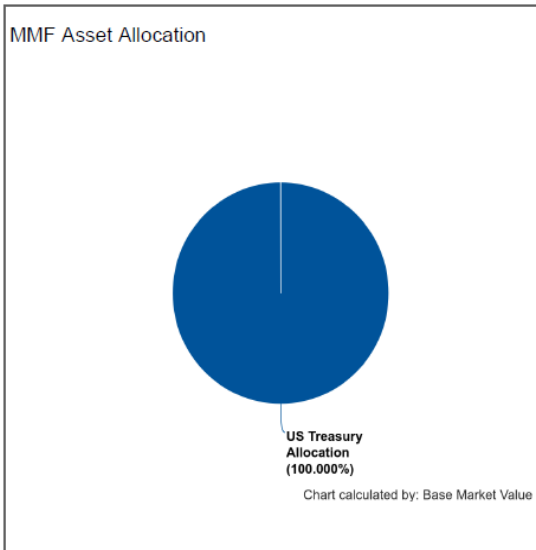
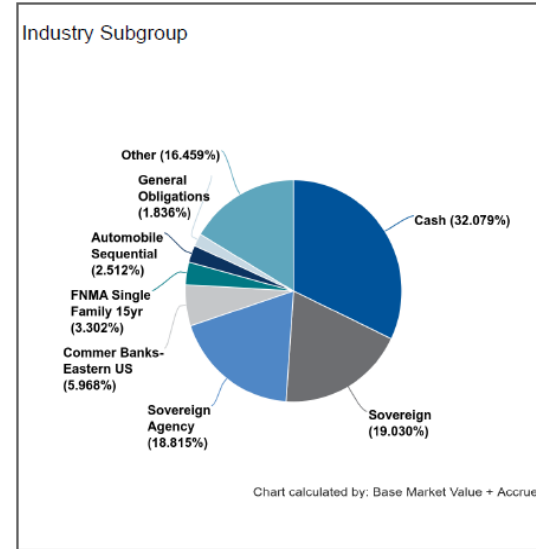
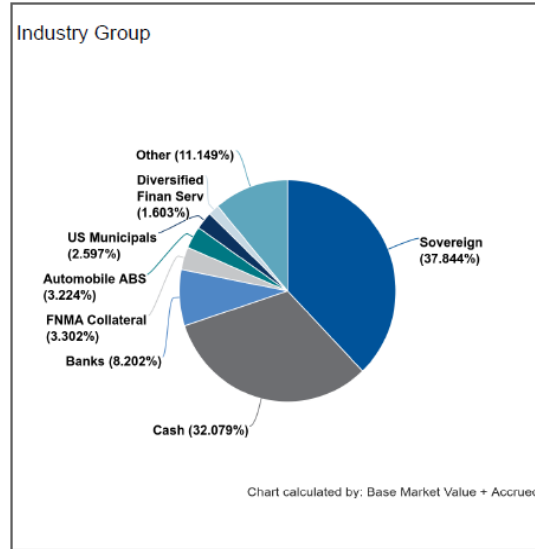
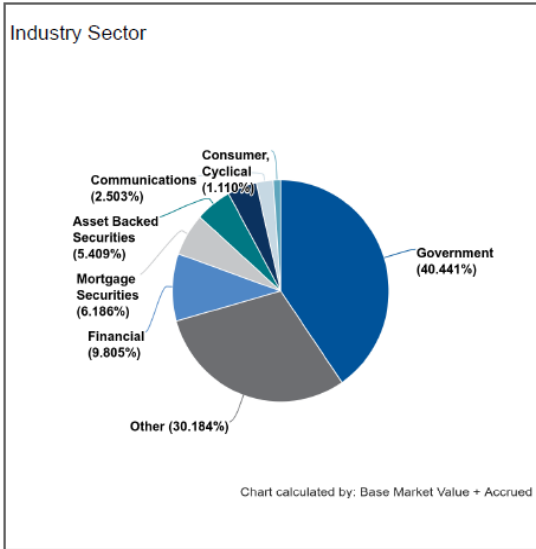




Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.508%	3.817%	1.299%	0.278%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	8.060%	12.402%	18.282%	6.778%	3.298%	0.000%	0.000%	0.000%	0.000%
A	3.276%	2.651%	3.994%	1.796%	0.641%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.467%	0.468%	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%	0.118%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%





Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 06/30/2021
Base Currency: USD

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	8,441,313.06	--	06/30/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND			8,441,313.06			8,441,313.06	0.00	8,441,313.06	8,441,313.06

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

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 06/30/2021
 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	02004VAC7	ALLYA 2018-2 A3	45,475.63	04/30/2018	11/15/2022	45,467.37	59.02	45,556.37	45,615.38
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	369,417.12	369,439.94
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	06/25/2024	314,976.22	25.20	315,872.19	315,897.39
ABS	14041NF10	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,688,395.75	1,689,464.73
ABS	14313FAD1	CARMX 2018-3 A3	146,305.87	07/25/2018	06/15/2023	146,285.93	203.53	147,696.36	147,899.89
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	451,724.63	451,848.63
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	424,911.94	425,006.39
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	254,696.57	254,735.11
ABS	36255IAD6	GMCAR 2018-3 A3	112,733.33	07/18/2018	05/16/2023	112,707.04	141.86	113,638.03	113,779.88
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	42.50	300,907.79	300,950.29
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	701,676.94	701,808.19
ABS	36260RAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/20/2025	399,914.52	63.33	400,093.28	400,156.61
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	37.58	409,727.67	409,765.26
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,250,409.11	1,250,620.22
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	334,910.72	334,967.30
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,443.93	250,500.59
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	354,577.55	354,675.37
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	97.78	401,274.19	401,371.97
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	106.70	1,450,081.84	1,450,188.54
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	942,262.81	942,446.63
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	334,788.95	334,840.13
ABS	92290BA49	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,032,743.05	1,032,890.97
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	483,140.26	483,408.77
ABS			12,414,514.83			12,412,549.60	3,531.12	12,488,947.04	12,462,478.17

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	3130ASQ85	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	14,090.63	2,701,053.00	2,715,143.63
AGCY BOND	3130AHLU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,069.44	994,308.00	995,377.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	670.31	541,426.05	542,096.36
AGCY BOND	3134GV366	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	1,756.94	11,013,761.00	11,015,517.94
AGCY BOND	3135G0U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,197.92	998,969.00	1,000,166.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,94.44	992,494.00	992,688.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,796.25	1,282,483.80	1,284,190.05
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	900.00	1,187,438.40	1,188,338.40
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	271.53	1,148,556.75	1,148,828.28
AGCY BOND	3135G08R2	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	7,095.49	1,527,345.45	1,534,440.94
AGCY BOND	3135G08R2	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	2,210.07	475,730.55	477,940.62
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	11,156.25	912,133.80	923,290.05
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	554.17	952,524.15	953,078.32
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,880.00	34.72	1,000,187.00	1,000,221.72
AGCY BOND	3137EAE19	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/21/2020	07/21/2025	1,592,032.00	2,666.67	1,594,560.00	1,592,236.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,204.86	2,499,335.00	2,501,539.86
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	863.19	1,099,463.20	1,100,326.39
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,177.08	1,499,268.00	1,500,445.08
AGCY BOND	3137EAEK3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,327.08	1,281,624.50	1,282,951.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	312.50	1,195,688.40	1,196,000.90
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	496.53	1,298,407.50	1,298,904.03
AGCY BOND	3137EAF2A	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	1,500.00	7,986,016.00	7,987,516.00
AGCY BOND			44,250,000.00			44,190,770.95	53,456.08	44,167,773.55	44,221,229.63

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	2253CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BA	900,000.00	04/04/2019	04/01/2022	900,000.00	6,153.25	917,902.80	924,058.05
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	1,966.67	1,201,914.00	1,203,880.67
CD	2334VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	1,561.17	974,795.95	976,357.12
CD	6555STLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	6,102.43	968,188.70	974,291.13
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL	950,000.00	09/03/2019	08/26/2022	950,000.00	6,135.42	968,297.95	974,433.37
CD	8656CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YC	900,000.00	07/14/2020	07/08/2022	900,000.00	6,160.00	904,228.20	910,388.20
CD	---	---	5,850,000.00	---	09/22/2022	5,850,000.00	28,080.93	5,935,327.60	5,963,408.53

CORP (CORPORATE 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	2,633.00	959,085.00	961,720.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	805.44	1,312,316.09	1,313,121.52
CORP	02665WZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	945,688.70	945,908.70
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	1,011,744.00	1,013,306.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	1,562.50	1,011,744.00	1,013,306.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,093.75	708,220.80	709,314.55
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	948,630.60	958,005.60
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	12,916.67	888,962.40	901,879.07
CORP	06051GIR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	748.27	401,366.80	402,115.07
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	11,550.00	1,450,155.00	1,461,705.00
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	1,465.63	393,009.38	394,475.00
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	1,954.17	524,012.50	525,966.67
CORP	110122D9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	6,909.56	525,569.17	532,478.72
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	2,277.71	728,013.83	730,291.53
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	300.94	225,334.80	225,635.74
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	1,942.50	921,404.70	923,347.20
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	948,611.00	10,837.50	922,411.50	933,249.00
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	5,796.88	455,715.00	461,511.88
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,660.00	177,808.75	180,468.75
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2020	08/30/2024	946,124.00	5,680.21	980,288.85	985,969.06
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	6,814.13	935,836.20	942,650.33
CORP	3814IEC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	973,103.40	989,754.65
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	8,092.50	497,813.85	505,906.35
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	6,050.30	948,112.20	954,162.50
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	2,605.69	331,858.48	334,464.16
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	398.27	579,234.98	579,633.25
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	965,257.20	979,082.20
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,087.50	330,848.05	333,935.55
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	537.64	394,595.52	395,133.16
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,062.19	497,660.63	498,722.81
CORP	89236TG16	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	464,728.50	467,833.50
CORP	89236TG16	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	144,582.20	145,548.20
CORP	89236TG16	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	139,418.55	140,350.05
CORP	91159HIX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	18,120.00	1,893,598.20	1,911,718.20
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,542.92	1,147,014.60	1,148,557.52
CORP	---	---	24,782,000.00	---	---	25,653,636.77	166,104.07	25,735,124.40	25,901,228.47

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LWH4	MUFJ BANK LTD, (NEW YORK BRANCH)	4,500,000.00	12/22/2020	09/17/2021	4,491,257.50	0.00	4,499,257.50	4,499,257.50
CP	63873JWH9	NATIXIS, NEW YORK BRANCH	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,499,847.00	1,499,847.00
CP	---	---	6,000,000.00	---	---	5,988,800.83	0.00	5,999,104.50	5,999,104.50

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 SB064	1,498,421.67	06/25/2021	06/01/2035	1,614,549.35	4,370.40	1,611,334.27	1,615,704.67
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	698,418.50	700,077.08
FHLMC	3137BM6P6	FHMS K-721 A2	445,219.47	04/09/2018	08/25/2022	449,010.79	1,146.44	454,880.73	456,027.17
FHLMC	3137F02S5	FHMS K-J31 A1	513,563.14	10/29/2020	05/25/2026	513,552.87	243.51	509,598.43	509,841.04
FHLMC	3137FKK39	FHMS K-P05 A	35,475.76	12/17/2018	07/25/2023	35,475.65	94.69	36,355.21	36,449.90
FHLMC	3137FQ3V3	FHMS K-J27 A1	241,698.21	11/26/2019	07/25/2024	241,692.41	421.36	248,567.28	248,988.64
FHLMC			3,384,378.25			3,536,476.38	7,934.99	3,559,154.42	3,567,089.40

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	2,021,265.86	12/29/2020	09/25/2033	2,049,847.83	1,684.39	2,038,765.03	2,040,449.42
FHLMC CMO	3137F7DH5	FHR 5048 B	1,127,477.18	11/30/2020	05/25/2033	1,141,746.81	939.56	1,125,900.74	1,126,840.31
FHLMC CMO			3,148,743.05			3,191,594.64	2,623.95	3,164,665.78	3,167,289.73

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	3136B1XP4	FNA 2018-MS A2	11,558.48	11/24/2020	09/25/2021	11,788.39	34.29	11,602.52	11,636.81
FNMA	3140K7XA6	FN BP0672	1,460,236.81	05/18/2021	03/01/2035	1,564,735.01	3,650.59	1,568,573.58	1,572,224.17
FNMA	3140QGK26	FN CA8400	1,419,738.69	03/22/2021	12/01/2035	1,553,282.86	4,140.90	1,556,776.51	1,560,917.42
FNMA	3140X2C8	FN PM6170	1,395,433.39	06/25/2021	07/01/2035	1,512,300.94	4,651.44	1,515,117.06	1,519,768.51
FNMA	3140X9K46	FN FM5714	1,125,923.47	03/25/2021	11/01/2035	1,226,552.88	3,753.08	1,211,791.63	1,215,544.71
FNMA	3140XALC4	FN PM6622	1,574,404.66	03/29/2021	02/01/2036	1,655,584.90	3,280.01	1,665,119.60	1,668,399.61
FNMA			6,987,295.50			7,524,244.98	19,510.32	7,528,980.90	7,548,491.22

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 MMY	2,970,388.60	---	06/30/2021	2,970,388.60	0.00	2,970,388.60	2,970,388.60
MMFUND			2,970,388.60			2,970,388.60	0.00	2,970,388.60	2,970,388.60

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	1301THAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,883.18	259,929.15	261,812.33
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	238,530.70	240,544.16
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	2,201.50	353,489.50	355,691.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	4,088.50	656,480.50	660,569.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,572.50	252,492.50	254,065.00
MUNI	54438YK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,771.46	550,154.00	551,925.46
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,593.75	751,147.50	752,741.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,063.13	403,424.55	404,487.68
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,410.83	328,904.40	330,315.23
MUNI	65003D70	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	4,098.67	1,593,200.00	1,597,298.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,681.88	575,667.00	577,348.88
MUNI			5,945,000.00			5,948,878.00	23,378.84	5,963,419.80	5,986,798.64

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	2,075,000.00	12/31/2018	12/31/2022	2,023,611.33	119.82	2,155,628.91	2,155,748.73
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	340.69	6,072,390.63	6,072,731.32
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	173.23	3,087,656.25	3,087,829.48
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	3,991.46	2,976,578.13	2,980,569.59
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	1,307.55	975,085.94	976,393.49
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	2,339.82	1,744,890.63	1,747,230.45
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	8,076.43	3,039,421.88	3,047,498.30
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	6,296.88	2,369,718.75	2,376,015.63
US GOV	912828T91	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	15,262.43	2,542,578.13	2,557,840.56
US GOV	912828X47	UNITED STATES TREASURY	1,800,000.00	05/07/2018	04/30/2022	1,742,484.38	5,686.14	1,826,718.75	1,832,404.89
US GOV	912828X33	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	271.74	5,229,687.50	5,229,959.24
US GOV	912828X33	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	80.16	1,542,757.81	1,542,837.98
US GOV	912828X33	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.33	679,899.38	679,894.70
US GOV	912828X33	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.46	470,671.88	470,696.33
US GOV	912828X33	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,599.77	73.37	1,412,015.63	1,412,088.99
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	40.42	884,664.06	884,704.48
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	16.98	2,456,250.00	2,456,266.98
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	81.97	1,492,031.25	1,492,113.22
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	3.57	343,437.50	343,441.07
US GOV		UNITED STATES TREASURY	40,200,000.00		09/13/2023	39,922,302.76	44,222.45	41,282,042.97	41,326,265.41

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			155,932,320.23			157,189,643.51	348,842.74	158,764,929.56	159,113,772.31

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



Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 06/30/2021
 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	02004VAC7	ALLYA 2018-2 A3	12,943.06	04/30/2018	11/15/2022	12,940.71	16.80	12,966.04	12,982.84
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	64,897.60	64,901.61
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,249.20	90,256.40
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	483,125.29	483,488.40
ABS	14313FAD1	CARMX 2018-3 A3	38,318.21	07/25/2018	06/15/2023	38,312.98	53.30	38,682.38	38,735.69
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,498.23	130,534.05
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	99,979.28	100,001.50
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,946.45	44,953.25
ABS	36255JAD6	GMCAR 2018-3 A3	33,820.00	07/18/2018	05/16/2023	33,812.11	42.56	34,091.41	34,133.96
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	9.21	65,196.69	65,205.90
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	85,019.82	85,033.28
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	6.42	69,953.50	69,959.92
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	275,090.00	275,136.45
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	64,982.68	64,993.65
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,106.54	60,120.14
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	26.89	110,350.40	110,377.29
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,240.72	100,260.28
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,959.05	64,968.98
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,399.47	150,421.01
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,142.17	127,212.83
ABS			2,160,081.27			2,159,696.09	800.50	2,172,876.94	2,173,677.45

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	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	2,713.75	520,202.80	522,916.55
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	294.10	273,434.70	273,728.80
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	140.16	113,207.27	113,347.42
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	329.43	274,716.48	275,045.90
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	53.47	272,935.85	272,989.32
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	360.94	271,294.65	271,655.59
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	206.25	272,121.30	272,327.55
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	59.03	249,686.25	249,745.28
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	651.39	140,215.32	140,866.71
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	2,140.28	460,707.48	462,847.76
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	3,098.96	253,370.50	256,469.46
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	160.42	275,730.68	275,891.09
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	9.55	275,051.43	275,060.97
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	583.33	345,528.75	346,112.08
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	705.56	799,787.20	800,492.76
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	266.81	339,834.08	340,100.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	360.97	459,775.52	460,136.49
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	561.46	542,225.75	542,787.21
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	67.71	259,065.82	259,133.53
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	105.03	274,663.13	274,768.16
AGCY BOND			6,695,000.00			6,677,474.68	12,868.58	6,673,554.94	6,686,423.51

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	250,000.00	04/04/2019	04/01/2022	250,000.00	1,709.79	254,973.00	256,682.79
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	327.78	200,319.00	200,646.78
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	451.92	282,177.78	282,629.69
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,766.49	280,265.15	282,031.64
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,776.04	280,296.78	282,072.82
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	250,000.00	07/14/2020	07/08/2022	250,000.00	1,711.11	251,174.50	252,885.61
CD			1,525,000.00			1,525,000.00	7,743.13	1,549,206.20	1,556,949.33

CORP (COPORATE 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	150.06	244,499.96	244,650.02
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	262,685.75	262,752.42
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	278,229.60	278,659.29
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	263,508.50	266,112.67
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	374.13	200,683.40	201,057.53
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	390.83	104,802.50	105,193.33
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	628.33	200,831.40	201,459.73
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,481.42	116,460.50	117,941.92
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	760.00	50,802.50	51,562.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,614.38	278,608.41	280,222.79
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	270,306.50	274,931.85
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	801.75	102,110.30	102,912.05
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	190.46	99,982.80	100,173.26
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	140.77	204,729.61	204,870.37
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	268,127.00	271,967.28
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	950.00	101,799.40	102,749.40
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	182.40	85,456.88	85,639.27
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	129,091.25	129,953.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	51,636.50	51,981.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	25,818.25	25,990.75
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	268.33	199,480.80	199,749.13
CORP			3,445,000.00			3,458,945.55	20,879.01	3,539,651.80	3,560,530.81

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	278,129.31	06/25/2021	06/01/2035	299,684.33	811.21	299,087.57	299,898.78
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	188,035.75	188,482.29
FHLMC	3137BM6P6	FHMS K-721 A2	128,618.96	04/09/2018	08/25/2022	129,714.23	331.19	131,409.99	131,741.18
FHLMC	3137F62S5	FHMS K-J31 A1	121,123.38	10/29/2020	05/25/2026	121,120.96	57.43	120,188.31	120,245.74
FHLMC	3137FKK39	FHMS K-P05 A	10,078.34	12/17/2018	07/25/2023	10,078.31	26.90	10,328.18	10,355.08
FHLMC	3137FQ3V3	FHMS K-J27 A1	62,778.76	11/26/2019	07/25/2024	62,777.25	109.44	64,562.93	64,672.37
FHLMC			775,728.75			807,043.05	1,782.72	813,612.73	815,395.45

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	238,504.79	11/30/2020	05/25/2033	241,523.37	198.75	238,171.31	238,370.07
FHLMC CMO			238,504.79			241,523.37	198.75	238,171.31	238,370.07

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	3136B1XP4	FNA 2018-M5 A2	3,178.58	04/30/2018	09/25/2021	3,241.81	9.43	3,190.69	3,200.12
FNMA	3140K7XA6	FN BP0672	257,688.85	05/18/2021	03/01/2035	276,129.71	644.22	276,807.10	277,451.32
FNMA	3140QGKN6	FN CA8400	277,885.21	03/22/2021	12/01/2035	304,023.79	810.50	304,707.60	305,518.10
FNMA	3140X92C8	FN FM6170	261,643.76	06/25/2021	07/01/2035	283,556.43	872.15	284,084.45	284,956.60
FNMA	3140X9K46	FN FM5714	201,057.76	03/25/2021	11/01/2035	219,027.30	670.19	216,391.36	217,061.55
FNMA	3140XALC4	FN FM6622	295,200.87	03/29/2021	02/01/2036	310,422.17	615.00	312,209.93	312,824.93
FNMA			1,296,655.04			1,396,401.20	3,621.49	1,397,391.13	1,401,012.62

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	392,441.17	---	06/30/2021	392,441.17	0.00	392,441.17	392,441.17
MMFUND			392,441.17			392,441.17	0.00	392,441.17	392,441.17

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	406.18	56,063.15	56,469.33
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	62,225.40	62,750.65
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	345.95	55,548.35	55,894.30
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	471.75	75,747.75	76,219.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	817.70	131,296.10	132,113.80
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	370.40	115,032.20	115,402.60
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	223.13	84,669.35	84,892.48
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	235.14	54,817.40	55,052.54
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	704.46	273,831.25	274,535.71
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	365.63	125,145.00	125,510.63
MUNI			1,030,000.00			1,030,886.10	4,465.57	1,034,375.95	1,038,841.52

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	700,000.00	12/13/2018	12/31/2022	682,664.06	40.42	720,453.13	720,493.55
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	92.39	1,646,750.00	1,646,842.39
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	49.08	874,835.94	874,885.02
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	275.27	205,281.25	205,556.52
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	757.00	564,523.44	565,280.44
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	2,327.11	875,765.63	878,092.73
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	1,711.11	643,945.31	645,656.42
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	4,273.48	711,921.88	716,195.36
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	4,106.66	1,319,296.88	1,323,403.53
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	57.07	1,098,234.38	1,098,291.44
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.10	444,523.44	444,546.54
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.79	130,742.19	130,748.98
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.51	183,039.06	183,048.57
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.46	470,671.88	470,696.33
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	11.89	260,195.31	260,207.20
US GOV			9,850,000.00			9,776,092.78	13,765.33	10,150,179.69	10,163,945.02

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			27,408,411.01	---	08/13/2024	27,465,503.98	66,125.09	27,961,461.85	28,027,586.94

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



Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 06/01/2021 - 06/30/2021
 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	6,407,262.86	0.000	Buy			06/30/2021	6,407,262.86	0.00	(6,407,262.86)
31846V534	FIRST AMER:US TRS MM Y	(4,416,566.91)	0.000	Sell			06/30/2021	(4,416,566.91)	0.00	4,416,566.91
31846V534	FIRST AMER:US TRS MM Y	(593,277.23)	0.000	Sell			06/30/2021	(593,277.23)	0.00	593,277.23
31846V534	FIRST AMER:US TRS MM Y	518,854.35	0.000	Buy			06/30/2021	518,854.35	0.00	(518,854.35)
86563GTE2	Sumitomo Mitsui Trust Bank Ltd. (New York Branch)	(4,500,000.00)	0.000	Maturity	06/14/2021	06/14/2021	06/14/2021	(4,500,000.00)	0.00	4,500,000.00
65480BAC1	NAROT 2021-A A3	1,455,000.00	0.330	Buy	06/15/2021	06/23/2021	10/15/2025	1,454,975.41	0.00	(1,454,975.41)
91282CBC4	UNITED STATES TREASURY	350,000.00	0.375	Buy	06/02/2021	06/07/2021	12/31/2025	344,859.38	572.86	(345,432.24)
3137F62S5	FHMS K-J31 A1	(1,003.72)	0.569	Principal Paydown	06/01/2021	06/01/2021	05/25/2026	(1,003.72)	0.00	1,003.72
3137F62S5	FHMS K-J31 A1	(236.73)	0.569	Principal Paydown	06/01/2021	06/01/2021	05/25/2026	(236.73)	0.00	236.73
46647PCH7	JPMORGAN CHASE & CO	580,000.00	0.824	Buy	05/24/2021	06/01/2021	06/01/2025	580,000.00	0.00	(580,000.00)
46647PCH7	JPMORGAN CHASE & CO	205,000.00	0.824	Buy	05/24/2021	06/01/2021	06/01/2025	205,000.00	0.00	(205,000.00)
3137F7DH5	FHR 5048 B	(22,288.84)	1.000	Principal Paydown	06/01/2021	06/01/2021	05/25/2033	(22,288.84)	0.00	22,288.84
3133Q5GZ3	FHS 370 A3	(56,022.10)	1.000	Principal Paydown	06/01/2021	06/01/2021	09/25/2033	(56,022.10)	0.00	56,022.10
3137F7DH5	FHR 5048 B	(4,714.95)	1.000	Principal Paydown	06/01/2021	06/01/2021	05/25/2033	(4,714.95)	0.00	4,714.95
912828R77	UNITED STATES TREASURY	(250,000.00)	1.375	Maturity	05/31/2021	05/31/2021	05/31/2021	(250,000.00)	0.00	250,000.00
3137FQ3V3	FHMS K-J27 A1	(11,942.54)	2.092	Principal Paydown	06/01/2021	06/01/2021	07/25/2024	(11,942.54)	0.00	11,942.54
3137FQ3V3	FHMS K-J27 A1	(3,101.96)	2.092	Principal Paydown	06/01/2021	06/01/2021	07/25/2024	(3,101.96)	0.00	3,101.96
89238BAD4	TAOT 2018-A A3	(10,640.90)	2.350	Principal Paydown	06/15/2021	06/15/2021	05/16/2022	(10,640.87)	0.00	10,640.87
89238BAD4	TAOT 2018-A A3	(2,955.80)	2.350	Principal Paydown	06/15/2021	06/15/2021	05/16/2022	(2,955.78)	0.00	2,955.78
3140XALC4	FN FM6622	(8,284.64)	2.500	Principal Paydown	06/01/2021	06/01/2021	02/01/2036	(8,284.64)	0.00	8,284.64
3140XALC4	FN FM6622	(1,553.37)	2.500	Principal Paydown	06/01/2021	06/01/2021	02/01/2036	(1,553.37)	0.00	1,553.37
02004VAC7	ALLYA 2018-2 A3	(25,438.98)	2.920	Principal Paydown	06/15/2021	06/15/2021	11/15/2022	(25,438.98)	0.00	25,438.98
02004VAC7	ALLYA 2018-2 A3	(7,240.32)	2.920	Principal Paydown	06/15/2021	06/15/2021	11/15/2022	(7,240.32)	0.00	7,240.32
3140K7XA6	FN BP0672	(40,793.03)	3.000	Principal Paydown	06/01/2021	06/01/2021	03/01/2035	(40,793.03)	0.00	40,793.03
3140K7XA6	FN BP0672	(7,198.77)	3.000	Principal Paydown	06/01/2021	06/01/2021	03/01/2035	(7,198.77)	0.00	7,198.77
36255JAD6	GMCAR 2018-3 A3	(16,494.38)	3.020	Principal Paydown	06/16/2021	06/16/2021	05/16/2023	(16,494.38)	0.00	16,494.38
36255JAD6	GMCAR 2018-3 A3	(4,948.31)	3.020	Principal Paydown	06/16/2021	06/16/2021	05/16/2023	(4,948.31)	0.00	4,948.31
3137BM6P6	FHMS K-721 A2	(718.30)	3.090	Principal Paydown	06/01/2021	06/01/2021	08/25/2022	(718.30)	0.00	718.30
3137BM6P6	FHMS K-721 A2	(207.51)	3.090	Principal Paydown	06/01/2021	06/01/2021	08/25/2022	(207.51)	0.00	207.51
14313FAD1	CARMX 2018-3 A3	(19,534.65)	3.130	Principal Paydown	06/15/2021	06/15/2021	06/15/2023	(19,534.65)	0.00	19,534.65
14313FAD1	CARMX 2018-3 A3	(5,116.22)	3.130	Principal Paydown	06/15/2021	06/15/2021	06/15/2023	(5,116.22)	0.00	5,116.22
3137FKK39	FHMS K-P05 A	(83.59)	3.203	Principal Paydown	06/01/2021	06/01/2021	07/25/2023	(83.58)	0.00	83.58
3137FKK39	FHMS K-P05 A	(23.75)	3.203	Principal Paydown	06/01/2021	06/01/2021	07/25/2023	(23.74)	0.00	23.74
46647PBB1	JPMORGAN CHASE & CO	(575,000.00)	3.207	Sell	05/25/2021	06/01/2021	04/01/2023	(588,949.50)	(3,073.38)	592,022.88
46647PBB1	JPMORGAN CHASE & CO	(150,000.00)	3.207	Sell	05/25/2021	06/01/2021	04/01/2023	(153,639.00)	(801.75)	154,440.75
78012UEE1	Royal Bank of Canada New York Branch	(1,500,000.00)	3.240	Maturity	06/07/2021	06/07/2021	06/07/2021	(1,500,000.00)	0.00	1,500,000.00
78012UEE1	Royal Bank of Canada New York Branch	(425,000.00)	3.240	Maturity	06/07/2021	06/07/2021	06/07/2021	(425,000.00)	0.00	425,000.00
3140QGKN6	FN CA8400	(7,157.72)	3.500	Principal Paydown	06/01/2021	06/01/2021	12/01/2035	(7,157.72)	0.00	7,157.72
3132CWMM3	FH SB0364	1,498,421.67	3.500	Buy	06/21/2021	06/25/2021	06/01/2035	1,614,549.35	3,496.32	(1,618,045.67)
3140QGKN6	FN CA8400	(1,400.98)	3.500	Principal Paydown	06/01/2021	06/01/2021	12/01/2035	(1,400.98)	0.00	1,400.98
3132CWMM3	FH SB0364	278,129.31	3.500	Buy	06/21/2021	06/25/2021	06/01/2035	299,684.33	648.97	(300,333.30)
3136B1XP4	FNA 2018-M5 A2	(24,709.90)	3.560	Principal Paydown	06/01/2021	06/01/2021	09/25/2021	(24,709.90)	0.00	24,709.90
3136B1XP4	FNA 2018-M5 A2	(6,795.22)	3.560	Principal Paydown	06/01/2021	06/01/2021	09/25/2021	(6,795.22)	0.00	6,795.22
3140X9K46	FN FM5714	(37,733.33)	4.000	Principal Paydown	06/01/2021	06/01/2021	11/01/2035	(37,733.33)	0.00	37,733.33
3140X92C8	FN FM6170	1,395,433.39	4.000	Buy	06/21/2021	06/25/2021	07/01/2035	1,512,300.94	3,721.16	(1,516,022.10)
3140X9K46	FN FM5714	(6,738.10)	4.000	Principal Paydown	06/01/2021	06/01/2021	11/01/2035	(6,738.10)	0.00	6,738.10
3140X92C8	FN FM6170	261,643.76	4.000	Buy	06/21/2021	06/25/2021	07/01/2035	283,556.43	697.72	(284,254.15)
---	---	204,822.61						458,531.87	5,261.90	(463,793.77)

* 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 na

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 JUNE 2021

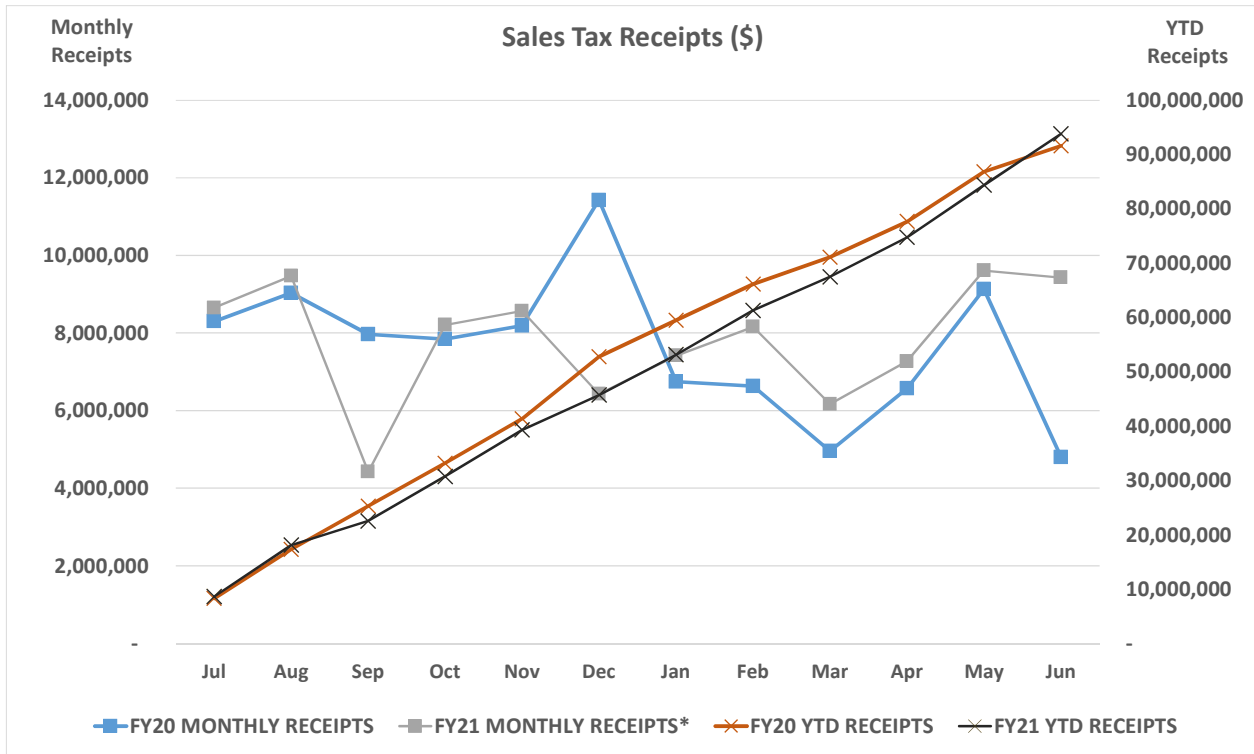
BUDGET AMENDMENTS

	Amount	Line Item		Description
Jun-21			Line	
				No Budget Amendments for JUNE 2021
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Jun-21				No Budget Revisions for JUNE 2021
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2021
Measure A Sales Tax
June 2021**



* 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

FY2021

June 2021

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS*	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
Jul	8,304,089	8,652,560	4.2%	8,304,089	8,652,560	4.2%
Aug	9,033,753	9,475,233	4.9%	17,337,842	18,127,793	4.6%
Sep	7,968,941	4,423,442	(44.5%)	25,306,783	22,551,235	(10.9%)
Oct	7,849,372	8,212,521	4.6%	33,156,155	30,763,756	(7.2%)
Nov	8,194,769	8,570,674	4.6%	41,350,924	39,334,430	(4.9%)
Dec	11,430,057	6,428,114	(43.8%)	52,780,982	45,762,544	(13.3%)
Jan	6,746,535	7,420,385	10.0%	59,527,516	53,182,929	(10.7%)
Feb	6,631,567	8,162,508	23.1%	66,159,083	61,345,438	(7.3%)
Mar	4,960,039	6,167,874	24.4%	71,119,122	67,513,312	(5.1%)
Apr	6,579,611	7,276,146	10.6%	77,698,734	74,789,458	(3.7%)
May	9,136,069	9,612,109	5.2%	86,834,803	84,401,567	(2.8%)
Jun	4,806,110	9,431,782	96.2%	91,640,913	93,833,349	2.4%
Total	<u>91,640,913</u>	<u>93,833,349</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
AUGUST 31, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of August 31, 2021 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through August 31, 2021. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

SIGNIFICANCE

Year to Date Revenues: As of August year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$14.6 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 6). The decreases are partially offset by increases in Passenger Fares (page 1, line 1), District Sales Tax (page 1, line 10), and Measure W Sales Tax (page 1, line 11).

Year to Date Expenses: As of August year-to-date actual, the Total Uses of Funds (page 1, line 43) are \$0.1 million higher than the prior year-to-date actual. This is primarily due to the increases in the Motor Bus segment (page 1, line 22). The increases are partially offset by decreases in Caltrain (page 1, line 24) and Sales Tax Allocation for Capital Programs (page 1, line, 35).

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 24 and page 4, line 62) and corresponding revenues in Transfers from SMCTA for Caltrain (page 1, line 6 and page 2, line 35).

BUDGET IMPACT

There is no budget impact for the month of August 2021.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By: Kyle Huie, Accountant II
Jennifer Ye, Manager, General Ledger

650-551-6180
650-622-7890

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2022
AUGUST 2021

% OF YEAR ELAPSED: 16.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	242,253	1,322,962	1,080,709	446.1%	8,183,000	8,183,000	-
2 Local TDA and STA Funds	6,382,707	7,083,322	700,615	11.0%	42,499,928	42,499,928	-
3 Pass through to Other Agencies	63,391	99,562	36,171	57.1%	597,375	597,375	-
4 CARES Act Funds	25,547,295	-	(25,547,295)	(100.0%)	16,037,830	16,037,830	-
5 Operating Grants	344,528	500,606	156,078	45.3%	4,392,998	4,392,998	-
6 SMCTA Measure A	3,009,441	630,934	(2,378,507)	(79.0%)	3,785,600	3,785,600	-
7 AB434 Funds, TA Funded Shuttle & Other	205,257	49,886	(155,371)	(75.7%)	315,900	315,900	-
8 Subtotal - Operating Revenues	35,794,871	9,687,272	(26,107,599)	(72.9%)	75,812,631	75,812,631	-
Other Revenue Sources							
10 District Sales Tax	10,572,306	16,081,666	5,509,360	52.1%	96,490,000	96,490,000	-
11 Measure W Sales Tax	4,987,934	8,040,834	3,052,900	61.2%	48,245,000	48,245,000	-
12 Investment Income	781,176	394,172	(387,004)	(49.5%)	2,840,000	2,840,000	-
13 Other Interest, Rent & Other Income	1,026,937	725,502	(301,435)	(29.4%)	5,845,069	5,845,069	-
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	5,085,688	8,754,893	3,669,205	72.1%	33,829,222	33,829,222	-
15							
16 Subtotal - Other Revenues	22,454,042	33,997,067	11,543,025	51.4%	187,249,291	187,249,291	-
17 Total Revenues	58,248,913	43,684,338	(14,564,574)	-25.0%	263,061,922	263,061,922	-
18 Total Sources of Funds	58,248,913	43,684,338	(14,564,574)	-25.0%	263,061,922	263,061,922	-
19							
USES OF FUNDS							
21 PCJPB, SMCTA & SAMTR Capital W&B	5,085,688	8,754,893	3,669,205	72.1%	33,829,222	33,829,222	-
22 Motor Bus	27,656,612	28,585,759	929,148	3.4%	144,208,978	144,208,978	-
23 A. D. A. Programs	2,850,303	3,320,022	469,719	16.5%	17,877,833	17,877,833	-
24 Caltrain	2,452,107	-	(2,452,107)	(100.0%)	-	-	-
25 Other Multi-modal Programs	295,962	208,626	(87,336)	(29.5%)	2,780,281	2,780,281	-
26 Pass through to Other Agencies	63,391	99,562	36,171	57.1%	597,375	597,375	-
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
28 Total Operating Expense	38,404,063	40,968,862	2,564,799	6.7%	199,389,100	199,389,100	-
29							
30 Total Operating Surplus / (Deficit)	19,844,850	2,715,477	(17,129,373)	(86.3%)	63,672,822	63,672,822	-
31							
32 District Sales Tax Capital	932,363	607,034	(325,329)	(34.9%)	3,642,205	3,642,205	-
33 Measure W Sales Tax Capital	166,667	1,135,120	968,454	100.0%	6,810,721	6,810,721	-
34 Reserves for Future Capital Allocation	3,042,844	-	(3,042,844)	(100.0%)	-	-	-
35 Sales Tax Allocation - Capital Program	4,141,874	1,742,154	(2,399,719)	(57.9%)	10,452,926	10,452,926	-
36							
37 Total Debt Service	1,477,797	1,402,114	(75,683)	(5.1%)	19,149,881	19,149,881	-
38							
39 Reserve for Operating Reserve Fund	-	-	-	-	41,240,626	41,240,626	-
40 Reserve for Sales Tax Stabilization Fund	-	-	-	-	14,473,500	14,473,500	-
41 Draw from prior year surplus	-	-	-	-	(21,644,111)	(21,644,111)	-
42							
43 Total Uses of Funds	44,023,734	44,113,129	89,396	0.2%	263,061,922	263,061,922	-
44							
45 NET SURPLUS / (DEFICIT)	14,225,179	(428,791)	(14,653,970)	(103.0%)	-	-	-

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2022
AUGUST 2021**

% OF YEAR ELAPSED: 16.7%

<u>REVENUE</u>	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	238,561	1,255,205	1,016,643	426.2%	7,753,000	7,753,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	5,424,977	5,745,642	320,665	5.9%	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	590,023	929,330	339,307	57.5%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	342,619	18,823	(323,796)	(94.5%)	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	20,012,185	20,023,100	10,915	0.1%	89,551,669	89,551,669	-
10							
11 INVESTMENT INTEREST INCOME	618,967	331,456	(287,511)	(46.5%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	319,217	113,092	(206,125)	(64.6%)	1,684,688	1,684,688	-
15 Advertising Income	31,403	25,115	(6,288)	(20.0%)	745,500	745,500	-
16 Other Income	78,660	143,997	65,336	83.1%	140,406	140,406	-
17 TOTAL OTHER REVENUES	429,280	282,203	(147,077)	(34.3%)	2,570,594	2,570,594	-
18							
19 TOTAL MOTOR BUS	27,656,612	28,585,759	929,147	3.4%	144,208,978	144,208,978	-
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	3,692	67,758	64,066	1,735.3%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	288,400	302,402	14,002	4.9%	1,814,413	1,814,413	-
24 Local STA - Paratransit	79,307	105,948	26,641	33.6%	635,687	635,687	-
25 Operating Grants	1,909	481,782	479,873	25,137.4%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	1,428,501	1,529,500	100,999	7.1%	6,913,022	6,913,022	-
27 Interest Income - Paratransit Fund	162,209	62,715	(99,493)	(61.3%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	557,333	630,934	73,601	13.2%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	328,952	138,981	(189,970)	(57.8%)	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	2,850,303	3,320,021	469,719	16.5%	17,877,833	17,877,833	-
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	2,452,107	-	(2,452,107)	(100.0%)	-	-	-
36 Other Sources - Caltrain	-	-	-	0.0%	-	-	-
37 AB434 Funds-SamTrans Shuttle	205,257	49,886	(155,371)	(75.7%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	188,685	214,029	25,344	13.4%	1,762,500	1,762,500	-
39 Dumbarton Rental Income	80,020	90,288	10,268	12.8%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	(178,000)	(145,577)	32,423	18.2%	539,906	539,906	-
41							
42 TOTAL MULTIMODAL	2,748,070	208,626	(2,539,444)	(92.4%)	2,780,281	2,780,281	-
43							
44 TOTAL REVENUES	33,254,985	32,114,407	(1,140,578)	(3.4%)	164,867,092	164,867,092	-

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2022
AUGUST 2021**

% OF YEAR ELAPSED: 16.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	17,534,302	17,461,191	(73,111)	(0.4%)	74,190,160	74,190,160	-
2							
3 Services:							
4 Board of Directors	23,996	29,329	5,333	22.2%	118,733	118,733	-
5 Contracted Vehicle Maintenance	38,819	64,599	25,780	66.4%	1,364,178	1,364,178	-
6 Property Maintenance	128,336	173,703	45,367	35.4%	1,757,000	1,757,000	-
7 Professional Services	156,913	321,180	164,266	104.7%	5,998,730	5,998,730	-
8 Technical Services	910,375	908,646	(1,730)	(0.2%)	10,354,017	10,354,017	-
9 Other Services	624,938	267,044	(357,894)	(57.3%)	4,341,939	4,341,939	-
10 Materials & Supply:							
11 Fuel and Lubricants	273,456	348,579	75,123	27.5%	3,526,864	3,526,864	-
12 Bus Parts and Materials	442,301	302,408	(139,893)	(31.6%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	20,545	22,987	2,441	11.9%	1,093,563	1,093,563	-
14 Timetables and Tickets	-	12,671	12,671	100.0%	224,134	224,134	-
15 Office Supplies / Printing	16,150	(11,153)	(27,303)	(169.1%)	405,194	405,194	-
16 Other Materials and Supply	19,237	19,012	(224)	(1.2%)	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	65,294	48,793	(16,500)	(25.3%)	669,200	669,200	-
20 Other Utilities	108,496	75,485	(33,011)	(30.4%)	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,589,485	387,530	17.6%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	158,635	63,393	(95,242)	(60.0%)	600,000	600,000	-
23 Workers' Compensation	427,211	466,000	38,789	9.1%	3,756,275	3,756,275	-
24 Taxes and License Fees	72,491	130,006	57,516	79.3%	967,142	967,142	-
25 Leases and Rentals	17,572	6,790	(10,782)	(61.4%)	81,900	81,900	-
26 Promotional and Legal Advertising	9,520	84,244	74,725	785.0%	1,252,443	1,252,443	-
27 Training and Business Travel	1,210	42,422	41,212	3,407.3%	675,125	675,125	-
28 Dues and Membership	13,543	72,518	58,975	435.5%	188,467	188,467	-
29 Postage and Other	29,530	24,247	(5,283)	(17.9%)	217,442	217,442	-
30							
31 Total District Operated Buses	23,294,824	23,523,579	228,755	1.0%	118,684,861	118,684,861	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	3,021,312	3,307,941	286,630	9.5%	21,123,100	21,123,100	-
35 Coastside Services	258,921	271,359	12,438	4.8%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	32,151	38,894	6,742	21.0%	229,300	229,300	-
37 La Honda - Pescadero	-	-	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	4,994	21,126	16,132	323.1%	72,000	72,000	-
39 CUB Related Wages & Benefits	61,925	60,583	(1,342)	(2.2%)	505,717	505,717	-
40 CUB Related Other Support	5,856	8,189	2,333	39.8%	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	75,036	98,484	23,448	31.2%	200,000	200,000	-
43 Total Contracted Bus Service	4,361,787	5,062,180	700,393	16.1%	25,524,117	25,524,117	-
44							
45 TOTAL MOTOR BUS	27,656,612	28,585,759	929,148	3.4%	144,208,978	144,208,978	-

OPERATING EXPENSES
FISCAL YEAR 2022
AUGUST 2021

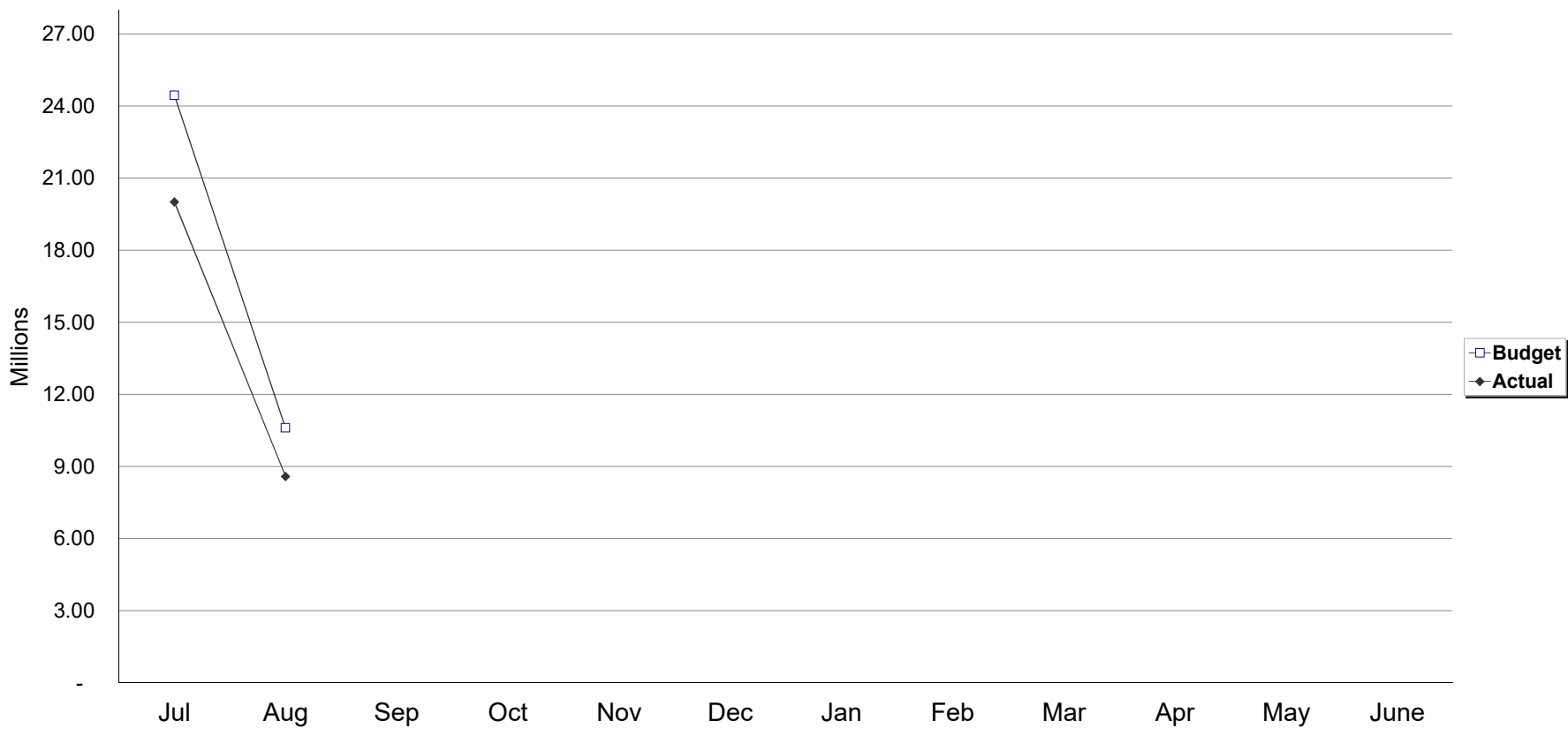
% OF YEAR ELAPSED: **16.7%**

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	1,039,065	1,216,720	177,655	17.1%	7,675,510	7,675,510	-
ADA Sedans / Taxi Service	326,655	384,990	58,335	17.9%	2,212,350	2,212,350	-
Coastside ADA	188,360	182,790	(5,570)	(3.0%)	1,500,000	1,500,000	-
ADA Related Wages & Benefits	497,515	386,171	(111,344)	(22.4%)	2,768,826	2,768,826	-
ADA Related Other Support	56,059	92,825	36,766	65.6%	2,332,603	2,332,603	-
ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
ADA Claims Reserves & Payments	(1,195)	-	1,195	100.0%	200,000	200,000	-
TOTAL ADA PROGRAMS	2,850,303	3,320,022	469,719	16.5%	17,877,833	17,877,833	-
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	2,452,107	-	(2,452,107)	(100.0%)	-	-	-
Total Caltrain Service	2,452,107	-	(2,452,107)	(100.0%)	-	-	-
OTHER SUPPORT							
SamTrans Shuttle Service	279,450	200,658	(78,792)	(28.2%)	2,331,500	2,331,500	-
Shuttle Related Wages & Benefits	11,615	(469)	(12,084)	(104.0%)	91,806	91,806	-
Dumbarton M.O.W.	(440)	-	440	100.0%	161,975	161,975	-
Maintenance Multimodal Facilities	5,337	8,436	3,100	58.1%	195,000	195,000	-
Total Other Support	295,962	208,626	(87,336)	(29.5%)	2,780,281	2,780,281	-
TOTAL MULTI-MODAL PROGRAMS	2,748,070	208,626	(2,539,444)	(92.4%)	2,780,281	2,780,281	-
TOTAL OPERATING EXPENSES	33,254,985	32,114,407	(1,140,578)	(3.4%)	164,867,092	164,867,092	-

SAN MATEO COUNTY TRANSIT DISTRICT

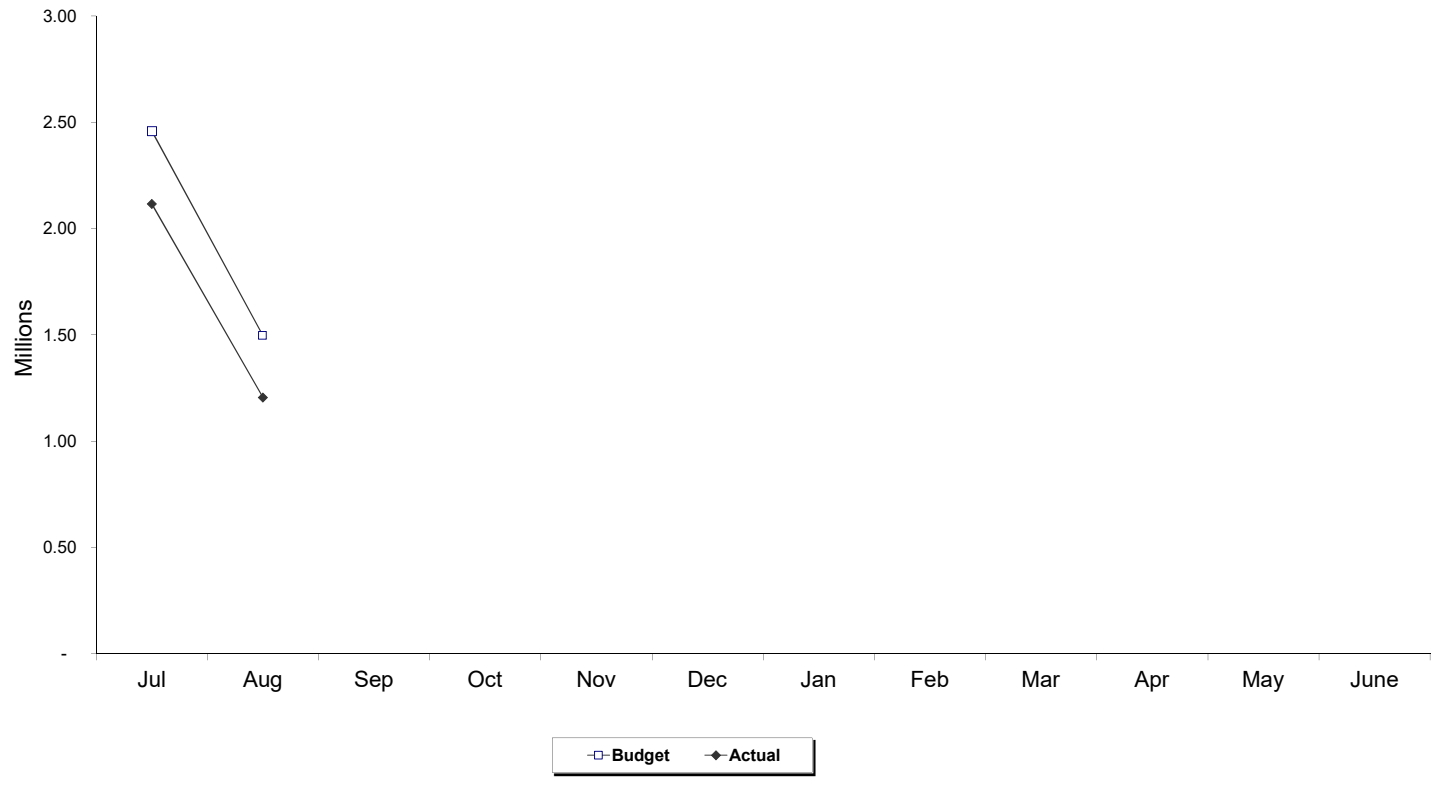
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



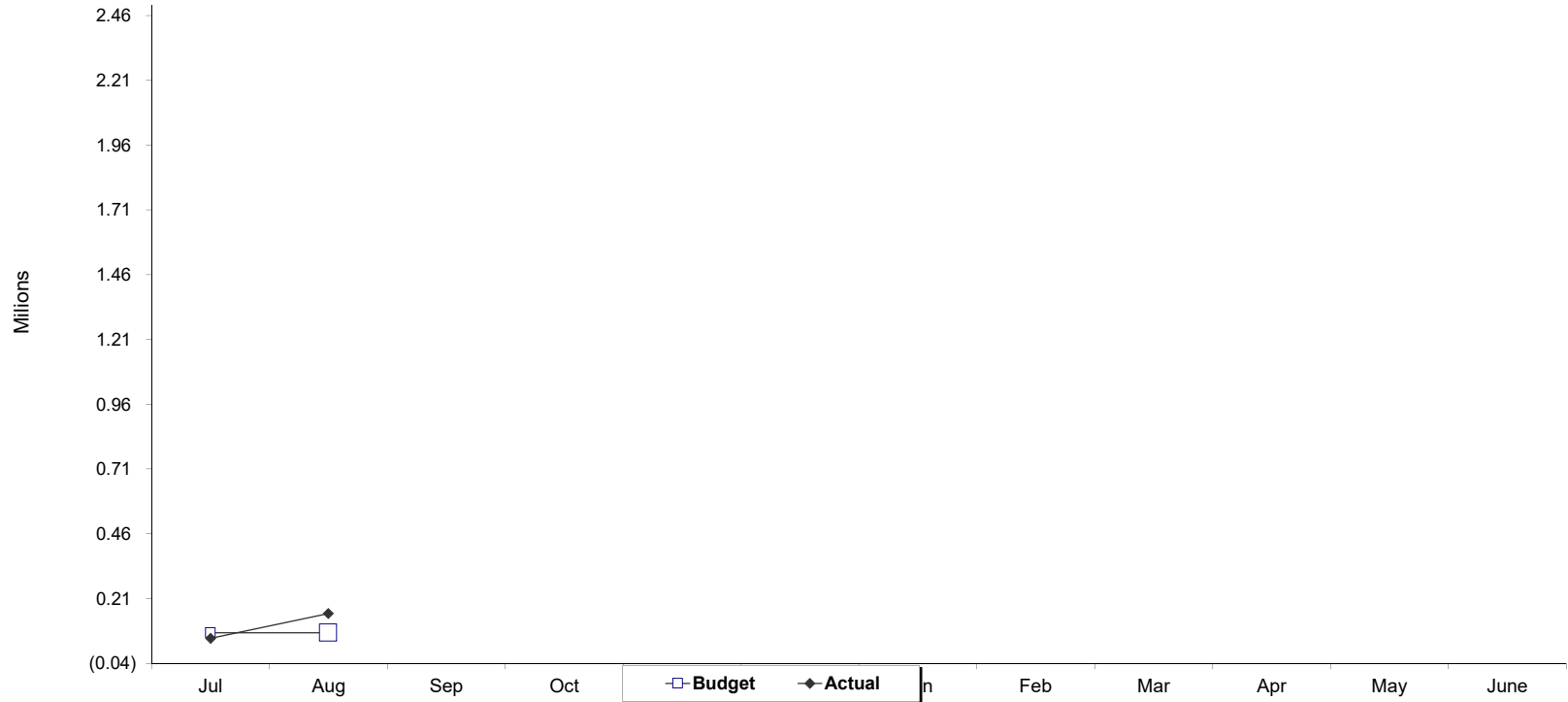
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520	10,602,197										
Actual	20,005,399	8,580,360										
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717										
Actual	20,005,399	28,585,759										
Variance - F(U)	4,437,121	6,458,958										
Variance %	18.2%	18.4%										

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										
Actual	2,115,306	1,204,716										
CUMULATIVE EXPENSES												
Budget	2,458,870	3,954,150										
Actual	2,115,306	3,320,022										
Variance - F(U)	343,564	634,128										
Variance %	14.0%	16.0%										

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										
Actual	56,004	152,622										
CUMULATIVE EXPENSES												
Budget	77,345	154,690										
Actual	56,004	208,626										
Variance - F(U)	21,341	(53,936)										
Variance %	27.6%	(34.9%)										

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF AUGUST 31, 2021**

8/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	72,947,999.59
Bank of America Checking (Restricted)	9,692,193.22
Wells Fargo	9,309.33
LAIF	74,954,231.74

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	183,605,167.26
MMF - US Bank Custodian Account	12,297,348.32

Debt Service Reserves Held By Trustee	4,798,540.20
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TOTAL **358,304,789.66**

* Fund Managed by PFM Investment Advisor

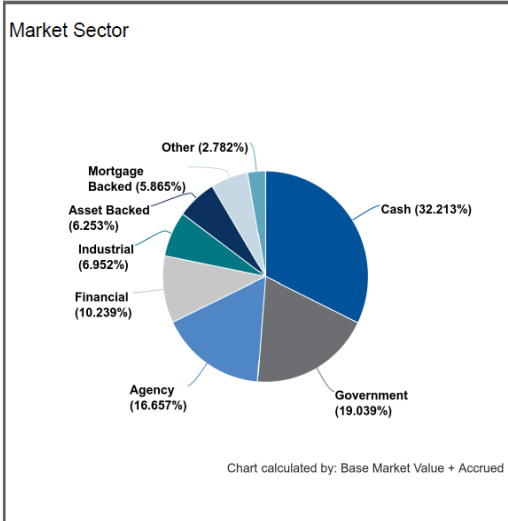
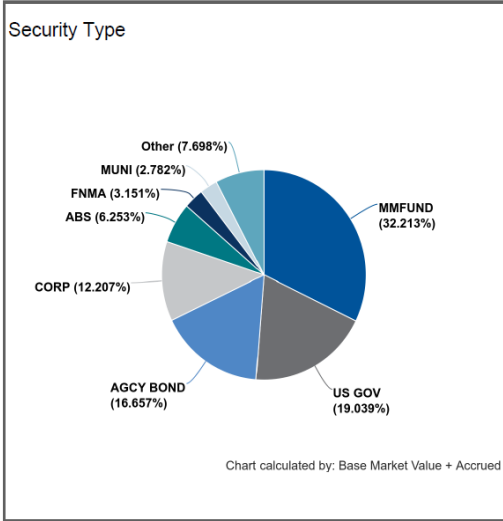
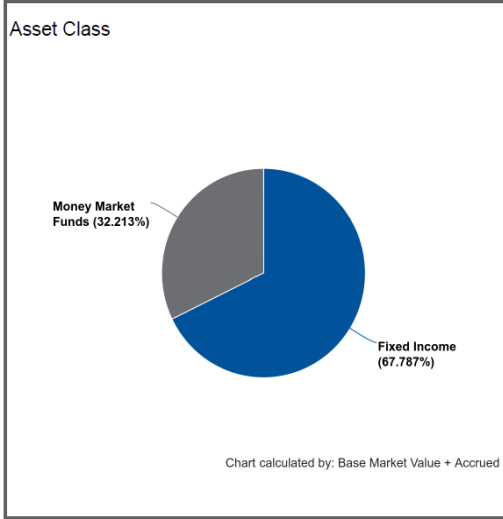


Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
MMFund (incl LAIF)	87,251,580.06
Fixed Income	183,605,167.26
Duration	1.978
Convexity	0.066
WAL	1.504
Years to Final Maturity	2.147
Years to Effective Maturity	1.504
Yield	0.381
Book Yield	0.758
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	27.673%
Other	23.464%
United States	19.039%
Federal Home Loan Mortgage Corporation	15.650%
Federal National Mortgage Association	6.158%
U.S. Bancorp	5.240%
Mitsubishi UFJ Financial Group, Inc.	1.661%
Apple Inc.	1.114%
---	100.000%

Footnotes: 1,2

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



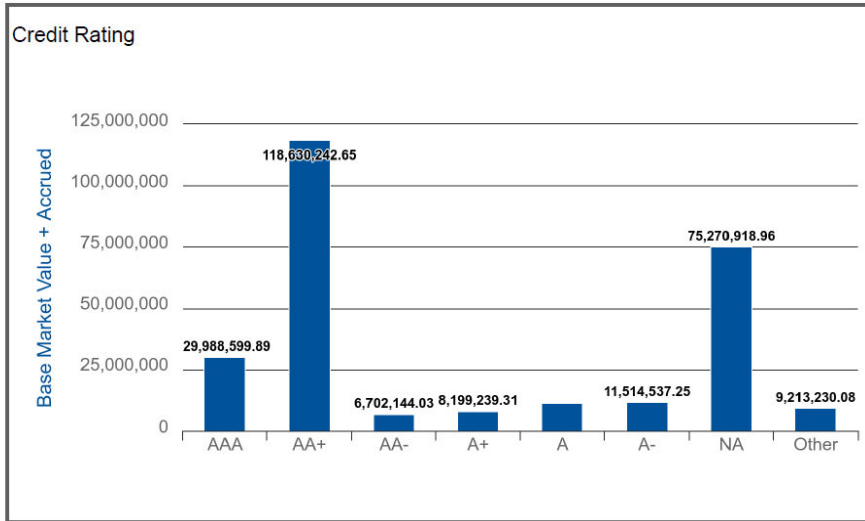


Risk Summary

08/01/2021 - 08/31/2021

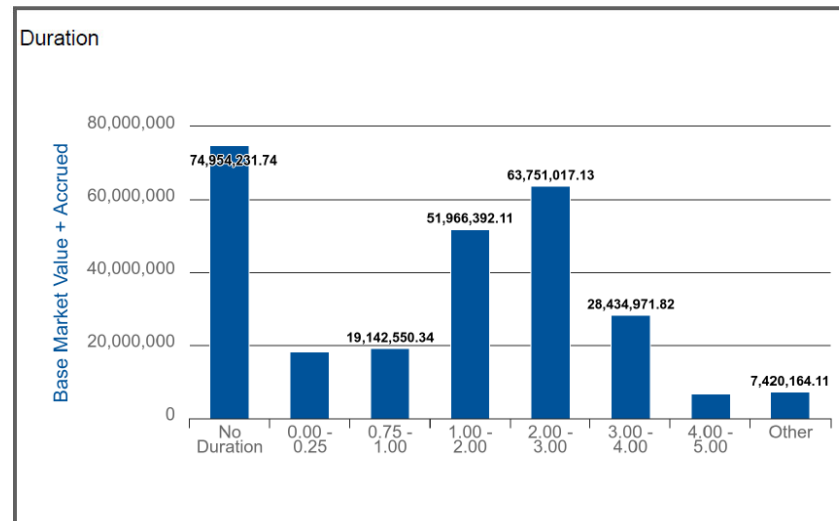
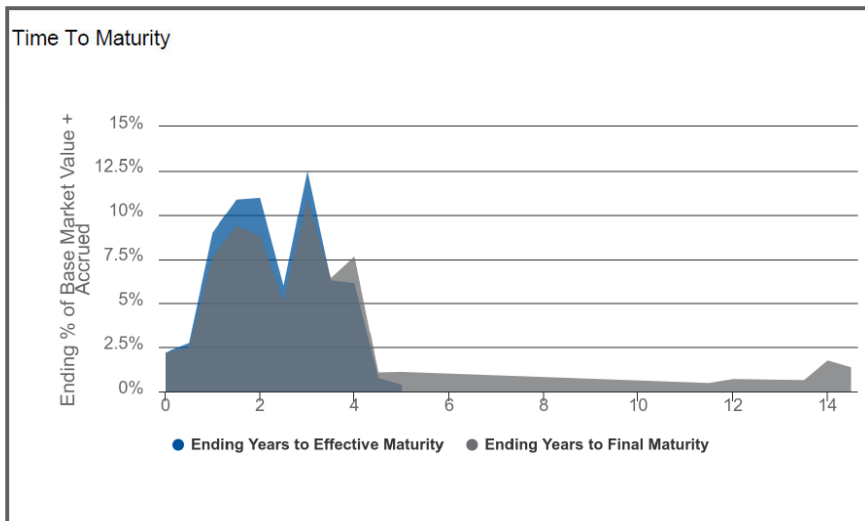
SAM Transit District Agg (136232)

Dated: 09/08/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.855%	4.109%	2.108%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	7.549%	12.960%	16.254%	8.239%	1.530%	0.000%	0.000%	0.000%	0.000%
A	4.159%	2.000%	4.247%	2.259%	1.014%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.927%	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%	0.117%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



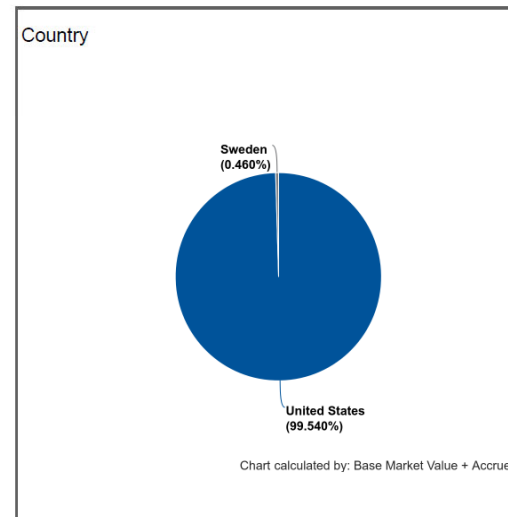
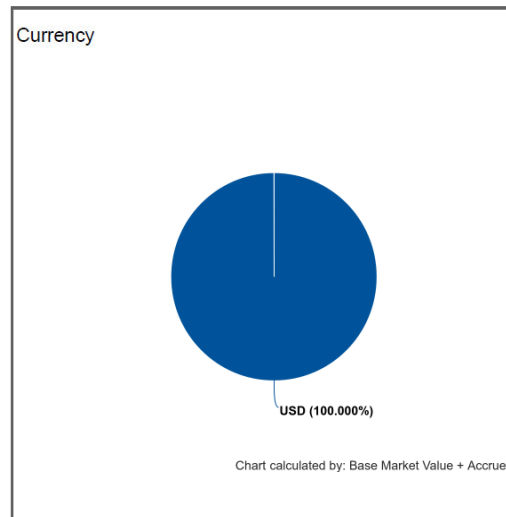
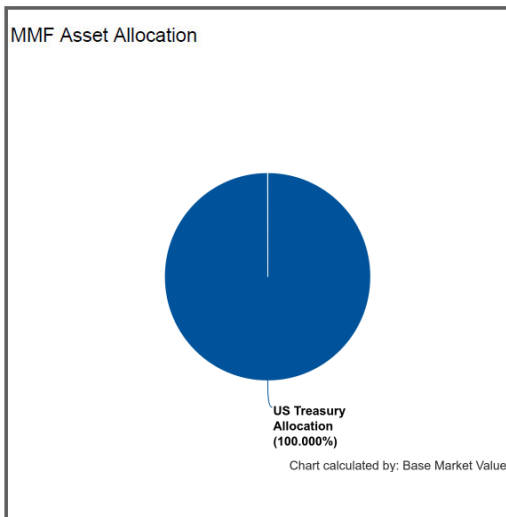
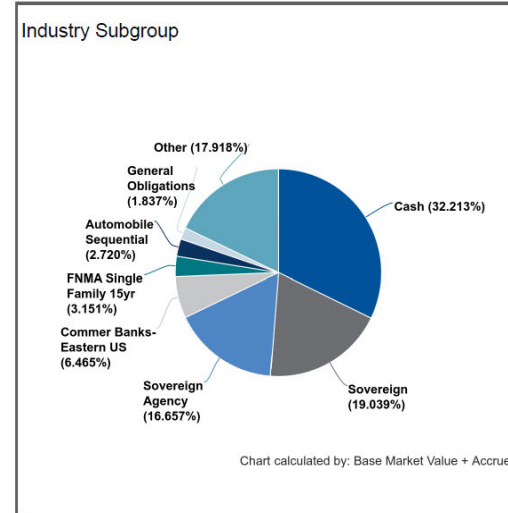
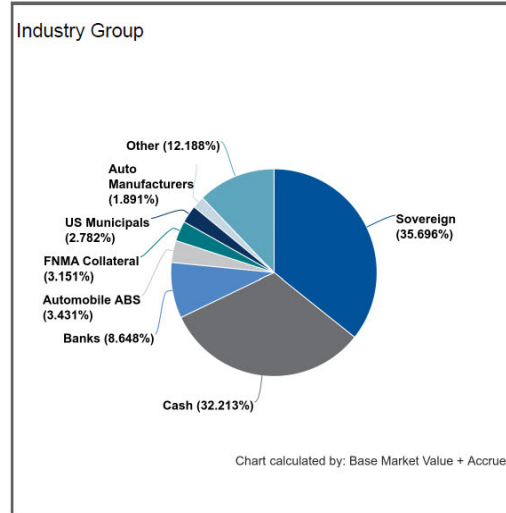
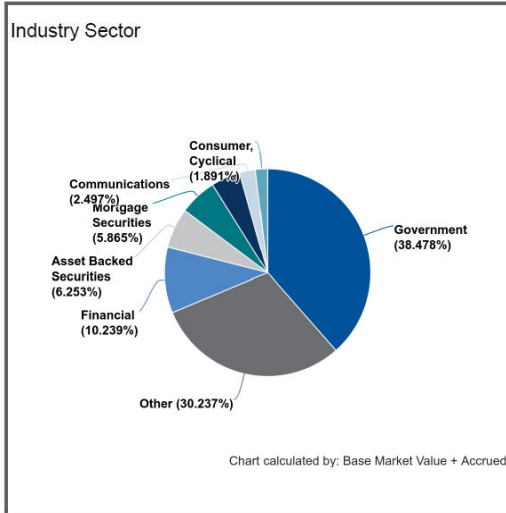


Risk Summary

08/01/2021 - 08/31/2021

SAM Transit District Agg (136232)

Dated: 09/08/2021



clearwater

Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 08/31/2021
Base Currency: USD

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	8,441,313.06	---	08/31/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND		FIRST AMER:US TRS MM Y	8,441,313.06			8,441,313.06	0.00	8,441,313.06	8,441,313.06

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

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 08/31/2021
 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	370,482.95	370,505.77
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	315,869.07	315,894.27
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,684,788.75	1,686,057.73
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	878.85	1,476,198.98	1,477,077.83
ABS	14313FAD1	CARMX 2018-3 A3	107,586.50	07/25/2018	06/15/2023	107,571.83	149.66	108,371.02	108,520.68
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	451,870.27	451,994.27
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	425,567.14	425,661.58
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	254,682.25	254,720.78
ABS	36255JAD6	GMCAR 2018-3 A3	80,324.95	07/18/2018	05/16/2023	80,306.22	101.08	80,810.33	80,911.41
ABS	362569AD7	GMCAR 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	301,005.22	301,051.97
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	701,523.88	701,655.13
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	400,474.41	400,537.75
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	410,037.14	410,078.49
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	610,465.94	610,587.94
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,251,060.06	1,251,271.17
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	53.04	335,025.94	335,078.98
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,835.77	250,892.43
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	91.71	355,649.65	355,741.36
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	91.67	401,168.41	401,260.08
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	200.06	1,452,477.14	1,452,677.20
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	942,284.40	942,468.22
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	335,817.40	335,868.58
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,033,529.10	1,033,677.02
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	482,108.03	482,376.53
ABS			14,382,911.45			14,380,869.87	4,463.93	14,432,103.24	14,436,567.17

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	1,902.78	998,509.00	1,000,411.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	1,014.06	543,758.60	544,772.66
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	6,340.28	11,012,870.00	11,019,210.28
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,239.58	1,002,280.00	1,004,519.58
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,027.78	998,063.00	999,090.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	81.25	1,286,352.60	1,286,433.85
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,900.00	1,190,989.20	1,192,889.20
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	750.69	1,150,215.05	1,150,965.74
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	3,281.25	908,334.90	911,616.15
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,147.92	952,762.60	953,910.52
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	451.39	1,000,703.00	1,001,154.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	666.67	1,584,816.00	1,585,482.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	121.53	2,501,895.00	2,502,016.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,321.53	1,100,628.10	1,101,949.63
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,802.08	1,500,856.50	1,502,658.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	2,139.58	1,285,572.60	1,287,712.18
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	562.50	1,197,289.20	1,197,851.70
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,038.19	1,300,236.60	1,301,274.79
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	4,833.33	7,999,704.00	8,004,537.33
AGCY BOND			39,550,000.00			39,514,990.87	32,622.40	39,515,835.95	39,548,458.35

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22533CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	10,541.75	913,921.20	924,462.95
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	3,186.00	1,201,725.60	1,204,911.60
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	4,898.83	971,309.45	976,208.28
CD	65585TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	292.92	965,125.90	965,418.82
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL	950,000.00	09/03/2019	08/26/2022	950,000.00	294.50	965,219.00	965,513.50
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	7,245.00	903,607.20	910,852.20
CD			5,850,000.00			5,850,000.00	26,459.00	5,920,908.35	5,947,367.35

CORP (CORPORATE 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	7,735.00	955,520.10	963,255.10
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,791.69	1,314,627.86	1,316,419.54
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	943,800.30	947,640.30
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	1,011,249.00	1,014,686.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	1,011,249.00	1,014,686.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	2,406.25	707,874.30	710,280.55
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	948,416.40	950,291.40
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	128.65	326,612.65	326,741.30
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	560.76	853,142.45	853,703.21
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	2,583.33	887,284.80	889,868.13
CORP	06051JD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	2,901.80	1,103,172.40	1,106,074.20
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,398.93	401,549.20	402,948.13
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	1,283.33	1,447,213.60	1,448,496.93
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	2,778.13	391,821.75	394,599.88
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	3,704.17	522,429.00	526,133.17
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	812.89	523,531.54	524,344.43
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	706.88	728,711.28	729,418.15
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	469.69	225,635.85	226,105.54
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	922,566.60	926,840.10
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	1,275.00	918,985.15	920,260.15
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	1,821.88	453,815.10	455,636.98
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	793.33	176,880.55	177,673.88
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	46.18	982,464.35	982,510.53
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	937,303.20	938,060.33
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	971,858.70	976,959.95
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	2,242.50	495,122.40	497,364.90
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	11,388.80	944,680.50	956,069.30
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	4,342.81	330,514.60	334,857.41
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,194.80	580,736.60	581,931.40
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	961,463.70	964,788.70
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	4,631.25	329,275.38	333,906.63
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	76.81	394,872.81	394,949.62
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	194.03	633,926.85	634,120.88
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,680.94	498,122.46	499,803.40
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	464,008.05	464,413.05
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	144,358.06	144,484.06
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	139,202.42	139,323.92
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	92.51	280,271.04	280,363.55
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,892,494.80	1,896,214.80
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	3,747.08	1,150,922.30	1,154,669.38
CORP			27,972,000.00			28,848,058.62	93,208.78	28,907,687.08	29,000,895.86

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LWH4	MUFG BANK LTD. (NEW YORK BRANCH)	4,500,000.00	12/22/2020	09/17/2021	4,491,257.50	0.00	4,499,797.50	4,499,797.50
CP	63873JWH9	NATIXIS, NEW YORK BRANCH	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,499,967.00	1,499,967.00
CP			6,000,000.00			5,988,800.83	0.00	5,999,764.50	5,999,764.50

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	1,387,341.93	06/25/2021	06/01/2035	1,494,860.94	4,046.41	1,489,055.06	1,493,101.48
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	698,529.00	700,187.58
FHLMC	3137BM6P6	FHMS K-721 A2	429,254.58	04/09/2018	08/25/2022	432,909.95	1,105.33	436,843.80	437,949.13
FHLMC	3137F62S5	FHMS K-J31 A1	455,326.16	10/29/2020	05/25/2026	455,317.06	215.90	454,001.17	454,217.07
FHLMC	3137FKK39	FHMS K-P05 A	35,303.99	12/17/2018	07/25/2023	35,303.88	94.23	36,039.72	36,133.95
FHLMC	3137FQ3V3	FHMS K-J27 A1	218,896.24	11/26/2019	07/25/2024	218,890.99	381.61	224,292.03	224,673.64
FHLMC			3,176,122.90			3,319,478.12	7,502.07	3,338,760.78	3,346,262.85

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	1,908,549.98	12/29/2020	09/25/2033	1,935,538.07	1,590.46	1,927,218.48	1,928,808.94
FHLMC CMO	3137F7DH5	FHR 5048 B	1,078,944.13	11/30/2020	05/25/2033	1,092,599.51	899.12	1,079,511.45	1,080,410.57
FHLMC CMO			2,987,494.11			3,028,137.58	2,489.58	3,006,729.93	3,009,219.51

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	3136B1XP4	FNA 2018-M5 A2	17.39	04/30/2018	09/25/2021	17.74	0.05	17.39	17.44
FNMA	3140K7XA6	FN BP0672	1,388,919.97	05/18/2021	03/01/2035	1,488,314.56	3,472.30	1,496,076.84	1,499,549.14
FNMA	3140QGKN6	FN CA8400	1,382,403.78	03/22/2021	12/01/2035	1,512,436.13	4,032.01	1,508,456.97	1,512,488.98
FNMA	3140X92C8	FN FM6170	1,312,785.89	06/25/2021	07/01/2035	1,422,731.71	4,375.95	1,396,743.70	1,401,119.66
FNMA	3140X9K46	FN FM5714	1,069,515.13	03/25/2021	11/01/2035	1,165,103.04	3,565.05	1,149,534.84	1,153,099.89
FNMA	3140XALC4	FN FM6622	1,541,456.40	03/29/2021	02/01/2036	1,620,937.75	3,211.37	1,628,680.96	1,631,892.33
FNMA			6,695,098.57			7,209,540.93	18,656.73	7,179,510.71	7,198,167.44

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	3,085,090.18	---	08/31/2021	3,085,090.18	0.00	3,085,090.18	3,085,090.18
MMFUND			3,085,090.18			3,085,090.18	0.00	3,085,090.18	3,085,090.18

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	627.73	259,873.05	260,500.78
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	329.48	425,046.40	425,375.88
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	238,804.40	239,207.09
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	733.83	354,455.50	355,189.33
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,362.83	658,274.50	659,637.33
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	524.17	253,182.50	253,706.67
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIS1	550,000.00	11/10/2020	08/01/2025	550,000.00	354.29	552,227.50	552,581.79
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	318.75	753,607.50	753,926.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	212.63	405,016.20	405,228.83
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	575.85	330,640.20	331,216.05
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	6,418.67	1,600,384.00	1,606,802.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	336.38	577,438.00	577,774.38
MUNI			6,375,000.00			6,378,878.00	12,197.28	6,408,949.75	6,421,147.03

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	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	7,548.66	2,130,117.19	2,137,665.85
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	21,463.65	6,056,718.75	6,078,182.40
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	10,913.72	3,079,687.50	3,090,601.22
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	11,974.39	2,973,406.25	2,985,380.64
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	3,922.64	974,046.88	977,969.52
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	7,019.47	1,743,031.25	1,750,050.72
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	16,152.85	3,038,500.00	3,054,652.85
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	12,593.75	2,369,000.00	2,381,593.75
US GOV	912828T91	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	1,876.70	2,536,718.75	2,538,595.45
US GOV	912828X47	UNITED STATES TREASURY	1,800,000.00	05/07/2018	04/30/2022	1,742,484.38	11,372.28	1,821,656.25	1,833,028.53
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	17,119.57	5,229,687.50	5,246,807.07
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	5,050.27	1,542,757.81	1,547,808.08
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,225.54	679,859.38	682,084.92
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,540.76	470,671.88	472,212.64
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,622.28	1,412,015.63	1,416,637.91
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,546.54	885,859.38	888,405.91
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,069.97	2,467,968.75	2,469,038.72
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	399.59	1,495,312.50	1,495,712.09
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	224.69	345,460.94	345,685.63
US GOV			40,200,000.00			39,922,302.76	139,637.33	41,252,476.56	41,392,113.90

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	156,273,717.21	---	---	157,526,147.77	337,237.10	159,047,817.04	159,385,054.14

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

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 08/31/2021
 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	65,084.84	65,088.85
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,248.30	90,255.50
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	482,093.17	482,456.28
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	151.94	255,207.28	255,359.22
ABS	14313FAD1	CARMX 2018-3 A3	28,177.42	07/25/2018	06/15/2023	28,173.58	39.20	28,382.89	28,422.08
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,540.30	130,576.12
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	100,133.44	100,155.67
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,943.93	44,950.73
ABS	36255JAD6	GMCAR 2018-3 A3	24,097.49	07/18/2018	05/16/2023	24,091.87	30.32	24,243.10	24,273.42
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,217.80	65,227.93
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	85,100.81	85,114.27
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	70,006.34	70,013.40
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	105,080.20	105,101.20
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	275,233.21	275,279.66
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.29	65,005.03	65,015.32
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,200.58	60,214.18
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	25.21	110,321.31	110,346.52
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,243.02	100,262.58
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	65,158.60	65,168.53
ABS	92290BA49	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,513.95	150,535.49
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	126,870.53	126,941.19
ABS			2,487,274.90			2,486,878.90	929.50	2,499,828.65	2,500,758.15

AGCY BOND

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	523.26	274,589.98	275,113.24
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	212.03	113,694.98	113,907.01
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	615.89	275,627.00	276,242.89
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	282.64	274,467.33	274,749.96
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	17.19	272,113.05	272,130.24
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	435.42	272,935.03	273,370.44
AGCY BOND	3135G08H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2025	249,715.00	163.19	250,046.75	250,209.94
AGCY BOND	3135G09J2	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	911.46	252,315.25	253,226.71
AGCY BOND	3137EAE86	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	332.29	275,799.70	276,131.99
AGCY BOND	3137EAE84	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	124.13	275,193.33	275,317.46
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	145.83	346,678.50	346,824.33
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	38.89	800,606.40	800,645.29
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	408.47	340,194.14	340,602.61
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	552.64	460,262.66	460,815.30
AGCY BOND	3137EAE33	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	905.21	543,896.10	544,801.31
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	121.88	259,412.66	259,534.54
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	219.62	275,050.05	275,269.67
AGCY BOND			5,575,000.00		05/28/2024	5,562,978.74	6,010.03	5,562,882.89	5,568,892.92

CD	Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD		2253CDV0	Credit Agricole Corporate And Investment Bank, New	250,000.00	04/04/2019	04/01/2022	250,000.00	2,928.26	253,867.00	256,795.26
CD		22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/23/2021	03/17/2023	200,000.00	531.00	200,287.60	200,818.60
CD		23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/06/2019	12/02/2022	275,000.00	1,418.08	281,168.53	282,586.61
CD		65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/29/2019	08/26/2022	275,000.00	84.79	279,378.55	279,463.34
CD		83050PDR7	Skandinaviska Enskilda Banken AB (publ)	275,000.00	09/03/2019	08/26/2022	275,000.00	85.25	279,405.50	279,490.75
CD		86565CKU2	Sumitomo Mitsui Banking Corporation, New York Bra	250,000.00	07/14/2020	07/08/2022	250,000.00	2,012.50	251,002.00	253,014.50
CD		---	---	1,525,000.00	---	09/07/2022	1,525,000.00	7,059.89	1,545,109.18	1,552,169.06
CORP	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	333.81	244,930.67	245,264.48
CORP		02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	262,166.75	263,233.42
CORP		03783SDT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	278,093.48	279,038.79
CORP		05511FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	263,449.00	263,969.83
CORP		05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	21.77	55,272.91	55,294.68
CORP		05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	98.96	150,554.55	150,653.51
CORP		06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	527.60	200,576.80	201,104.40
CORP		06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	699.47	200,774.60	201,474.07
CORP		06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	740.83	104,485.80	105,226.63
CORP		14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	195.00	201,023.80	201,218.80
CORP		24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	465.59	115,974.97	116,440.56
CORP		24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	226.67	50,537.30	50,763.97
CORP		254687EK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	13.13	279,226.71	279,239.84
CORP		38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	269,960.75	271,377.76
CORP		46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	1,336.25	101,696.80	103,033.05
CORP		46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	299.29	100,168.20	100,467.49
CORP		46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	422.30	205,260.35	205,682.65
CORP		693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	267,073.25	267,996.86
CORP		69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,425.00	101,315.50	102,740.50
CORP		69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	32.08	104,822.55	104,854.63
CORP		808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	288.65	85,536.18	85,824.83
CORP		89236GTG6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	128,891.13	129,003.63
CORP		89236GTG6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	51,556.45	51,601.45
CORP		89236GTG6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	25,778.23	25,800.73
CORP		91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	651.67	200,160.40	200,812.07
CORP		---	---	3,955,000.00	---	09/10/2024	3,969,756.90	12,831.50	4,049,287.11	4,062,118.61
FHLMC	Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC		3132CWMM3	FH SB0364	257,511.26	06/25/2021	06/01/2035	277,468.38	751.07	276,390.73	277,141.81
FHLMC		3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	188,065.50	188,512.04
FHLMC		3137BM6P6	FHMS K-721 A2	124,006.88	04/09/2018	08/25/2022	125,062.87	319.32	126,199.32	126,518.64
FHLMC		3137FC2S5	FHMS K-331 A1	107,388.25	10/29/2020	05/25/2026	107,386.10	50.92	107,075.75	107,126.67
FHLMC		3137FKK39	FHMS K-P05 A	10,029.54	12/17/2018	07/25/2023	10,029.51	26.77	10,238.56	10,265.33
FHLMC		3137FQ3V3	FHMS K-127 A1	56,856.17	11/26/2019	07/25/2024	56,854.80	99.12	58,257.67	58,356.79
FHLMC		---	---	730,792.10	---	07/05/2028	760,469.64	1,693.74	766,227.53	767,921.27
FHLMC CMO	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	228,238.18	11/30/2020	05/25/2033	231,126.82	190.20	228,358.19	228,548.39
FHLMC CMO		3137F7DH5	FHR 5048 B	228,238.18	11/30/2020	05/25/2033	231,126.82	190.20	228,358.19	228,548.39

FNMA										
Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued	
FNMA	3136B1XP4	FNA 2018-M5 A2	4.78	04/30/2018	09/25/2021	4.88	0.01	4.78	4.80	
FNMA	3140K7XA6	FN BP0672	245,103.53	05/18/2021	03/01/2035	262,643.75	612.76	264,013.56	264,626.32	
FNMA	3140Q6KN6	FN CA8400	270,577.65	03/22/2021	12/01/2035	296,028.87	789.18	295,250.02	296,039.21	
FNMA	3140X9C28	FN FM6170	246,147.35	06/25/2021	07/01/2035	266,762.20	820.49	261,889.44	262,709.94	
FNMA	3140X9K46	FN FM5714	190,984.85	03/25/2021	11/01/2035	208,054.11	636.62	205,274.08	205,910.70	
FNMA	3140XALC4	FN FM6622	289,023.08	03/29/2021	02/01/2036	303,925.83	602.13	305,377.68	305,979.81	
FNMA	---	---	1,241,841.24	---	09/17/2035	1,337,419.63	3,461.20	1,331,809.57	1,335,270.77	
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	770,945.08	---	08/31/2021	770,945.08	0.00	770,945.08	770,945.08	
MMFUND	31846V534	FIRST AMER:US TRS MM Y	770,945.08	---	08/31/2021	770,945.08	0.00	770,945.08	770,945.08	
MUNI										
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	135.39	56,051.05	56,186.44	
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	57.47	74,136.00	74,193.47	
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	62,296.80	62,401.85	
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	115.32	55,700.15	55,815.47	
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	157.25	75,954.75	76,112.00	
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	272.57	131,654.90	131,927.47	
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	74.08	115,465.75	115,539.83	
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	44.63	85,003.40	85,048.03	
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	95.98	55,106.70	55,202.68	
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	1,103.21	275,066.00	276,169.21	
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	73.13	125,530.00	125,603.13	
MUNI	---	---	1,105,000.00	---	03/26/2025	1,105,886.10	2,234.05	1,111,965.50	1,114,199.55	
US GOV										
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	700,000.00	12/13/2018	12/31/2022	682,664.06	2,546.54	718,593.75	721,140.29	
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	5,820.65	1,642,500.00	1,648,320.65	
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	3,092.22	872,578.13	875,670.35	
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	825.82	205,063.50	205,888.32	
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,271.00	563,921.88	566,192.88	
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,654.21	875,500.00	880,154.21	
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,422.21	643,750.00	647,172.21	
US GOV	912828T91	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	525.48	710,281.25	710,806.73	
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	8,213.32	1,315,640.63	1,323,853.94	
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,595.11	1,098,234.38	1,101,829.48	
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,455.16	444,523.44	445,978.60	
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	427.99	130,742.19	131,170.18	
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	599.18	183,039.06	183,638.25	
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,540.76	470,671.88	472,212.64	
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	748.98	260,546.88	261,295.86	
US GOV	---	UNITED STATES TREASURY	9,850,000.00	---	06/09/2023	9,776,092.78	39,738.64	10,135,585.94	10,175,324.58	
Summary										
Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued	
---	---	---	27,469,091.49	---	09/13/2024	27,526,554.59	74,148.75	28,001,999.63	28,076,148.38	

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



Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 08/01/2021 - 08/31/2021
 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	2,459,026.74	0.000	Buy	---	---	08/31/2021	2,459,026.74	0.00	(2,459,026.74)
31846V534	FIRST AMER:US TRS MM Y	(1,997,088.39)	0.000	Sell	---	---	08/31/2021	(1,997,088.39)	0.00	1,997,088.39
31846V534	FIRST AMER:US TRS MM Y	684,503.84	0.000	Buy	---	---	08/31/2021	684,503.84	0.00	(684,503.84)
31846V534	FIRST AMER:US TRS MM Y	(298,161.54)	0.000	Sell	---	---	08/31/2021	(298,161.54)	0.00	298,161.54
69371RR40	PACCAR FINANCIAL CORP	635,000.00	0.500	Buy	08/03/2021	08/09/2021	08/09/2024	634,657.10	0.00	(634,657.10)
69371RR40	PACCAR FINANCIAL CORP	105,000.00	0.500	Buy	08/03/2021	08/09/2021	08/09/2024	104,943.30	0.00	(104,943.30)
3137F62S5	FHMS K-J31 A1	(1,068.12)	0.569	Principal Paydown	08/01/2021	08/01/2021	05/25/2026	(1,068.12)	0.00	1,068.12
3137F62S5	FHMS K-J31 A1	(251.92)	0.569	Principal Paydown	08/01/2021	08/01/2021	05/25/2026	(251.92)	0.00	251.92
904764BN6	UNILEVER CAPITAL CORP	280,000.00	0.626	Buy	08/09/2021	08/12/2021	08/12/2024	280,000.00	0.00	(280,000.00)
05565EBU8	BMW US CAPITAL LLC	325,000.00	0.750	Buy	08/09/2021	08/12/2021	08/12/2024	324,970.75	0.00	(324,970.75)
05565EBU8	BMW US CAPITAL LLC	55,000.00	0.750	Buy	08/09/2021	08/12/2021	08/12/2024	54,995.05	0.00	(54,995.05)
3137F7DH5	FHR 5048 B	(24,433.97)	1.000	Principal Paydown	08/01/2021	08/01/2021	05/25/2033	(24,433.97)	0.00	24,433.97
3133Q5GZ3	FHS 370 A3	(50,873.45)	1.000	Principal Paydown	08/01/2021	08/01/2021	09/25/2033	(50,873.45)	0.00	50,873.45
3137F7DH5	FHR 5048 B	(5,168.72)	1.000	Principal Paydown	08/01/2021	08/01/2021	05/25/2033	(5,168.72)	0.00	5,168.72
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(2,000,000.00)	1.250	Maturity	08/17/2021	08/17/2021	08/17/2021	(2,000,000.00)	0.00	2,000,000.00
05565EBW4	BMW US CAPITAL LLC	850,000.00	1.250	Buy	08/12/2021	08/16/2021	08/12/2026	849,745.00	118.06	(849,863.06)
3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(600,000.00)	1.250	Maturity	08/17/2021	08/17/2021	08/17/2021	(600,000.00)	0.00	600,000.00
05565EBW4	BMW US CAPITAL LLC	150,000.00	1.250	Buy	08/12/2021	08/16/2021	08/12/2026	149,955.00	20.83	(149,975.83)
3137FQ3V3	FHMS K-J27 A1	(440.02)	2.092	Principal Paydown	08/01/2021	08/01/2021	07/25/2024	(440.02)	0.00	440.02
3137FQ3V3	FHMS K-J27 A1	(114.29)	2.092	Principal Paydown	08/01/2021	08/01/2021	07/25/2024	(114.29)	0.00	114.29
3140XALC4	FN FM6622	(23,015.84)	2.500	Principal Paydown	08/01/2021	08/01/2021	02/01/2036	(23,015.84)	0.00	23,015.84
3140XALC4	FN FM6622	(4,315.47)	2.500	Principal Paydown	08/01/2021	08/01/2021	02/01/2036	(4,315.47)	0.00	4,315.47
02004VAC7	ALLYA 2018-2 A3	(21,633.31)	2.920	Principal Paydown	08/15/2021	08/15/2021	11/15/2022	(21,633.33)	0.00	21,633.33
02004VAC7	ALLYA 2018-2 A3	(6,157.17)	2.920	Principal Paydown	08/15/2021	08/15/2021	11/15/2022	(6,157.17)	0.00	6,157.17
3140K7XA6	FN BP0672	(9,544.74)	3.000	Principal Paydown	08/01/2021	08/01/2021	03/01/2035	(9,544.74)	0.00	9,544.74
3140K7XA6	FN BP0672	(1,684.37)	3.000	Principal Paydown	08/01/2021	08/01/2021	03/01/2035	(1,684.37)	0.00	1,684.37
36255JAD6	GMCAR 2018-3 A3	(15,948.26)	3.020	Principal Paydown	08/16/2021	08/16/2021	05/16/2023	(15,948.26)	0.00	15,948.26
36255JAD6	GMCAR 2018-3 A3	(4,784.48)	3.020	Principal Paydown	08/16/2021	08/16/2021	05/16/2023	(4,784.48)	0.00	4,784.48
3137BM6P6	FHMS K-721 A2	(723.08)	3.090	Principal Paydown	08/01/2021	08/01/2021	08/25/2022	(723.08)	0.00	723.08
3137BM6P6	FHMS K-721 A2	(208.89)	3.090	Principal Paydown	08/01/2021	08/01/2021	08/25/2022	(208.89)	0.00	208.89
14313FAD1	CARMX 2018-3 A3	(18,763.52)	3.130	Principal Paydown	08/15/2021	08/15/2021	06/15/2023	(18,763.53)	0.00	18,763.53
14313FAD1	CARMX 2018-3 A3	(4,914.26)	3.130	Principal Paydown	08/15/2021	08/15/2021	06/15/2023	(4,914.26)	0.00	4,914.26
3137FKK39	FHMS K-P05 A	(84.51)	3.203	Principal Paydown	08/01/2021	08/01/2021	07/25/2023	(84.51)	0.00	84.51
3137FKK39	FHMS K-P05 A	(24.01)	3.203	Principal Paydown	08/01/2021	08/01/2021	07/25/2023	(24.01)	0.00	24.01
3132CWMM3	FH SB0364	(60,909.54)	3.500	Principal Paydown	08/01/2021	08/01/2021	06/01/2035	(60,909.54)	0.00	60,909.54
3140QGKN6	FN CA8400	(30,307.15)	3.500	Principal Paydown	08/01/2021	08/01/2021	12/01/2035	(30,307.15)	0.00	30,307.15
3132CWMM3	FH SB0364	(11,305.72)	3.500	Principal Paydown	08/01/2021	08/01/2021	06/01/2035	(11,305.72)	0.00	11,305.72
3140QGKN6	FN CA8400	(5,932.01)	3.500	Principal Paydown	08/01/2021	08/01/2021	12/01/2035	(5,932.01)	0.00	5,932.01
3136B1XP4	FNA 2018-M5 A2	(4,902.68)	3.560	Principal Paydown	08/01/2021	08/01/2021	09/25/2021	(4,902.68)	0.00	4,902.68
3136B1XP4	FNA 2018-M5 A2	(1,348.24)	3.560	Principal Paydown	08/01/2021	08/01/2021	09/25/2021	(1,348.24)	0.00	1,348.24
3140X9K46	FN FM5714	(43,390.63)	4.000	Principal Paydown	08/01/2021	08/01/2021	11/01/2035	(43,390.63)	0.00	43,390.63
3140X9K46	FN FM6170	(53,493.14)	4.000	Principal Paydown	08/01/2021	08/01/2021	07/01/2035	(53,493.14)	0.00	53,493.14
3140X9K46	FN FM5714	(7,748.33)	4.000	Principal Paydown	08/01/2021	08/01/2021	11/01/2035	(7,748.33)	0.00	7,748.33
3140X9K46	FN FM6170	(10,029.96)	4.000	Principal Paydown	08/01/2021	08/01/2021	07/01/2035	(10,029.96)	0.00	10,029.96
---	---	224,760.84	0.607	---	---	---	12/05/2022	224,027.02	138.89	(224,165.91)

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* 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 AUGUST 2021

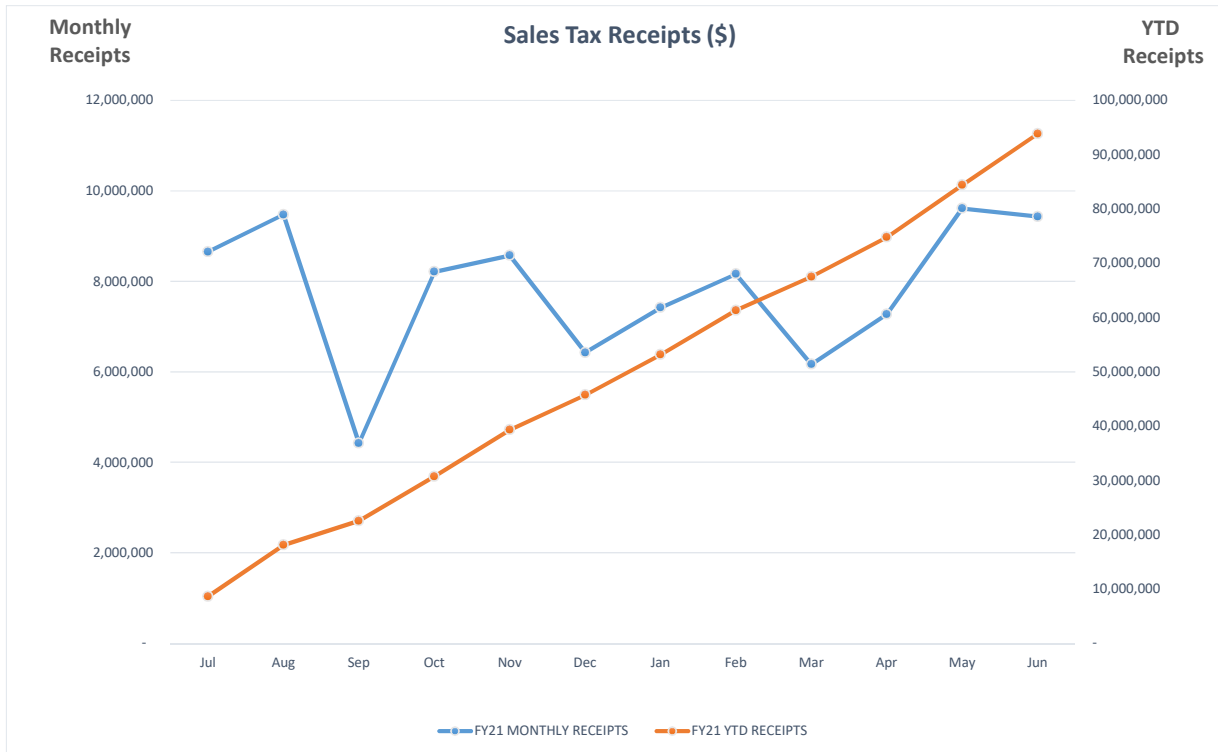
BUDGET AMENDMENTS

	Amount	Line Item		Description
Aug-21			Line	
				No Budget Amendments for AUGUST 2022
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Aug-21				No Budget Revisions for AUGUST 2022
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

**SAN MATEO COUNTY TRANSIT DISTRICT
 FY2022
 Measure A Sales Tax
 August 2021**



* 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

August 2021

	FY21 MONTHLY RECEIPTS	FY22 MONTHLY RECEIPTS*	MONTHLY % Change	FY21 YTD RECEIPTS	FY22 YTD RECEIPTS	YTD % Change
Jul	8,652,560		(100.0%)	8,652,560		(100.0%)
Aug	9,475,233		(100.0%)	18,127,793		(100.0%)
Sep	4,423,442		(100.0%)	22,551,235		(100.0%)
Oct	8,212,521		(100.0%)	30,763,756		(100.0%)
Nov	8,570,674		(100.0%)	39,334,430		(100.0%)
Dec	6,428,114		(100.0%)	45,762,544		(100.0%)
Jan	7,420,385		(100.0%)	53,182,929		(100.0%)
Feb	8,162,508		(100.0%)	61,345,438		(100.0%)
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>-</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **REAFFIRM THE SAN MATEO COUNTY TRANSIT DISTRICT INVESTMENT POLICY
AND THE PARATRANSIT TRUST FUND INVESTMENT POLICY, AND REAUTHORIZE
INVESTMENT OF MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

ACTION

Staff proposes the Board:

1. Reaffirm the San Mateo County Transit District (District) Statement of Investment Policy and the Paratransit Trust Fund Statement of Investment Policy (together, "Investment Policies") as presented; and
2. Reauthorize the investment of District and Paratransit Trust Fund monies in Local Agency Investment Funds (LAIF) in compliance with LAIF requirements; and
3. Authorize the then-current permanent or Acting General Manager/CEO, or their designee, to order the deposit or withdrawal of District and Paratransit Trust Fund monies in LAIF.

SIGNIFICANCE

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

After consideration of the existing policies, staff and the District's investment advisors recommend no changes to the existing Investment Policies this year. Staff will continue to review the Investment Policies on a regular basis, and especially as increases in investable balances may lead to any appropriate changes. As such, the proposed action will:

- Reaffirm the Investment Policies' limitations for investment instruments consistent with the limitations set forth in *California Government Code Sections 53600 et seq.* for the District's and the Paratransit Trust Fund's current portfolios and to be updated annually by the General Manager/CEO or a designee with advice from the District's investment advisers; and

- Reauthorize the investment of District and Paratransit Trust Fund monies in LAIF; and
- Confirm the ability of the then-current permanent or Acting General Manager/CEO to order the withdrawal or deposit of the District's LAIF investments.

BUDGET IMPACT

Reaffirmation of the Investment Policies and reauthorization of investment in LAIF will have no impact on the District's capital or operating budgets.

BACKGROUND

The District's general and Paratransit Trust Fund investments continue to be in accordance with sound treasury management practices and comply with the objectives of safety, liquidity, and yield in that order of priority. The District originally adopted its Investment Policy in October 1985 and its Paratransit Trust Fund Investment Policy in March 2009. The District has, from time to time, amended the Investment Policies, most recently in November of 2020 to align with State law.

Continued investments in LAIF are also consistent with the District's investment objectives.

Prepared by: Connie Mobley-Ritter, Director, Treasury

650-508-7765

RESOLUTION NO. 2021-

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

**REAFFIRMING THE INVESTMENT POLICY FOR THE
SAN MATEO COUNTY TRANSIT DISTRICT AND PARATRANSIT TRUST FUNDS**

WHEREAS, in accordance with applicable State law, the San Mateo County District (District) is required to adopt an investment policy; and

WHEREAS, in October 1985, the District adopted a Statement of Investment Policy for the investment of District funds; and

WHEREAS, in March 2009, the District adopted a Statement of Investment Policy for the investment of Paratransit Trust Funds; and

WHEREAS, the District may annually render a statement of said investment policies to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

WHEREAS, the District has amended or reaffirmed its investment policies over the years, most recently in November 2020; and

WHEREAS, in presenting both the District's Statement of Investment Policy and the Paratransit Trust Fund's Statement of Investment Policy to the Board of Directors, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors reaffirm the investment policies as presented; and

WHEREAS, staff recommends, and the Finance Committee concurs, appointment of the then-current permanent or Acting General Manager/CEO, or their designee, as trustee for purposes of placing investments pursuant to the aforementioned policies.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo

County Transit District does hereby:

- 1. Approve and reaffirm the Statement of Investment Policy for the Investment of District funds, attached hereto as Exhibit A;
- 2. Approve and reaffirm the Statement of Investment Policy for the Investment of the Paratransit Trust Fund, attached hereto as Exhibit B;
- 3. Appoint the then-current permanent or Acting General Manager/CEO, or their designee, as trustee for purposes of placing investments pursuant to said policies.

Regularly passed and adopted this 6th day of October, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

October, 1985	Revised October, 1993	Reaffirmed October, 2001	Amended March 2009
Revised October, 1986	Revised November, 1994	Reaffirmed December, 2002	Reaffirmed March 2010
Revised October, 1987	Reaffirmed October, 1995	Revised December, 2003	Amended April 2011
Revised October, 1988	Revised March, 1996	Reaffirmed December, 2004	Amended April 2012
Revised October, 1989	Revised September, 1997	Reaffirmed October, 2005	Reaffirmed April 2013
Reaffirmed October, 1990	Reaffirmed October, 1998	Reaffirmed November, 2006	Reaffirmed April 2014
Revised October, 1991	Reaffirmed October, 1999	Amended November 2007	Amended August 2016
Reaffirmed October, 1992	Reaffirmed October, 2000	Reaffirmed December 2008	Reaffirmed September 2017
			Amended October 2019
			Amended November 2020
			Proposed for Reaffirmation October 2021

EXHIBIT A

SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF INVESTMENT POLICY

I. PURPOSE

This Statement of Investment Policy (Investment Policy) sets forth the investment guidelines for the prudent investment and cash management of the San Mateo County Transit District’s (DISTRICT) funds. It is the goal of this Investment Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return over an economic cycle consistent with the DISTRICT’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the DISTRICT’s Board of Directors at a public meeting. (*California Government Code Section 53646(a)*). Irrespective of these policy provisions, should the provisions of the Code be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVE

The DISTRICT’s cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the DISTRICT to invest funds to the fullest extent possible. Idle funds of the DISTRICT shall be invested in accordance with sound treasury management and in accordance with the provisions of the Code and this Investment Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. DISTRICT officials shall act in accordance with written procedures and the Investment Policy, and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The DISTRICT's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the DISTRICT. The third objective is to achieve a return on its invested funds.

III. BENCHMARKS

Investment performance will be compared to the performance benchmark selected by the DISTRICT, which approximates the DISTRICT's portfolio and the specific restrictions on the DISTRICT's portfolio in accordance with applicable current legislation by the State of California. The benchmark will be reviewed periodically to ensure it remains appropriate and consistent with the DISTRICT's risk and return expectations.

IV. POLICY

At all times, the DISTRICT shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (including the *Code*). In addition, the DISTRICT shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The General Manager/CEO of the DISTRICT, or his designee, shall serve as the DISTRICT's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis.

1. Criteria for Selecting Investments. Criteria for selecting investments and the order of priority are:
 - a. Safety. The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The DISTRICT shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Section 6, and Section 7, are deemed to constitute safe investments within the meaning of this Investment Policy.

- b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months' operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term, and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the DISTRICT's investment portfolio.
 - c. **Return on Investment.** The DISTRICT's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as described in the section entitled "Objective" (see above). This benchmark takes into account the DISTRICT's investment risk constraints and the cash flow characteristics of the portfolio.
 2. **Diversification.** The DISTRICT will focus on diversification and invest in securities consistent with the diversification limits established by this policy and consistent with California Government Code.
 3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements, will be executed on a Delivery versus Pay Basis (DVP). The assets of the DISTRICT shall be held in safekeeping by the DISTRICT's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitutions will not be acceptable.
 4. **Maturity of Investments.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this Investment Policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the DISTRICT including money paid to the DISTRICT to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the

objective of realizing maximum return, consistent with prudent financial management.

6. **Allowable Investment Instruments.** The DISTRICT also may invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. This Policy may be more restrictive than *California Government Code* regarding the limitations of certain investment types, as shown in the table in Section 10. These investment instruments include but are not limited to:
- a. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest, pursuant to *California Government Code Section 53601(b)*.
 - b. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government sponsored enterprises, pursuant to *California Government Code Section 53601(f)*.
 - c. Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers' acceptances shall not exceed 180 days' maturity or 40 percent of the agency's moneys that may be invested pursuant to this section. However, no more than 30 percent of the agency's moneys may be invested in the bankers' acceptances of any one commercial bank pursuant to this section. This subdivision does not preclude a municipal utility district from investing moneys in its treasury in a manner authorized by the Municipal Utility District Act (*California Public Utilities Code Section 11501, et seq.*). Pursuant to *California Government Code Section 53601(g)*.
 - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization (NRSRO). Eligible commercial paper shall have a maximum maturity of 270 days or less. No more than 40 percent of the agency's money may be invested in eligible commercial paper. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer pursuant to *California Government Code Section 53601(h)*.
 - e. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by *California Financial Code Section 5102*), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit shall not exceed 30 percent of the agency's

moneys that may be invested pursuant to *California Government Code Section 53601(i)*.

- f. Investments in repurchase agreements or reverse repurchase agreements or securities lending agreements as defined in *California Government Code Section 53601(j)*.
- g. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of “A” or its equivalent or better by an NRSRO. Purchases of medium-term notes shall not include other instruments authorized by this section and may not exceed 30 percent of the agency’s moneys that may be invested pursuant to *California Government Code Section 53601(k)*. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer.
- h. Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as described by *California Government Code Section 53601(l)*.
- i. Local government investment pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 as described by *California Government Code Section 53601(p)*.
- j. A mortgage passthrough security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable passthrough certificate, or consumer receivable-backed bond. Securities eligible for investment under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less. Purchase of securities authorized by this subdivision may not exceed 20 percent of the agency’s surplus moneys that may be invested pursuant to this *California Government Code Section 53601(o)*.
- k. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state. Pursuant to California Government Code 53601(c).

Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by

a department, board, agency, or authority of any of the other 49 states, in addition to California. Pursuant to *California Government Code 53601(d)*.

Bonds, notes, warrants, or other evidences of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. Pursuant to *California Government Code 53601(e)*.

1. Supranational obligations including United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and shall not exceed 30 percent of the agency’s moneys that may be invested pursuant to *California Government Code Section 53601(q)*.

- m. Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; or Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody’s and Standard & Poor’s.

7. **Local Agency Investment Fund & San Mateo County Investment Pool.** The Board of Directors also authorizes the DISTRICT to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The DISTRICT shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The DISTRICT shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the DISTRICT may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

9. **Portfolio Transactions.** The DISTRICT's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.5*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the DISTRICT. Investment advisors may incur Realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time.
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the General Manager/CEO or his designee may invest in the following instruments, subject to the limits of flexibility described above and in the table below. Limitations set in this Policy may be more restrictive than required by *California Government Code*:

Instrument	Credit Rating	% of Fund	% of Fund per Issuer	Maximum Maturity
(a) U.S. Treasury Obligations		100	N/A	15 years
(b) Obligations of U.S. Agencies or Government Sponsored Enterprises		100	N/A	15 years
(c) Bankers' Acceptances		40	30	180 days
(d) Commercial Paper	A1/P1/F1	40	10	270 days
(e) Negotiable Certificates of Deposit		30	N/A	5 years
(f) Repurchase Agreements		100	N/A	1 year
Reverse Repurchase Agreements & Securities Lending		20	N/A	92 days
(g) Medium Term Corporate Notes	"A" category (split rated issues not allowed)	30	10	5 years

(h) Shares of beneficial interest issued by diversified management companies		20	10	N/A
(i) Local Government Investment Pools		100	N/A	N/A
(j) Asset-backed and mortgage-backed securities	“AA” category	20	N/A	5 years
(k) Municipal Obligations		100	N/A	10 years
(l) Supranational Obligations	“AA” category	30%	N/A	5 years
Local Agency Investment Fund		Up to current state limit		
San Mateo County Investment Fund		Up to current state limit		

11. Oversight.

- a. Quarterly, the General Manager/CEO shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:
 - 1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the DISTRICT;
 - 2. description of any of the DISTRICT’s funds, investments or programs that are under the management of contracted parties, including lending programs;
 - 3. for all securities held by the DISTRICT or under management by any outside party that is not a local agency or the State of California LAIF, a current market value as of the date of the report and the source of this valuation;
 - 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
 - 5. statement that the DISTRICT has the ability to meet its pool’s expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

- b. Annually, the General Manager/CEO shall perform, or cause to be performed, an independent audit of the DISTRICT's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the DISTRICT's Investment Policy and State Codes. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.

- c. If the DISTRICT places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association, or the SMCIF (or any combination of these three), the General Manager/CEO can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

March 2009 Reaffirmed April 2013 Proposed for Reaffirmation October 2021
Reaffirmed March 2010 Reaffirmed April 2014
Amended April 2011 Amended August 2016
Reaffirmed April 2012 Reaffirmed September 2017
Amended October 2019 Amended November 2020

EXHIBIT B

SAN MATEO COUNTY TRANSIT DISTRICT

Statement of Investment Policy for the Investment of the Paratransit Trust Fund

I. PURPOSE

This Statement of Investment Policy (Investment Policy) sets forth the investment guidelines for the prudent investment and cash management of the Paratransit Trust Fund of the San Mateo County Transit District (DISTRICT). It is the goal of this Investment Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return over an economic cycle consistent with the DISTRICT’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the DISTRICT’s Board of Directors at a public meeting. (*California Government Code Section 53646(a)*). Irrespective of these policy provisions, should the provisions of the Code be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVE

The DISTRICT’s cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the DISTRICT to invest funds to the fullest extent possible. Idle funds of the DISTRICT shall be invested in accordance with sound treasury management and in accordance with the provisions of the Code and this Investment Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. DISTRICT officials shall act in accordance with written procedures and the Investment Policy,

and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The DISTRICT's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the DISTRICT. The third objective is to achieve a return on its invested funds.

III. BENCHMARKS

Investment performance will be compared to the performance benchmark selected by the DISTRICT, which approximates the DISTRICT's portfolio and the specific restrictions on the DISTRICT's portfolio in accordance with applicable current legislation by the State of California. The benchmark will be reviewed periodically to ensure it remains appropriate and consistent with the DISTRICT's risk and return expectations.

IV. POLICY

At all times, the DISTRICT shall invest the Paratransit funds in accordance with the rules and restrictions established by the law of the State of California (including *Government Code Section 53600 et seq.*). In addition, the DISTRICT shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The General Manager/CEO of the DISTRICT, or his designee, shall serve as the DISTRICT's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis.

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The DISTRICT shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Section 6, and Section 7, are deemed to constitute safe investments within the meaning of this Investment Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months' operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to

meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term, and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the DISTRICT's investment portfolio.

- c. **Return on Investment.** The DISTRICT's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as described in the section entitled "Objective" (see above). This benchmark takes into account the DISTRICT's investment risk constraints and the cash flow characteristics of the portfolio.
2. **Diversification.** The DISTRICT will focus on diversification and invest in securities consistent with the diversification limits established by this policy and consistent with California Government Code.
3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements, will be executed on a Delivery versus Pay Basis (DVP). The assets of the DISTRICT shall be held in safekeeping by the DISTRICT's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitutions will not be acceptable.
4. **Maturity of Investments.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this Investment Policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the DISTRICT including money paid to the DISTRICT to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

6. **Allowable Investment Instruments.** The DISTRICT also may invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. This Policy may be more restrictive than *California Government Code* regarding the limitations of certain investment types, as shown in the table in Section 10. These investment instruments include but are not limited to:
- a. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest, pursuant to *California Government Code Section 53601(b)*.
 - b. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government sponsored enterprises, pursuant to *California Government Code Section 53601(f)*.
 - c. Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers' acceptances shall not exceed 180 days' maturity or 40 percent of the agency's moneys that may be invested pursuant to this section. However, no more than 30 percent of the agency's moneys may be invested in the bankers' acceptances of any one commercial bank pursuant to this section. This subdivision does not preclude a municipal utility district from investing moneys in its treasury in a manner authorized by the Municipal Utility District Act (*California Public Utilities Code Section 11501, et seq.*). Pursuant to *California Government Code Section 53601(g)*.
 - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization (NRSRO). Eligible commercial paper shall have a maximum maturity of 270 days or less. No more than 40 percent of the agency's money may be invested in eligible commercial paper. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and medium-term notes of any single issuer pursuant to *California Government Code Section 53601(h)*.
 - e. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by *California Financial Code Section 5102*), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit shall not exceed 30 percent of the agency's moneys that may be invested pursuant to

California Government Code Section 53601(i).

- f. Investments in repurchase agreements or reverse repurchase agreements or securities lending agreements as defined in *California Government Code Section 53601(j)*.
- g. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of “A” or its equivalent or better by an NRSRO. Purchases of medium-term notes shall not include other instruments authorized by this section and may not exceed 30 percent of the agency’s moneys that may be invested pursuant to *California Government Code Section 53601(k)*. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer.
- h. Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as described by *California Government Code Section 53601(l)*.
- i. Local government investment pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 as described by *California Government Code Section 53601(p)*.
- j. A mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond. Securities eligible for investment under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less. Purchase of securities authorized by this subdivision may not exceed 20 percent of the agency’s surplus moneys that may be invested pursuant to this *California Government Code Section 53601(o)*.
- k. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state. Pursuant to *California Government Code 53601(c)*.

Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or

operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California. Pursuant to *California Government Code 53601(d)*.

Bonds, notes, warrants, or other evidences of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. Pursuant to *California Government Code 53601(e)*.

- l. Supranational obligations including United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and shall not exceed 30 percent of the agency’s moneys that may be invested pursuant to *California Government Code Section 53601(q)*.
- m. Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; or Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody’s and Standard & Poor’s.

7. **Local Agency Investment Fund & San Mateo County Investment Pool.** The Board of Directors also authorizes the DISTRICT to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).

8. **Prohibited Investments.** The DISTRICT shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The DISTRICT shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the DISTRICT may hold this prohibited instrument until its maturity date. The limitation does not apply to investments

in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

9. **Portfolio Transactions.** The DISTRICT's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.5*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the DISTRICT. Investment advisors may incur Realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time.
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the General Manager/CEO or his designee may invest in the following instruments, subject to the limits of flexibility described above and in the table below. Limitations set in this Policy may be more restrictive than required by *California Government Code*:

Instrument	Credit Rating	% of Fund	% of Fund per Issuer	Maximum Maturity
(a) U.S. Treasury Obligations		100	N/A	15 years
(b) Obligations of U.S. Agencies or Government Sponsored Enterprises		100	N/A	15 years
(c) Bankers' Acceptances		40	30	180 days
(d) Commercial Paper	A1/P1/F1	40	10	270 days
Local agencies with less than \$100M of investment assets under management may invest no more than 25% of the agency's money in eligible commercial paper				
(e) Negotiable Certificates of Deposit		30	N/A	5 years

(f) Repurchase Agreements		100	N/A	1 year
Reverse Repurchase Agreements & Securities Lending		20	N/A	92 days
(g) Medium Term Corporate Notes	“A” category (split rated issues not allowed)	30	10	5 years
(h) Shares of beneficial interest issued by diversified management companies		20	10	N/A
(i) Local Government Investment Pools		100	N/A	N/A
(j) Asset-backed and mortgage-backed securities	“AA” category	20	N/A	5 years
(k) Municipal Obligations		100	N/A	10 years
(l) Supranational Obligations	“AA” category	30	N/A	5 years
Local Agency Investment Fund				Up to current state limit
San Mateo County Investment Fund				Up to current state limit

11. Oversight.

- a. Quarterly, the General Manager/CEO shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:
 1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the DISTRICT;
 2. description of any of the DISTRICT’s Paratransit Trust Fund, investments or programs that are under the management of contracted parties, including lending programs;
 3. for all securities held by the DISTRICT or under management by any outside party that is not a local agency or the State of California LAIF, a current market value as of the date of the report and the source of this valuation;
 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
 5. statement that the DISTRICT has the ability to meet its pool’s expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may

not be available.

- b. Annually, the General Manager/CEO shall perform, or cause to be performed, an independent audit of the DISTRICT's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the DISTRICT's Paratransit Trust Fund Investment Policy and State Codes. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.

- c. If the DISTRICT places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association, or the SMCIF (or any combination of these three), the General Manager/CEO can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

RESOLUTION NO. 2021 –

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

**REAUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSIT DISTRICT AND
PARATRANSIT TRUST FUND
MONIES IN THE LOCAL AGENCY INVESTMENT FUND**

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the deposit and withdrawal of money in LAIF in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transit District (District) and of the District's Paratransit Trust Fund.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District does hereby reauthorize the deposit and withdrawal of the District's and the Paratransit Trust Fund's monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment; and

BE IT FURTHER RESOLVED that the then-current permanent or Acting General Manager/CEO, or their designee, shall be authorized to order the deposit or withdrawal of District and Paratransit Trust Fund monies in LAIF.

Regularly passed and adopted this 6th day of October, 2021 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: Derek Hansel Michelle King
Chief Financial Officer Acting Revenue Management Manager

SUBJECT: **ADOPTION OF A REVISED TRAVEL, FOOD AND BEVERAGE, AND
RELOCATION EXPENSE POLICY**

ACTION

Staff proposes Board adoption of a revised Travel, Food and Beverage, and Relocation Expense Policy (Policy). This Policy sets out the process by which Board members and employees may seek reimbursement or be entitled to a per diem allowance, as applicable, for expenses incurred while conducting San Mateo County Transit District (District) business.

SIGNIFICANCE

The District is obligated to make sure that it only reimburses or pays for expenditures made by Board members and employees that are reasonable, solely for public purposes, and incurred during the conduct of District business. In addition, the District is required to comply with Government Code Section 53232.2, which provides that if a local agency reimburses members of its legislative body for actual and necessary expenses incurred in the performance of official duties, then the agency's governing body must adopt a written policy, in a public meeting, specifying the types of activities that qualify for reimbursement of expenses such as those related to travel, meals, lodging, and other actual and necessary expenses.

The District's current Expense Policy & Procedures was last amended in 2007 and it is appropriate to update it now to reflect current business conditions and to allow for more efficient administration of District expenses. Adoption of the Policy would also further the District's goals of: 1) increasing accountability and transparency when public funds are used for District business; 2) ensuring that Board members and employees understand their duties and responsibilities regarding expenses; and 3) establishing a uniform set of standards for authorized expenses incurred by Board members and employees in the normal conduct of District business.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The proposed Policy would replace the Expense Policy & Procedures most recently amended by the Board in February 2007 to ensure compliance with Government Code Section 53232.2. In addition to meeting statutory requirements, this revised policy allows employees to utilize a per diem allowance for lodging, meals, and incidentals while traveling on District business—a more efficient process for the administration of the District's expenses. The proposed Policy also authorizes the reimbursement of certain moving and relocation expenses for new employees, with prior approval. This would allow the District to be more competitive in its hiring. Last, this Policy would prohibit all District-funded travel to states which have enacted laws that serve to discriminate, or permit discrimination, against individuals on the basis of sexual orientation, gender identity, or gender expression, except where the travel is determined to be critical to carrying out the District's business and where no alternatives are available. This aspect of the Policy aligns with AB 1887, which applies to state-funded travel, and formally recognizes a policy previously established by executive memo.

STRATEGIC INITIATIVE

Priority 1: Strengthen Educational Awareness

Goal 1: Implement existing and new best practice

Priority 2: Become a More Effective Organization

Goal 1: Improve organizational performance

Prepared By: Michelle King, Supervisor/Acting Rev. Mgt.
Manager

650-508-7914

RESOLUTION NO. 2021 –

**SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

**ADOPTING A REVISED TRAVEL, FOOD AND BEVERAGE,
AND RELOCATION EXPENSE POLICY**

WHEREAS, the San Mateo County Transit District (District) is obligated to ensure that it reimburses or pays for only those expenditures made by Board members and employees that are reasonable, solely for public purposes, and incurred during the conduct of District business;

WHEREAS, the District's Expense Policy & Procedures, which applies both to members of the Board of Directors and to District employees, was last amended in 2007 pursuant to Resolution No. 2007-05;

WHEREAS, the District desires to amend its Expense Policy & Procedures to reflect current business conditions and to allow for greater efficiency in the administration of District expenses; and

WHEREAS, the Acting General Manager/CFO recommends, and the Finance Committee concurs, that the Board of Directors adopt a revised Travel, Food and Beverage, and Relocation Expense Policy to replace the current Expense Policy & Procedures.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby adopts the revised Travel, Food and Beverage Policy, and Relocation Expense Policy attached to this resolution as Exhibit A to replace the Expense Policy & Procedures most recently amended by Resolution No. 2007-05.

Regularly passed and adopted this 6th day of October, 2021 by the following

vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transit District

District Secretary

San Mateo County
TRANSIT DISTRICT

Travel, Food and Beverage, and Relocation Expense Policy

I. Purpose

The San Mateo County Transit District (District) is obligated to ensure the expenditures made by the District are solely for public purposes. The District also is responsible to taxpayers and the public to be prudent and wise in making those expenditures. The purpose of this policy is to provide the process by which a Board member or employee may seek reimbursement or be entitled to a per diem allowance, as applicable, for expenses that he or she has incurred in the conduct of District business as authorized by the Chair for members of the Board of Directors (Board) and the Chief Financial Officer (CFO) for employees. Board members and employees should ensure that their proposed expenses are reimbursable or, if applicable, within the appropriate per diem rates before incurring the expenses. In addition, the purpose of this Policy is to comply with Government Code Section 53232.2, which provides that if a local agency reimburses members of its legislative body for actual and necessary expenses incurred in the performance of official duties, then the agency's governing body must adopt a written policy, in a public meeting, specifying the types of activities that qualify for reimbursement of expenses such as those related to travel, meals, lodging, and other actual and necessary expenses.

II. Policy

It shall be the policy of the District to utilize a uniform set of standards for authorized expenses incurred by Board members and employees in the normal conduct of District business.

The Board authorizes the CFO to develop and enforce procedures to implement this Policy. The procedures may be revised by the CFO at any time in compliance with all laws and in furtherance of this Policy.

III. Authorized Expenses

Expenses incurred in connection with the following types of activities generally constitute authorized expenses, and do not need pre-expense approval by the Board, as long as the other requirements of this Policy and implementing procedures are met:

- A. Communicating with representatives of regional, state and national government on District adopted policy positions;
- B. Attending conferences or educational seminars designed to improve skills and information level of Board Member or employee, so long as the skills and knowledge relate to their position with the District; and

- C. Participating in regional, state and national organizations whose activities affect the District's interest.

All other expenses must be approved by the Board, in a public meeting, before the expense is incurred.

IV. Expenses Not Eligible for Reimbursement/Per Diem Allowance

The following expenses are not eligible for reimbursement or a per diem allowance:

- A. The personal portion of any trip;
- B. Political or charitable contributions;
- C. Family expenses, including partners' expenses, when accompanying a Board member or employee on agency-related business, as well as children- or pet-related expenses;
- D. Entertainment expenses, including theater, movies (either in-room or at the theater), sporting events (including gym, massage and/or golf-related expenses), or other cultural events;
- E. Alcohol/personal bar expenses;
- F. Tips in excess of 20 percent or \$5, whichever is greater (unless automatically included in the bill);
- G. Regular commuting costs and personal automobile expenses, including repairs, traffic citations, insurance, tolls, gasoline or electric charging; and
- H. Personal losses incurred while on District business.

Any questions regarding propriety of a particular type of expense should be resolved by the approving authority before the expense is incurred.

V. Transportation

Board members and District employees are encouraged to use public transit and pool cars to the maximum extent possible. Government and group rates will be utilized when available. Supporting receipts are necessary. When transportation is needed for Directors or employees to travel for District business, costs are eligible for reimbursement as follows:

- A. Airfare. Airfares that are reasonable and economical (coach fare) shall be eligible for purposes of reimbursement. Ticket purchases should be made well in advance to take advantage of low fares.
- B. Automobile. Personal automobile mileage is reimbursed at Internal Revenue Service (IRS) rates in effect at the time of travel. Tolls are eligible for reimbursement, unless the charges are incurred as part of normal commute.

An employee of the District, authorized to travel on District business by use of a privately-owned motor vehicle, shall be reimbursed for the actual miles traveled. Reimbursement for auto mileage shall not exceed the cost of coach airfare for the same trip when it would be less expensive to fly than drive.

- C. Car Rental. Rental cars are authorized for reimbursement, with advance approval, only when absolutely necessary and when other transportation is not feasible or car rental is more economical. The cars are to be reserved at a rate that does not exceed the standard-size rate.
- D. Taxis. The cost of the taxi and gratuity (no more than 20% or \$5, whichever is greater) will be reimbursed only when shuttle or public transportation is not practical.
- E. Parking and Shuttles. Reasonable parking will be reimbursed. Long-term parking or shuttle service to and from the airport may be claimed as a miscellaneous expense for reimbursement.
- F. Public Transit. Actual fares for public transit will be reimbursed.

VI. Lodging

Lodging expenses at the single-room rate will be reimbursed or paid for when travel on District business reasonably requires an overnight stay. If such lodging is in connection with a conference, training or other educational activity, lodging expenses must not exceed the group rate published by the conference sponsor or training provider for the event in question, if such rates are available at the time of booking. If the group rate is not available, reimbursement or payment of a per diem shall be within a reasonable percentage of the U.S. General Services Administration (GSA) rate at the time of travel. Government rates will be utilized when available.

VII. Meals & Incidental Expenses

Meals and incidental expenses are eligible for reimbursement or payment of a per diem whenever Board members or employees travel for the purposes set forth in section III above and as otherwise set forth below.

- A. Business Meetings. Actual and reasonable costs of business meals and gratuities or a per diem allowance, as applicable, are allowed when representing the District. Except when a per diem allowance is provided, supporting receipts are necessary showing names, and positions of participating individuals, as well as a description of the purpose of the meeting.
- B. Conference, Seminar or Training. Except when a per diem allowance is provided, supporting receipts are required. The maximum established GSA rate for meals and incidentals for that location will be utilized. A copy of the Program or Agenda should be included with the Expense Report. The

District will not pay for alcohol/personal bar expenses. No reimbursement or per diem payment will be provided if the meals are included in the conference or training package.

- C. Other. Meal costs are eligible for reimbursement or payment of a per diem under the following conditions:
1. When overnight absence from the employee's normal area of operation is required.
 2. When employee is performing emergency work and cannot leave the job during the normal meal period.
 3. When an exempt employee is required to work outside of their normal work hours.
 4. When purchased for non-District personnel performing a complimentary service for the District, e.g., serving on a District oral interview panel.

VIII. Per Diem Allowance – Employees Only

When District employees must travel for District business, such employees may be entitled to a per diem allowance as follows:

- A. Overnight Travel. An employee travelling overnight on District business is entitled to a per diem allowance to cover lodging, meals, and incidentals while travelling. For the first and last days of travel, the per diem allowance will be adjusted on a percentage basis.
- B. Single Day Travel. When an employee travels to a temporary worksite, a per diem allowance to cover meals and incidentals while travelling may be provided, with prior approval from the CFO.
- C. Per Diem Allowance Rates. The District will apply the per diem rates established by the GSA for the location. The per diem allowance must be adjusted to reflect any meal that is provided as part of a registration fee or at any third-party hosted event that includes a meal.

IX. Registration Fees

Registration fees for conferences or meetings will be reimbursed at actual cost.

X. Telephone/Fax/Internet

Board members and employees will be reimbursed for actual telephone, fax, or Internet connection expenses incurred for District business. Telephone bills should identify which calls were made on District business.

XI. Food and Beverages for District Meetings

Minimal food and beverages may be provided, with approval, for individuals attending District-sponsored obligatory meetings where it is not practical to disrupt the session for an offsite meal break. Generally, such purchases will be made pursuant to the District's Procurement Card Policy and Procedures Manual, dated January 2019, as may be modified from time to time. However, in the event a P-Card is not available, such minimal food and beverage expenses are eligible for reimbursement with prior approval. Supporting receipts are required and must show participants' names and positions with a description of the meeting's purpose.

XII. Travel Expenses for Job Applicants and Relocating Employees

To fill open positions of employment in the District, the CFO may authorize payment of all or part of the actual and reasonable travel expenses of prospective employees and relocating employees and immediate family members living in their households, as described below. Such travel expenses include pre-employment travel for activities directly related to the prospective employee's application for employment, travel for a relocating employee to search for a new home, moving travel, and moving costs.

- A. Moving Vehicles and Equipment: The District will reimburse a relocating employee for the costs of moving vans, trucks, hand trucks, and other appropriate moving equipment. Rental costs for moving vehicles and equipment will be reimbursed at actual rental costs. Supporting receipts are necessary. Reimbursement will not be allowed to cover the "rental value" of a personally-owned or borrowed moving vehicle or equipment. If a personally-owned or borrowed moving vehicle is used, the District will apply the mileage rate specified on the IRS website.
- B. Movers: The District will reimburse a relocating employee for the cost of movers hired to assist with relocation, at a reasonable hourly rate for the region and up to a maximum of \$500. Supporting receipts are necessary. Labor provided by the relocating employee or the employees' immediate family members is not reimbursable.
- C. Moving Supplies: The cost of packaging and supplies, such as packing paper, boxes, or cartons, will be eligible for reimbursement at actual costs up to \$500. Supporting receipts are necessary.

The Travel Authorization Form must be approved before any expenses are incurred.

XIII. Advance of Funds – Employees Only

From time to time, it may be necessary for an employee to request a cash advance to cover anticipated expenses while traveling or doing business on the District's behalf. Such requests for an advance in the form of an expense report should be submitted to the CFO with a copy of the approved Travel Authorization

Form (if applicable). The advance of funds cannot exceed the amount listed in the approved Travel Authorization Form.

Overpayment on advances shall be repaid no later than thirty (30) calendar days after the return from the travel, unless an extension of time is provided by the CFO.

No employee will be permitted an advance if that employee has an outstanding expense report.

XIV. Prohibition on District-Funded Travel to States With Discriminatory Laws

District-funded travel to states which have enacted laws that serve to discriminate, or permit discrimination, against individuals on the basis of sexual orientation, gender identity, or gender expression is prohibited, except where the travel is determined by the General Manager/CFO to be critical to carrying out the District's business and where no alternatives are available.

XV. Travel Authorization Form

Board Members

The Board Chair's authorization to incur expenses is required when any of the conditions listed below apply.

- A. Attending meetings, conferences, training or other events involving overnight accommodations.
- B. Traveling outside of the counties of San Mateo, Santa Clara, San Francisco, Sacramento, Alameda, Contra Costa and Marin.

The approved Travel Authorization Form must be attached to the Expense Report when seeking reimbursement.

Employees

The CFO's authorization to incur expenses is required when any of the conditions listed below apply.

- A. Attending meetings, conferences, training or other events involving overnight accommodations.
- B. Traveling outside of the counties of San Mateo, Santa Clara, San Francisco, Sacramento, Alameda, Contra Costa and Marin.
- C. Requesting an advance of funds to cover anticipated travel expenses.

The CFO has the discretion to approve employee expenses that occur under unusual circumstances when there is clearly a benefit to the District.

XVI. Expense Report and Submission

All cash advance expenditures, credit card expenses and expense reimbursement requests must be submitted on the Expense Report form provided by the District. Expense reports must document that the expense in question met the requirements of this Policy. Expense reports must be submitted within sixty (60) calendar days of an expense being incurred, accompanied by receipts. All Board member expense reports are subject to approval by the Chair. Original receipts are required when a Board member or employee is seeking reimbursement.

In the event a Board Member or employee does not attend the trip and non-refundable expenses have been incurred for registration, lodging and/or travel, he or she shall submit a written explanation of the reasons for non-attendance.

XVII. Audits of Expense Reports

All expenses are subject to verification that they comply with this policy.

XVIII. Reports to the Board

For the next regular Board meeting, each Board member shall submit a brief written report on meetings or conferences attended at the District's expense. If multiple members attended, a joint report may be made.

XIX. Compliance with Laws

District Board members and employees should keep in mind that some expenditures may be subject to reporting under the Political Reform Act and other laws. All District expenditures are public records subject to disclosure under the Public Records Act and other applicable laws.

XX. Violation of Policy

Misuse of public resources or falsifying expense reports in violation of this Policy may result in any or all of the following:

- A. Loss of reimbursement privileges
- B. Restitution to the District
- C. The District reporting the expenses as income to State and Federal tax authorities
- D. Civil Penalties of up to \$1,000 per day and three-times the value of the resources used
- E. Prosecution for misuse of Public resources.
- F. For employees, up to and including employee termination.
- G. For Board members, censure by the Board or such other measure as may be determined by the Board.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AMENDMENT OF CONTRACT FOR INSPECTION, MAINTENANCE AND TESTING OF FIXED-ROUTE BUSES' AMEREX FIRE SUPPRESSION SYSTEM TO EXTEND THE TERM FOR TWO YEARS AND INCREASE THE TOTAL CONTRACT NOT-TO-EXCEED AMOUNT TO \$360,588**

ACTION

Staff proposes the Committee recommend the Board:

1. Amend the current single-source contract #19-S-S-020 with NvB Equipment, Inc. (NvB) of Fresno, California to provide Amerex Fire Suppression system inspection, maintenance and testing services (Services) for San Mateo County Transit District's (District) fleet of buses for two additional years.
2. Authorize the Acting General Manager/CEO or designee to execute an amendment to the contract with NvB to extend the term through April 30, 2024 and increase the contract value by \$210,588, for a new total not-to-exceed contract amount of \$360,588, in full conformity with the terms and conditions of the current contract, and in a form approved by legal counsel.

SIGNIFICANCE

The Services, performed on the Original Equipment Manufacturer (OEM) Amerex Fire Suppression system on the District's entire fleet of fixed-route buses, are recommended by the manufacturer and required by the National Fire Protection Association (NFPA). Regular maintenance for this system includes scheduled inspections, Bottle Tear Down, Hydro Testing, battery replacements and as-needed repairs. These Services are highly specialized and can only be performed by the OEM-authorized distributors and service providers.

Approval of the above actions will enable the District to meet NFPA requirements and eliminate a gap in Services for the fire suppression system in the District's buses.

BUDGET IMPACT

Funds to support the contract amendment will come from District's general operating funds.

BACKGROUND

The current contract #19-S-S-020 has a not-to-exceed amount of \$150,000 over a three-year term, effective from May 1, 2019 through April 30, 2022. Contract usage has been higher than anticipated due to additional costs incurred for parts and unscheduled maintenance. As a result, this contract will not be able to carry the District through April 30, 2022 without amendment.

Staff reached out to 15 contractors and surveyed them as to their certification to work on the Amerex fire suppression system and their ability to provide services in our area. Staff received interest from only one contractor, who is currently not Amerex-certified, while nine contractors indicated that they do not provide service in this area, one does not have the capacity to take on another customer, and the other five contractors did not provide a response.

To ensure public safety, at this point, staff cannot consider nor recommend a non-certified contractor to inspect and test the Amerex system. Staff received a quote from the non-certified provider, which validated that the prices from NvB are competitive, fair and reasonable.

The current contractor, NvB, has been successfully providing the Services to the District since 2006 at fair and reasonable prices. The incumbent has thorough knowledge of the Amerex system, the District's bus fleet, and service locations. Based on the totality of factors, it is in the best interest of the District to amend the current contract to extend the term for two years, through April 30, 2024, and increase the contract value by \$210,588, for a total not-to-exceed contract amount of \$360,588.

STRATEGIC INITIATIVE

Priority 2: Strengthen Fiscal Health

Goal 3: Implement existing and new best practices.

Procurement Manager: John Montenero, Procurement Manager

650-508-7767

Project Manager: Natalie Chi Rasmussen, Project Manager

650-508-6418

RESOLUTION NO. 2021 -

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

*** * ***

**AMENDING THE CONTRACT FOR INSPECTION, MAINTENANCE AND TESTING SERVICES OF
FIXED-ROUTE BUSES' AMEREX FIRE SUPPRESSION SYSTEM TO EXTEND THE TERM FOR TWO
YEARS AND INCREASE THE TOTAL CONTRACT NOT-TO-EXCEED AMOUNT TO \$360,588**

WHEREAS, the San Mateo County Transit District (District) requires inspection, preventative maintenance and testing of the Amerex Fire Suppression system in the District's fixed-route bus fleet (Services); and

WHEREAS, the Services are highly specialized and can only be performed by Original Equipment Manufactured-authorized distributors and service providers; and

WHEREAS, the Services are currently provided by NvB Equipment, Inc. (NvB) of Fresno, California under a three-year contract in a not-to-exceed amount \$150,000; however, additional costs incurred for parts and unscheduled maintenance have caused the contract budget to be depleted at an unexpected pace; and

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) amend the current contract with NvB by extending the term for two years, through April 30, 2024, and increasing the contract value by \$210,588, for a new total not-to-exceed contract amount of \$360,588.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District (District) hereby amends contract #19-S-S-020 with NvB Equipment, Inc. by extending the term for two years, through April 30, 2024, and increasing the contract value by \$210,588, for a total not-to-exceed contract amount of \$360,588; and

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

Regularly passed and adopted this 6th day of October, 2021 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, Information Technology
SUBJECT: **PROCLAMATION DECLARING THE MONTH OF OCTOBER AS CYBERSECURITY
AWARENESS MONTH**

ACTION

Staff recommends the Board adopt the proclamation designating October as "Cybersecurity Awareness Month."

SIGNIFICANCE

The proclamation for "Cybersecurity Awareness Month" reaffirms SamTrans's commitment to promoting secure computing and preventing the propagation of cyber-crime, including identity theft, phishing attacks, ransomware attacks and other computer-based crimes. The Information Technology departments that support SamTrans are actively engaged in identifying and neutralizing threats to SamTrans's systems and its staff. The Information Technology department will be coordinating a broad communication and education campaign with the goal of increasing awareness and equipping staff members with the tools to identify, report and eliminate cybersecurity threats.

BUDGET IMPACT

There is no impact on the budget. (Activities are earmarked under the FY 2022 operating budget.)

BACKGROUND

In October of 2004, the National Cyber Security Alliance & the U.S. Department of Homeland Security launched Cybersecurity Awareness Month. Since then, thousands of organizations have recognized every October as Cybersecurity Awareness Month. Public organizations include the Federal Government, the Multi-State Information Sharing and Analysis Center, the National Association of State Chief Information Officers and several cities and counties across the country.

More than ever before, technology plays a part in almost everything we do. Connected devices have been woven into society as an integral part of how people communicate and access services essential to their wellbeing. Despite these great advances in technology and the conveniences this provides, recent events have

shown us how quickly our lives and businesses can be disrupted when cyber-criminals and adversaries use technology to do harm. Cybersecurity Awareness Month aims to shed light on these security vulnerabilities, while offering actionable guidance surrounding behaviors anyone can take to protect themselves and their organizations. Everyone has a responsibility to do their part in securing our interconnected world.

The Information Technology department is committed to implementing the best practices and technologies to defend against cyber-crime. The observation of Cybersecurity Awareness Month will serve as an annual kickoff of SamTrans's efforts to further educate and prepare our employees regarding potential cyber-threats.

Prepared by: Mehul Kumar, Executive Officer of Information Technology 650.508.6206

PROCLAMATION

DECLARING OCTOBER AS CYBERSECURITY AWARENESS MONTH

WHEREAS, Cybersecurity Awareness Month was launched by the National Cyber Security Alliance & the U.S. Department of Homeland Security in October 2004 and is now recognized by thousands of organizations including the Federal Government, the Multi-State Information Sharing and Analysis Center, and the National Association of State Chief Information Officers; and

WHEREAS, individuals, businesses, nonprofits, government organizations, academic institutions, and the local economy have become increasingly reliant on information systems and technology to conduct business, engage in commerce, access information, communicate, and provide essential services; and

WHEREAS, cyber-threats continue to increase and the impact of cyber-attacks has been debilitating to individuals and organizations; and

WHEREAS, cybersecurity education and awareness are crucial for any individual or organization, and that cybersecurity is essential to digital inclusion; and

WHEREAS, maintaining the security of cyberspace is a shared responsibility in which we all have a critical role to play by making ourselves aware of cyber-threats and cybersecurity essentials and adopt industry best practices that will improve the security of the San Mateo County Transit District (SamTrans); and

WHEREAS, SamTrans recognizes it has a vital role in identifying and responding to cyber-threats that may have a significant impact on our collective security and privacy; and

WHEREAS, SamTrans has developed an effort to promote good cyber-practices through guidance and resources for the employees of the District; and

WHEREAS, SamTrans will promote innovation, strengthen cybersecurity investment, and enhance resilience across all sectors;

NOW, THEREFORE, BE IT RESOLVED that the Board of the San Mateo County Transit District recognizes October 2021 as "Cybersecurity Awareness Month" and officially supports national Cybersecurity Awareness Month.

BE IT FURTHER RESOLVED that the Board of Directors calls upon all employees and patrons of SamTrans to become educated about cybersecurity and put that knowledge into practice to keep our connected community safe from cyber-threats.

Regularly passed and adopted this 6th day of October, 2021.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **CALL FOR NOVEMBER 3, 2021 PUBLIC HEARING ON REIMAGINE SAMTRANS
RECOMMENDED SERVICE CHANGES/PREFERRED NETWORK**

ACTION

Staff recommends the Board set a public hearing at the November 3, 2021 Board of Directors (Board) meeting to obtain public input on proposed service changes resulting from Reimagine SamTrans planning and public outreach work. The recommended service changes are grouped into two categories: Local routes and services, and school-focused routes.

SIGNIFICANCE

The proposed action will allow staff to place newspaper advertisements, conduct a social media campaign and take other steps to alert the public of the hearing, which will be part of the third round of public outreach for Reimagine SamTrans. During phase three, planned for October 6 through November 7, 2021, the public will be asked to provide input on the recommended service changes and resulting SamTrans bus network. A public hearing and Title VI equity analysis are required prior to Board adoption of major service changes. Staff anticipates seeking Board approval of the Reimagine SamTrans recommended service changes in February 2022.

The service change proposal includes adjustments to the following local routes and services:

1. Frequency/service span/service day adjustments: Routes ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296
2. Service eliminations: FLX Pacifica and Routes SFO, 140, 256, 274, 278, 280, 286, 398
3. Alignment adjustments: Routes ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295
4. Introduction of new services: Routes 124 (Daly City BART to Skyline College); 249 (San Mateo to College of San Mateo), EPX/final route number TBD (East Palo Alto-San Bruno BART); East Palo Alto OnDemand Zone; Half Moon Bay OnDemand zone

The proposal also includes changes to the following school-focused routes:

1. Frequency/service span adjustments: Eliminate morning trip on Route 85 (Woodside and Portola Valley); eliminate morning trip on Route 87 (Woodside and Portola Valley)
2. Service elimination: Route 80 in Menlo Park
3. Consolidations/alignment adjustments: Route 39 consolidated into revised Route 37 (SSF); Route 55 consolidated into revised Route 53 (City of San Mateo); Route 95 consolidated into revised Route 61 (Belmont, San Carlos and Redwood City); Route 84 consolidated into revised Route 83 (Atherton and Menlo Park)
4. Introduction of new services: Route 40 (former Route 140 school-timed trips in Pacifica and San Bruno); Route 42 (former Route 140 school-timed trips in Pacifica and San Bruno); Route 86 (former Route 286 school timed-trips in Atherton and Portola Valley)

Maps and additional details of the recommended changes are available online at www.reimaginesamtrans.com.

BUDGET IMPACT

There is no budget impact associated with the call for a public hearing.

BACKGROUND

In June 2019, staff launched the San Mateo County Transit District's Comprehensive Operational Analysis (COA) known as Reimagine SamTrans. Reimagine SamTrans incorporates a series of tasks culminating in a recommendation for a bus network redesign that take the form of a Preferred Network. The Preferred Network is crafted based on an analysis of existing conditions/data analysis, travel markets, market research, stakeholder input, operator feedback, and two rounds of rider/community outreach.

Prior to arriving at the Preferred Network, in winter 2020/2021, the Reimagine SamTrans project management team developed three network alternatives to illustrate what the SamTrans bus network could look like with three different distinct areas of focus: 1) frequency, 2) connections to rail and the region, and 3) geographic coverage. The Board received a presentation on the three network alternatives at its April 2021 meeting, prior to the launch of phase two outreach. Phase two outreach, conducted in April and May 2021, included efforts to collect community and rider feedback on the three alternatives. During June and July 2021, the project management team analyzed the results and comments heard during phase two outreach and used them, along with other foundational tasks and technical work, to develop the Preferred Network.

The Preferred Network includes recommended service changes to the SamTrans bus network for implementation in August 2022 and beyond. The Preferred Network was first presented to the Board in draft form at the August 2021 virtual Board retreat. After hearing Board feedback and completing some additional technical work, staff is now presenting the Preferred Network in final draft form.

Anchoring the final Preferred Network is a Service Policy Framework that will be the guidebook for how SamTrans bus service is designed, allocated, and measured on an ongoing basis. The Board received an update on the draft Service Policy Framework first at its December 2020 meeting, and again during the August 2021 Board retreat. The final Service Policy Framework will be included for adoption alongside the new SamTrans bus network at the February 2022 Board meeting.

Prepared by: Christy Wegener, Director, Planning

650-508-6278

**BOD ITEM #4 (i)
OCTOBER 6, 2021**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Dora Seamans
District Secretary

SUBJECT: **APPROVAL OF THE 2022 BOARD OF DIRECTORS MEETING CALENDAR**

ACTION

Staff recommends the Board approve the attached meeting calendar for 2022.

SIGNIFICANCE

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm.

BUDGET IMPACT

There is no impact on the budget.



Board/Committee Meeting Calendar 2022

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

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

All meetings are held via Zoom (additional location, if any, to be determined), unless otherwise stated at [Board of Directors Calendar \(samtrans.com\)](https://www.samtrans.com/Board-of-Directors-Calendar)

RESOLUTION NO. 2021-

BOARD OF DIRECTORS, SAMTRANS BOARD
STATE OF CALIFORNIA

RESOLUTION HONORING HISPANIC HERITAGE MONTH

WHEREAS, from September 15, 2021, through October 15, 2021, the United States celebrates Hispanic Heritage Month; and

WHEREAS, Spanish explorers first reached the land that would become San Mateo County in 1769 and gave in the name that it is still known by; and

WHEREAS, Hispanic Americans have called San Mateo County home for centuries and were instrumental in shaping the history and culture of the region; and

WHEREAS, Hispanic Americans have had a profound influence through a strong commitment to family, faith, and community, an enduring work ethic and their many contributions to society; and

WHEREAS, many Hispanic Americans are regular SamTrans riders, with a survey from 2018 indicating that 32 percent of SamTrans riders are of Hispanic origin and that 26 percent of SamTrans riders speak Spanish in the home; and

WHEREAS, SamTrans prides itself as a system that is open and welcoming to everyone; and

WHEREAS, access to transportation is a fundamental civil right, that allows individuals to move freely and communities to grow and thrive, which therefore must be provided to everyone in a just and equitable manner; and

WHEREAS, San Mateo County will continue to grow as a vibrant, multicultural community, and that the history and culture of all peoples that live in it should be honored and celebrated; and

WHEREAS, as a major transportation provider serving San Mateo County, it is fitting that SamTrans recognize the diverse population that it serves every day; and

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors does hereby recognize Hispanic Heritage Month and celebrate the heritage and culture of Latinos in the United States and the immense contributions of Latinos to our community.

Regularly passed and adopted this 6th day of October, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, SamTrans Board of Directors

ATTEST:

District Secretary



MEMORANDUM

BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

**BOD ITEM #7
OCTOBER 6, 2021**

Date: September 29, 2021
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

August 2021 Summary

August 2021 marks the seventh consecutive month of ridership increases on fixed-route bus service. August 2021 monthly trips are 57.6 percent of the pre-Pandemic trips delivered two years ago in August 2019. Caltrain and BART, have reported more dramatic ridership losses with 14.6 percent and 23.3 percent, respectively, of pre-Pandemic levels.

During the week of August 16, most schools resumed some level of in-person teaching throughout the county for the Fall semester. Prior to the pandemic, Youth accounted for approximately 25.1 percent of the total trips during the school year. During the pandemic Youth dropped to 5.8 percent of the total trips; however, in the month of August 2021 Youth accounted for 13.3 percent of the trips, and although this is the beginning of the school year, it reveals the beginning of ridership recovery.

SamTrans provides motor bus services to 39 schools meeting bell times while serving the ECR corridor and other major routes that connect with rail stations. SamTrans actively reaches out to the schools to determine bell time requirements to plan, schedule, and allocate resources to provide the desired transportation services and frequency. We will continue to closely monitor the school ridership trends.

COVID-19

SamTrans continues to provide free trips for people getting their COVID-19 vaccination. Masks remain a requirement until January 2022, as required by the Transportation Security Administration (TSA) on all public transit vehicles. To date, SamTrans has provided over 800 free bus trips and over 260 free ADA Paratransit trips. By July, the number of free trips decreased to only a few trips per week. With the surge of the Delta variant, the number of free trips increased to about four trips per day by the end of August.

The District maintains a mask requirement on-board buses, shuttles, and paratransit vehicles, free masks are issued to patrons. Administrative and office personnel are required to wear a mask while at headquarters and at other locations. The District continues with a hybrid in-

person work schedule; the offices at Central headquarters remain closed to the public. Effective October 1, 2021, the District implemented the following vaccination requirements:

- Fully vaccinated – No testing required if proof of vaccination was provided.
- Not fully vaccinated – Must complete testing once a week through the District's healthcare provider.

Emergency Operations Center - Preparedness Exercise

SamTrans is an active participant in the regional emergency preparation and will be participating in the MTC's Golden Eagle Functional Exercise on November 3, 2021. Other participants include the following agencies: County Emergency Operation Centers, California Highway Patrol (CHP), Sheriff Offices, and the U.S. Coast Guard.

Reimagine SamTrans Update

In the October Board of Directors' consent calendar there is a recommendation to set a Public Hearing for November 3, 2021 to accept comments on the Reimagine SamTrans recommended bus network changes. The staff report includes a summary of the recommendations; the full details of the recommendations can be found online at www.reimaginesamtrans.com. Staff is preparing for a robust outreach between October 7 and November 8, 2021, including four multi-lingual virtual community meetings, outreach to riders at bus stops and on buses, temporary signs at bus stops, shelters and onboard advertising and information, targeted digital and print advertising, Bus Operator outreach at the bases, community-based organization partnerships, and targeted meetings with cities and stakeholders.

Return to Transit Marketing Campaign

"All Aboard Bay Area" is a regional transit campaign development by MTC and the Marketing/Communications Blue Ribbon Transit Recovery Task Force subgroup. Local messaging and advertisement efforts will follow to promote the SamTrans August service changes, Clipper Mobile, and Clipper Start program. A pulse survey was launched in August targeting current and former riders. Key findings include the following:

- Increasing service frequency would encourage 35 percent of riders to ride more frequently.
- Concern was expressed regarding COVID safety on SamTrans, with 41percent of respondents very concerned and 37 percent somewhat concerned.
- 49 percent of respondents expect to ride at least one day per week or more, similar to the pre-Pandemic level of 47 percent.
- 29 percent of respondents have adopted a new normal schedule. Of the 29 percent, 51 percent are riding at least once a week, down from 59 percent pre-Pandemic.
- 24 percent do not know when the new normal will be in place.

Bay Area Council Return to Transit Tracking Poll

A regional Return to Transit Employer Survey is being conducted by the Bay Area Council. The survey launched in April and will run through September. Results are reported monthly. Before the pandemic, 75 percent of employers said a typical employee commuted five days a week. As of September, employers expect only 15 percent of those historical commuters to continue the same travel pattern. This represents a significant decrease in commuters in a post-pandemic work environment. Employers have further delayed full implementation of the new long-term normal. In September, 64 percent of employers gave a timeline of 5-6 months or longer, which is more than the 48 percent of the employers who reported in August.

Autonomous Vehicle Workshop

The TA and SamTrans will be hosting a joint virtual workshop on November 17, 2021 aimed at better understanding how autonomous technologies may impact travel and mobility in San Mateo County. Progress toward autonomous personal and shared autonomous vehicles (AV/SAV) has been steadily increasing over the past decade. However, most of the research and communications about the technology has been centered on how vehicles themselves adapt to the environment around it, rather than presenting how cities should be preparing for the transition to a driverless future. The workshop will focus on three components: (1) provide an overview of current the current policy framework in California and beyond; (2) learn from presenters about current autonomous and connected vehicle technologies for personal, shared, and transit vehicle applications; and (3) collaborate on potential ideas for how the TA, SamTrans, and local jurisdictions can start thinking about how funding, transit, project/infrastructure, and policy decisions may need to adapt to an AV/SAV future. The event will be free and open to the public; participation at the workshop will include TA and SamTrans Board members, local elected officials, and local technical staff.

SamTrans Operation Safety (S.O.S.)

The S.O.S. team continues to keep the roads safe for Bus Operators and riders by reporting obstacles and obstructions on the roadways. Supervisors have been successful in working with various cities in having curbs painted for easier access to bus stops, repairing potholes, and placing signage.

On August 12, 2021, Bus Operator William Chavarria was operating Route 121. He was credited for saving a person’s life, he noticed a gentleman on the ground at the Hickey Blvd and Gateway bus stop in Daly City. He called for emergency assistance and according to the gentleman’s physician, the call for immediate medical assistance saved that person’s life. Bus Operator William Chavarria will receive an “I Make a Difference Award”.

Human Capital Investment

	<u>August 2021</u>		<u>YTD FY 2022</u>		<u>YTD FY 2021</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	2,564	321	6,064	758	1,232	154
VTT/DMV mandated training	176	22	548	69	356	45
Bus Operator retraining	84	10	298	37	553	69
Maintenance training	<u>296</u>	<u>537</u>	<u>46</u>	<u>57</u>	<u>792</u>	<u>100</u>
Total Hours	3,120	390	7,368	116	2,933	367

Training Class #167 started on July 7, 2021. Six Bus Operator Trainees who participated in an Accelerated Pilot Training Program graduated August 20. Nine other Bus Operator Trainees graduated on September 17, 2021. Training Class #168 started on September 29, 2021, with 28 Bus Operator Trainees scheduled for graduation on December 10, 2021.

Human Resources Training and Development

The District provides a wide-range of personal and professional development opportunities for its employees. The training is conducted virtually via Zoom or Microsoft Teams to promote and comply with COVID-19 safety protocols.

Tuition Reimbursement:

Seven managers and employees enrolled in the District's tuition reimbursement program pursuing university degrees and professional certifications. Employees must receive approval for their education program and successfully complete their academic work in order to be eligible for up to \$5,250 annually, which includes tuition, books, supplies, and other related fees.

Two employees graduated in 2021:

- Natalie Chi Rasmussen, earned an MBA from California State University, East Bay (May 2021)
- Michael Wozniak, earned a Transportation Safety, Security, and Emergency Management Certificate, from San Jose State University's Master of Science in Transportation Management program (May 2021)

UOP Transit and Paratransit Management Certificate Program:

To date, eight District employees completed the program in 2021:

- Priyanka Jandial – May 14
- Kelley Shanks – May 14
- Jeffrey Thomas – June 10
- Gary Layman – June 10
- Letitia Yeung – June 10
- Lisa Chan – June 10
- Henry Flores – June 10
- Luis Velasquez – June 25

Three employees are enrolled in the UOP's Fall 2021 certificate program. Since 2016, the District has graduated 90 employees.

Training Summary:

Employees completed 11,563 training sessions and completed 10,406 hours of training to date, January through mid-September.

	<u>Number of Employee Sessions</u>	<u>Training Hours</u>
County	30	90
Consortium	36	114
UOP Certificate	8	384
LinkedIn Workshops	413	513
LinkedIn Videos	10,751	8,681
MHN Workshops	245	285
emPerform (PM)	<u>22</u>	<u>220</u>
Total	11,563	10,406

Preventing Harassment and Ethics Compliance Training:

Human Resources will launch an online compliance training for Preventing Harassment (PH) (SB 1343) and Ethics (AB 1234) for all eligible employees (approximately 764) starting in October 2021, which will provide tracking and auditing capabilities. Managers will attend a 2-hour PH and Ethics workshop. Other employees will attend a 1-hour workshop.

Marilyn Golden

We are saddened to report that Marilyn Golden, Senior Policy Analyst of DREDF (Disability Rights Education and Defense Fund) passed away on September 21, 2021. She was a prominent Disability Rights Advocate who was closely involved in the development and implementation of the Americans with Disabilities Act. She was appointed to the U.S. Access Board by President Bill Clinton and served from 1996-2005. In her work promoting equitable transit service and infrastructure, she touched the lives of people throughout the country. The DREDF web site notes that she “literally changed how we design, develop and enjoy the world we live in”. Our thoughts are with her family and everyone whose life she touched.



BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

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

WEDNESDAY, OCTOBER 6, 2021 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Proclamation in Honor of Disabilities Awareness Month
3. Approval of Minutes of Community Relations Committee Meeting of September 1, 2021

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Quarterly Dashboard Report – April-June 2021
8. Mobility Management Report – Annual Summary
9. Monthly Performance Report – August 2021
10. Adjourn

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

NOTE:

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **PROCLAMATION IN HONOR OF DISABILITIES AWARENESS MONTH**

ACTION

Staff proposes that the Committee recommend the Board proclaim October as "Disabilities Awareness Month."

SIGNIFICANCE

"Disabilities Awareness Month" is an opportunity to focus special attention on the daily challenges faced by persons with disabilities throughout the SamTrans service area; to reflect on measure that are being extended to assist them; to increase public awareness of new opportunities to meet their needs; and to draw specific attention to our efforts to serve this community.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

During the current fiscal year, SamTrans has budgeted \$17.8 million for paratransit services and will expend additional operating funds to accommodate customers with disabilities on the District's fixed-route services.

Over the past year, accomplishments of the District's accessibility program include:

- Provided more than 131,000 Redi-Wheels and RediCoast rides.
- Provided safe, reliable transit service to county residents, so that they could make essential trips during the COVID pandemic.
- With the new paratransit eligibility contractor, continued the customer-friendly paratransit eligibility process.
- Maintained a "zero trip denials" policy on Redi-Wheels and RediCoast.

PROCLAMATION

IN HONOR OF DISABILITIES AWARENESS MONTH

WHEREAS, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with Disabilities; and

WHEREAS, 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

WHEREAS, many of these residents with disabilities are making important contributions to their communities throughout the county, and many more are eager to provide their energies and talents; and

WHEREAS, reliable transportation remains one of the most important resources to assist these residents with trips for work, business, recreation and medical services; and

WHEREAS, the San Mateo County Transit District since 1977 has provided countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast paratransit; and

WHEREAS, the San Mateo County Transit District continues to provide accessible fixed-route bus service to people with disabilities throughout San Mateo County; and

WHEREAS, on the thirty-first anniversary since landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons;

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community.

Regularly passed and adopted this 6th day of October, 2021.



Chair, San Mateo County Transit District

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
SEPTEMBER 1, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

1. CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 2:20 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 4, 2021

Motion/Second: Medina/Fraser

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

Noes: None

Absent: Groom

3. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, said they held a Coastsides transportation meeting in August.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said they would be voting on a prospective member at their next PCC meeting. Committee Chair Guilbault asked if there would be any vacancies after appointing the new member. Mr. McMullan said they have one additional vacancy that they are attempting to fill.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Chair, Citizens Advisory Committee, provided a brief summary of the August 25 meeting.

6. MONTHLY PERFORMANCE REPORT – JULY 2021

Ana Rivas, Director of Bus Transportation, said the report was in the packet and provided a summary of the latest key performance indicators.

7. ADJOURN

The meeting adjourned at 2:24 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 Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

ACTION

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

SIGNIFICANCE

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

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

The PAL and PCC did not meet in August. No minutes are attached.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

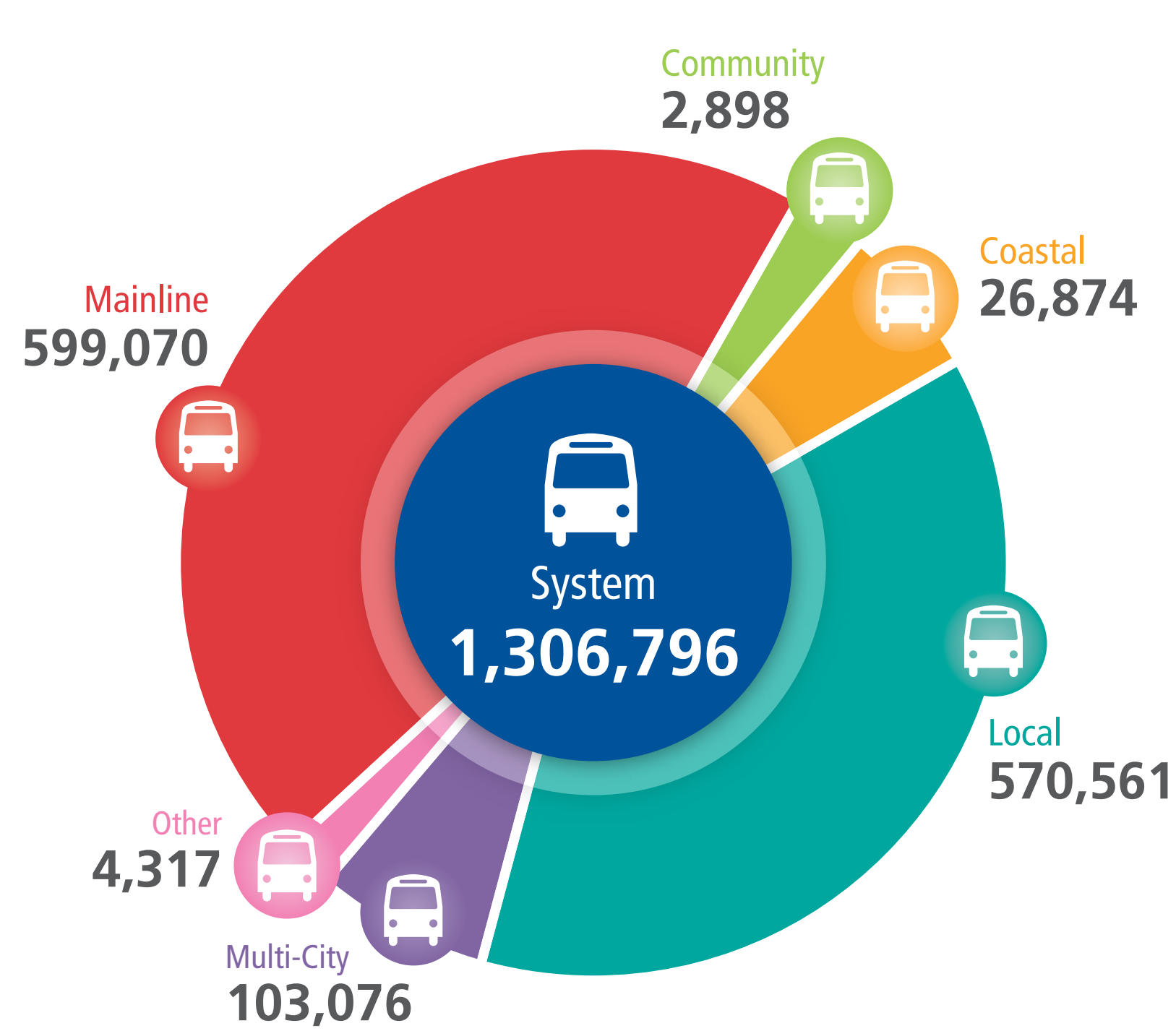
Prepared By: Tina Dubost, Manager, Accessible Transit Services 650-508-6247



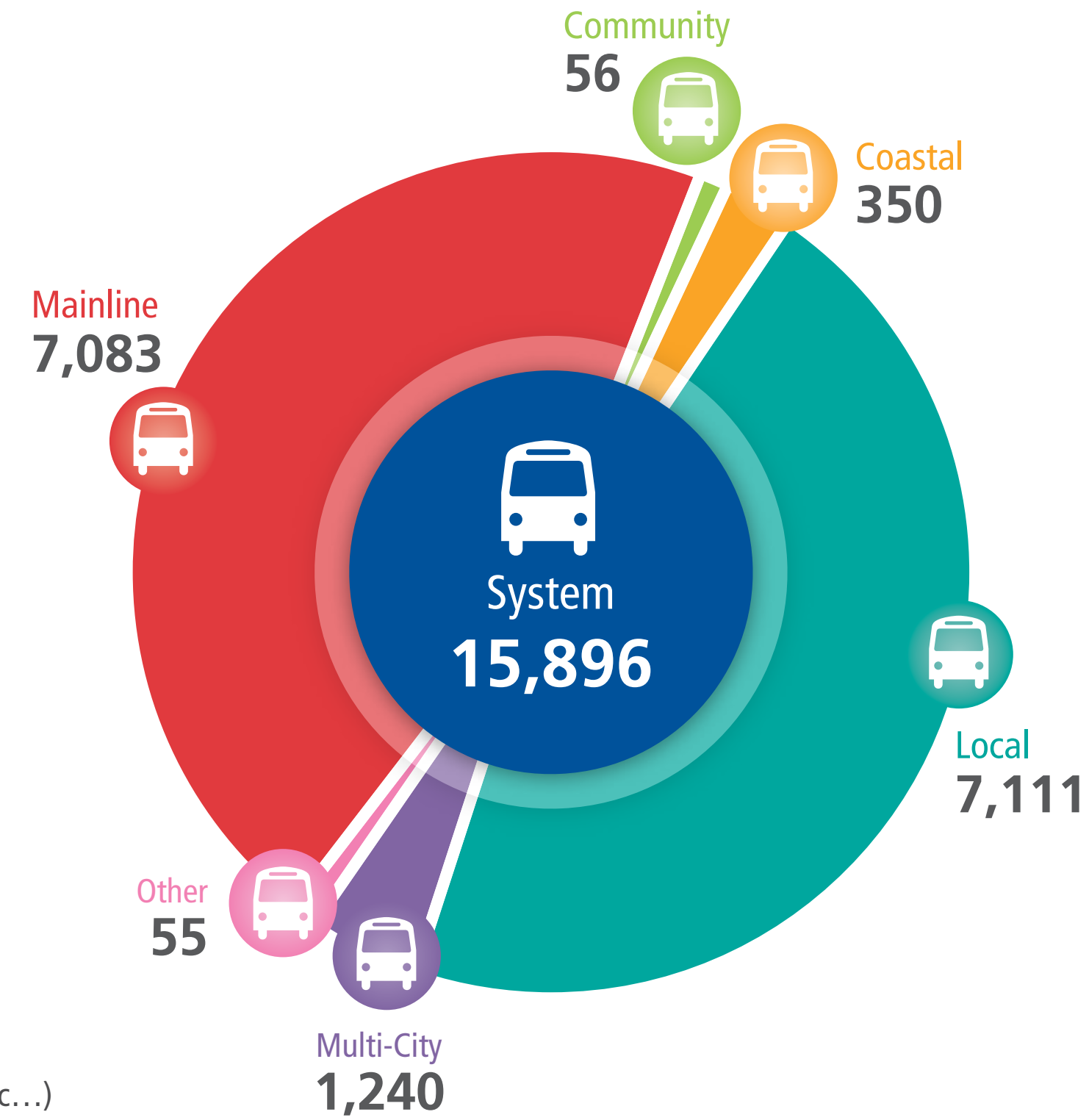
FY21 SamTrans Service Statistics

Quarterly Report (April - June)

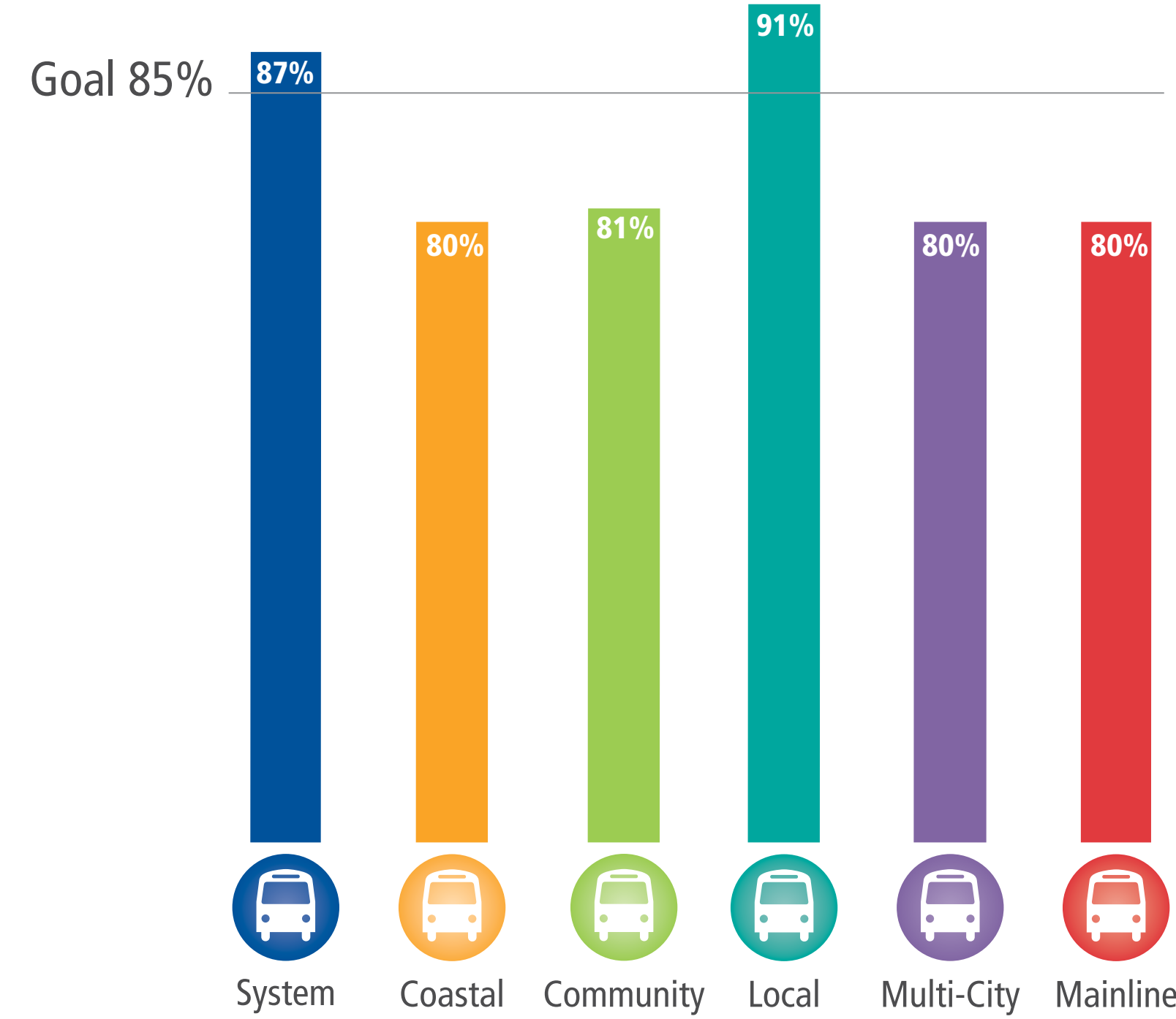
TOTAL PASSENGERS



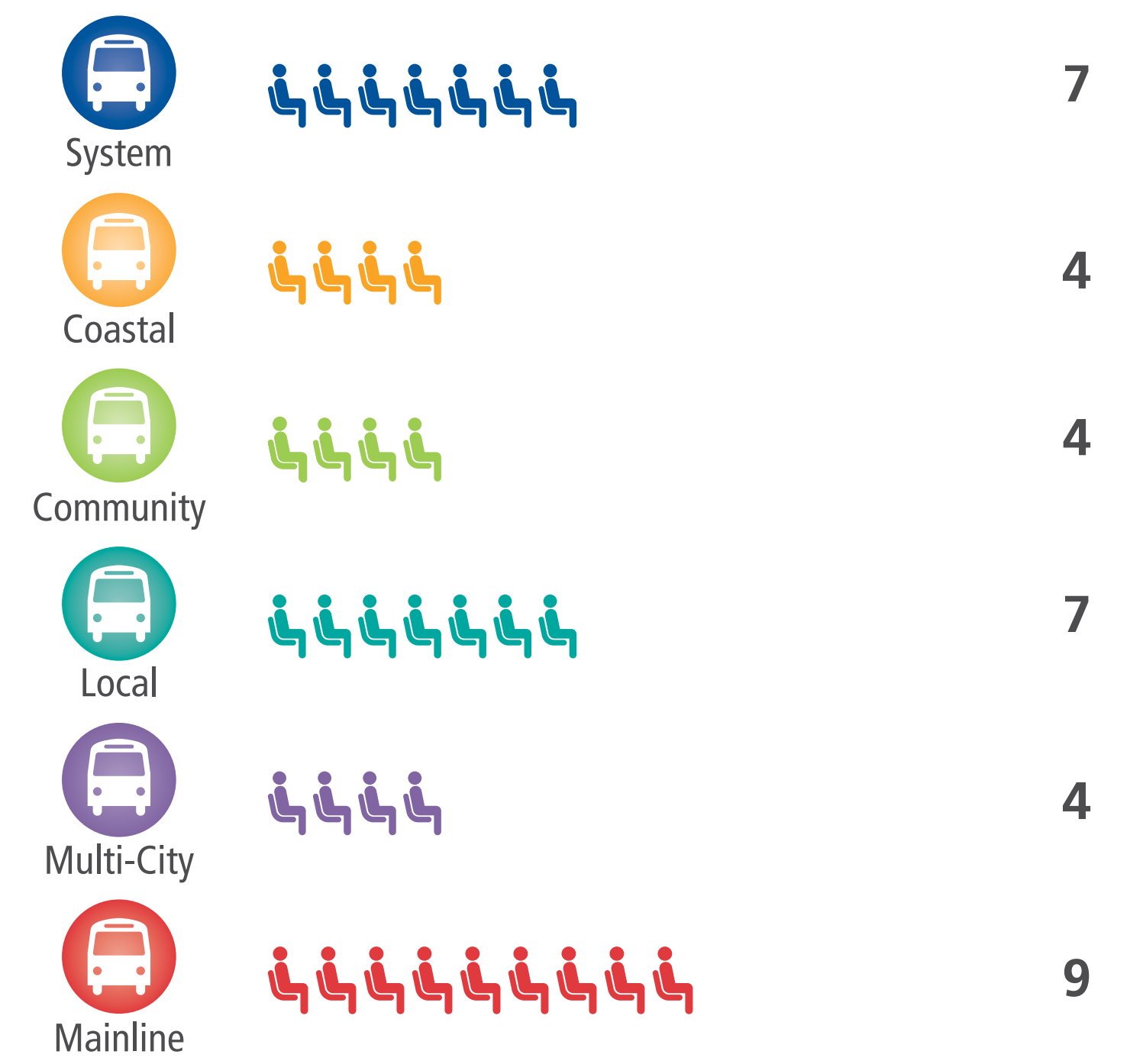
AVERAGE WEEKDAY RIDERSHIP



WEEKDAY ON-TIME PERFORMANCE



WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



Coastal: Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 17, 294, etc...)
Community: Infrequent, community-specific routes which do not operate during off-peak hours. (Route 24, 38, 49, 60, etc...)
Local: Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods. (Routes 110, 120, 250, 280, etc...)

Multi-City: Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)
Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)
Other: Trippers, standby routes, and bus bridges. OTP and Passengers/VRH are not tracked for this category.

TOTAL MILES TRAVELED



PREVENTABLE ACCIDENTS



MILES BETWEEN PREVENTABLE ACCIDENTS



SERVICE CALLS



MILES BETWEEN SERVICE CALLS



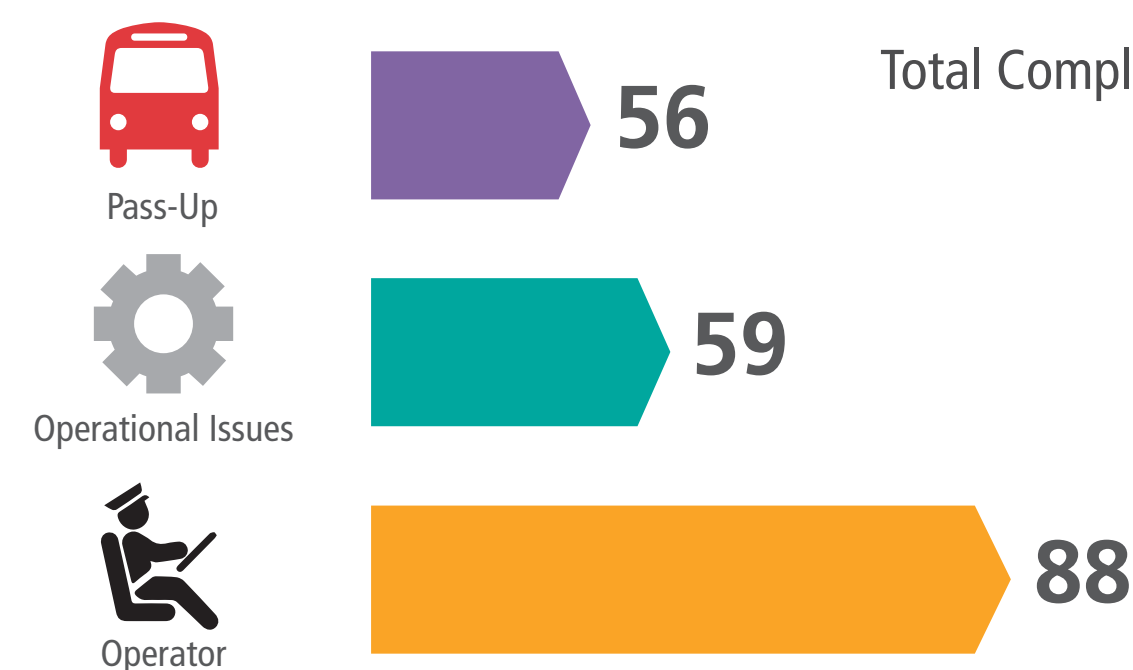
DID NOT OPERATE



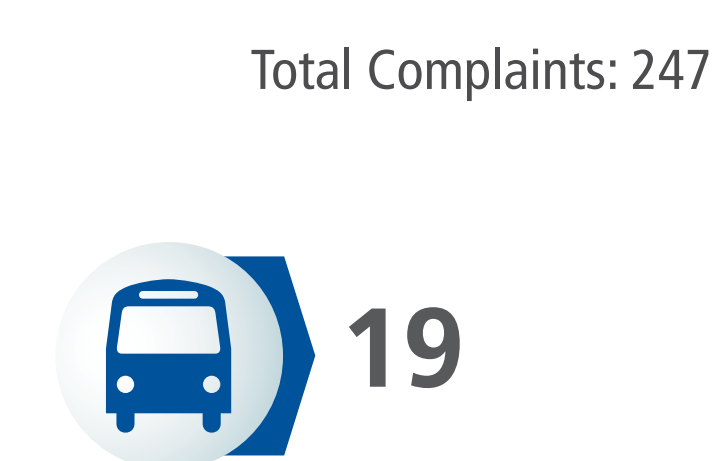
DID NOT OPERATE/100,000 Bus Trips



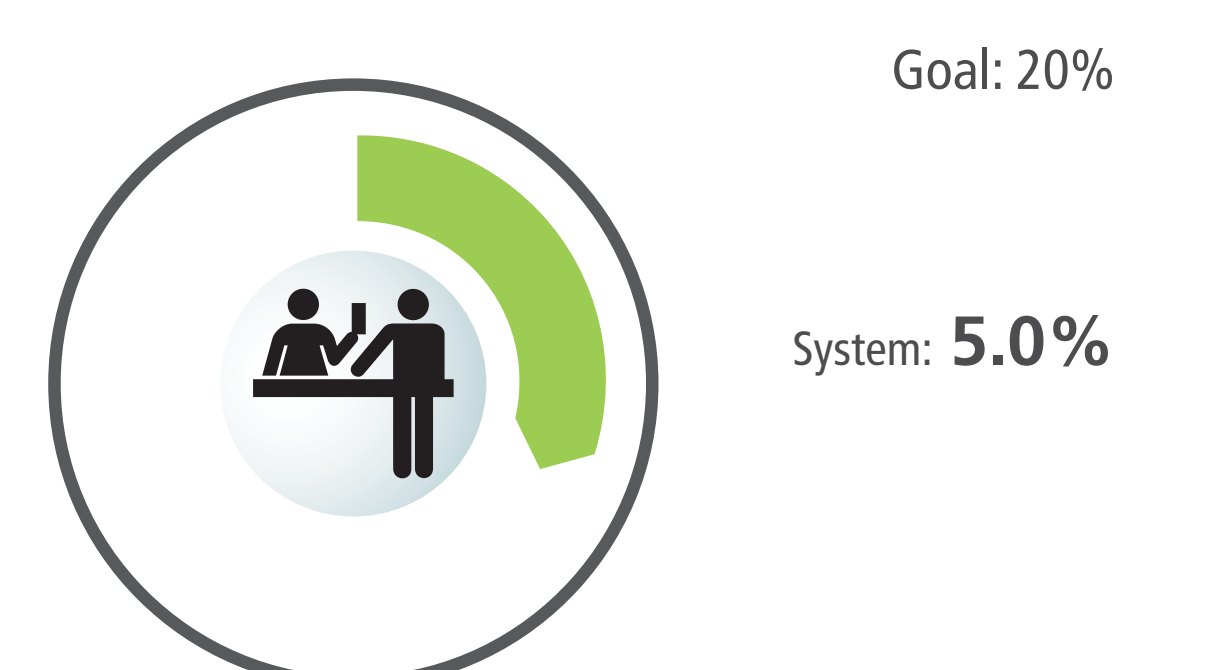
TOP 3 COMPLAINTS



COMPLAINTS/100,000 Boardings



FAREBOX RECOVERY RATIO



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MOBILITY MANAGEMENT REPORT: ANNUAL SUMMARY**

ACTION

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

SIGNIFICANCE

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. Each of the District's four transportation modes – SamTrans fixed-route bus service, ADA Paratransit, Caltrain and Shuttles – are featured individually throughout the fiscal year. This month features a report that summarizes the annual performance of all the modes.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

This annual performance report will focus on overall system performance throughout a year with a coronavirus pandemic, as well as highlights for each of the transportation modes, including ridership, on-time performance, safety, and other current developments.

STRATEGIC INITIATIVE

- Priority 1: Expand Mobility Options
- Goal 1: Provide essential transportation services during a pandemic

This month's presentation will be presented via PowerPoint.

Prepared by: Donald G. Esse, Senior Operations Financial Analyst 650-508-6329

Annual Summary



- Ridership & Service Statistics
- COVID-19 and Operational Changes
- Support for the Community
- Restoring Bus Service and Ridership
- Reimagine SamTrans and Ongoing Planning Efforts
- Summary

SamTrans Ridership & Service Statistics

	<u>FY2019†</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY 2019 to FY 2021</u>	
				<u>Delta</u>	<u>Percent</u>
Ridership	10,667,979	8,707,929	4,503,358	-6,164,621	-57.8%
Revenue Miles	6,671,357	6,560,714	5,903,272	-768,085	-11.5%
OTP (85.0%)	79.1%	82.3%	87.2%	+8.1	+10.2%
Miles Between:					
Service Calls *	27,921	59,017	32,822	+4,901	+17.6%
Accidents **	64,598	59,496	70,547	+5,959	+9.2%
DNO	646	2,331	107	-539	-83.4%
Complaints per million trips	179	210	209	+30	+16.8%

† Pre-Covid

Goals:

* District operated buses (25,000 miles)

** District operated buses (100,000 miles)

SamTrans Ridership Comparison

	<u>FY2019†</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY 2019 to FY 2021</u>	
				<u>Decrease</u>	<u>Percent</u>
SamTrans Bus	10,667,979	8,707,929	4,503,358	-6,164,621	-57.8%
AC Transit	53,303,040	44,591,533	21,335,212	-31,967,828	-60.0%
VTA	27,472,086	22,009,635	9,725,087	-17,469,999	-64.6%
SFMTA *	217,233,154	166,272,704	60,347,496	-156,885,658	-72.2%
Bus National	5,095,178,603	4,084,858,280	2,242,919,943	-2,852,258,660	-56.0%

† Pre-Covid

* SFMTA includes rail service, which was suspended during COVID and replaced with bus service.

Paratransit Ridership & Service Statistics

	FY2019 [†]	FY2020	FY2021	FY 2019 to FY 2021	
				Delta	Percent
Ridership	339,240	256,738	121,394	-217,846	-64.2%
Registrants	8,013	7,647	6,419	-1,594	-19.9%
Revenue Miles	2,780,055	2,154,811	1,229,443	-1,550,612	-55.8%
OTP Red-Wheels (90.0%)	91.0%	93.3%	97.2%	+6.2	+6.8%
OTP RediCoast (90.0%)	97.1%	96.1%	95.5%	-1.6	-1.6%
Miles Between Service					
Calls (25,000 miles)	46,217	34,275	34,031	-12,186	-26.4%
Complaints per thousand trips (2.50)					
Redi-Wheels	0.64	0.73	0.35	-0.29	-45.3%
RediCoast	0.42	0.93	0.25	-0.17	-40.5%

† Pre-Covid

Shuttle Ridership & Service Statistics

	<u>FY2019†</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY 2019 to FY 2021</u>	
				<u>Delta</u>	<u>Percent</u>
Ridership - SamTrans	371,993	264,932	108,673	-263,320	-70.8%
Ridership - JPB	517,103	375,188	35,188	-481,915	-93.2%
Routes - SamTrans	9	9	9	0	
Routes - JPB	35	35	14	-21	-60.0%
Stations - SamTrans	5	5	5	0	
Stations - JPB	13	13	8	-5	-38.5%
Employers - SamTrans	200	200	100	-100	-50.0%
Employers - JPB	320	320	75	-245	-76.6%

† Pre-Covid

Note: The Shuttle program began in August 1988 with 4 routes supporting the commuter rail

Caltrain Ridership & Service Statistics

	<u>FY2019†</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY 2019 to FY 2021</u>	
				<u>Delta</u>	<u>Percent</u>
Ridership	18,277,466	13,853,873	1,294,937	-16,982,529	-92.9%
Trains Scheduled	26,128	23,070	20,720	-5,408	-20.7%
OTP (95.0%)	93.1%	94.3%	93.5%	+0.4	+4.3%
Trains Terminated	43	37	32	11	-25.6%
Trains Annulled	13	9	4	9	-69.2%
Total Complaints	1,568	1,073	519	-1,049	-66.9%

Number of Trains, Weekdays:

Pre-COVID	92	December 14, 2020	68
March 17, 2020	70	March 22, 2021	70
March 30, 2020	42	August 30, 2021	104
June 15, 2020	70		

† Pre-Covid

COVID-19 and Operational Changes

- March 13, 2020 – Last day of school service
- March 17, 2020 – County Shelter-in-place (SIP) Order - office employees started teleworking
- Issued mask and gloves to front line employees
- March 26, 2020 – Initiated rear door boarding and free fares
- April 26, 2020 – Reduced weekday service to Saturday service
- July 2020 installed bus operator barriers onboard all buses



COVID-19 and Operational Changes

- Issued free face masks for passengers on board buses
- Installed hand sanitizing stations and issued personal hand sanitizers to Bus Operators and field personnel
- Purchased fogger machines to increase cleaning and sanitizing intervals (vehicles & facilities)
- Increased the allotment for extra board operators to provide additional trips to minimize overcrowding on buses
- Assessed working conditions (spacing) and instituted social distancing measures for field and administrative personnel



COVID-19 and Operational Changes

- Eliminated field reliefs (operator receives a fresh bus)
- Installed and posted signage on buses – facial covering and social distancing required
- Instituted temperature screening
- Provided free rides for passengers getting vaccinated
- California economy reopened June 15, 2021
 - Continue to issue free mask on board buses
- Vaccine mandates and COVID testing
- TSA mask mandate extended through January 18, 2022



Support for the Community

- Executive Order 13985, officially titled Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, is the first executive order signed by U.S. President Joe Biden on January 20, 2021.
- “Resolution on SamTrans’ Commitment to Diversity, Equity and Inclusion” – Resolution 2021-11 adopted April 7, 2021.
- “Recognizing Gay, Lesbian, Bisexual, Transgender, and Queer Pride Month and Reaffirming a Commitment to Diversity, Equity, Access and Inclusion” – Resolution 2021-25, adopted June 2, 2021.
- All Bus Operators and Bus Supervisors trained on the detection of Human Trafficking.
- Assisted Caltrain with bus bridges (grade separations projects)
- Provided Mutual Aid to VTA



Restoring Bus Service and Ridership

- August 16, 2020 - Resumed fare collection and front door boarding
- "All Aboard Bay Area" is a regional transit campaign development by MTC
- Bay Area survey – pre-pandemic, 70 percent of employers said a typical employee commuted five days a week. Currently, employers expect only 19 percent of those historical commuters to return to the same travel pattern
- Local messaging and advertisement efforts promoting the SamTrans August service changes, Clipper Mobile, and Clipper Start program
- Service at 88 percent of pre-COVID levels
 - Partial school service restored in late FY21 to respond to limited school reopening; restoration of school routes prioritized using an equity lens
 - Full school service restored August 2021

Reimagine SamTrans

- Reimagine SamTrans restarted in late Summer 2020
 - Analysis of ridership trends during the Pandemic
- Virtual Board workshop in October 2020
- Three network alternatives developed in Winter 2020/21
 - Frequency, expanding regional access, and geographic coverage
- Phase 2 Outreach in Spring 2021
 - Largely virtual, some in-person events
 - Over 2,000 survey responses collected with feedback on the alternatives
- Preferred Network developed in Summer 2021
 - Phase 3 Outreach will occur in Fall 2021 (Oct 6 until Nov 7, 2021).
 - Targeted outreach effort to receive input on the recommended preferred network

Ongoing Planning Efforts

- Shuttle study launched in FY20; substantially complete in FY21
 - Study will make recommendations to streamline the shuttle program and improve the rider experience
- Way2Go Pass Program Study nearly complete in FY21
 - Study recommendations were approved by the Board in summer 2021. Recommendations make pass more affordable and available
- Regional Planning efforts underway
 - Regional Fare Integration and Coordination Study
 - Blue Ribbon Task Force

Summary

- Safety remains “Priority 1”
- Ridership has increased but remains below pre-pandemic ridership levels
- Maintenance performance and reliability remains solid
- Service quality is good
- Customer satisfaction remains high
- Remarkable employee support – providing essential transportation
- The District is a leader supporting our communities
- SamTrans marches ahead with planning efforts and strategies to implement a new network alternative and to recover post COVID-19

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

April Chan
Chief Officer, Planning,
Grants/Transportation Authority

SUBJECT: **MONTHLY PERFORMANCE REPORT | AUGUST 2021**

ACTION

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

SIGNIFICANCE

As of June 21, 2021, SamTrans lifted bus capacity restrictions and no longer requires physical distancing between customers. Regardless of vaccination status, masks and maintaining six feet away from operators are still required onboard to comply with both federal transportation and state worker safety mandates. Rising concerns of the spread of the Covid-19 Delta-variant could impact future safety protocols. The Federal government is currently requiring face coverings through January 18, 2022.

On August 15, 2021, SamTrans initiated Run Book #136 which adjusted schedules and added service to several routes. Service to schools resumed as schools reopened for in-person learning in San Mateo County. Several revisions to the schedule have been made since the August run book launch to accommodate bell time changes.

On August 30, 2021, Caltrain modified and enhanced its schedules. Caltrain increased its service above pre-pandemic levels, reintroduced the Baby Bullet express trains and added more frequent evening service. Caltrain is currently running 104 trains per weekday, which is the highest number of trains operated per day since the railroad began operations.

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 61.2 percent in the month of August 2021 compared to August 2020. Similarly, the total monthly ridership increased by 58.6 percent.

When comparing August 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2021), ridership for all SamTrans modes is 56.5 percent lower.

Caltrain: Average weekday ridership increased by 156.2 percent in the month of August 2021 compared to August 2020. Similarly, the total monthly ridership increased by 172.3 percent.

When comparing August 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2021), ridership for Caltrain is 86.53 percent lower.

Other SamTrans' Key Performance Indicators:

OTP for August 2021 fell below SamTrans' OTP goal of 85.0 percent by achieving 82.9 percent. OTP decreased by 3.8 percent compared to August 2020. The reduction in OTP commensurate with the increased traffic congestion on the Peninsula as well as more traffic due to schools returning to in-person learning.

In August 2021, there were 506 DNOs (trips or schedules that did not operate) – 432 more than the previous month of June 2021. A significant number of operators called out sick at the beginning of the August run book, resulting in a large number of cancelled schedules (DNOs). To keep the public informed, timely communications regarding pending DNOs was shared with the call center staff, reported on the website, and posted on our mobile application and Twitter. Efforts were made to ensure first and last trips were not missed, and low frequency routes were not remarkably impacted.

Data shown in this report is current as of September 15, 2021.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Aug-19	Aug-20	Aug-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	37,394	11,872	20,221	70.3%	33,732	11,738	18,569	58.2%
Paratransit	1,134	363	526	44.9%	1,132	380	515	35.5%
Shuttles	11,840	1,359	1,188	-12.6%	11,804	1,435	1,161	-19.1%
Total	50,368	13,594	21,935	61.4%	46,667	13,552	20,244	49.4%

SAMTRANS Total Ridership								
Mode	Aug-19	Aug-20	Aug-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	946,995	330,997	545,059	64.7%	1,758,825	665,766	1,017,418	52.8%
Paratransit	28,918	9,646	13,886	44.0%	57,624	20,143	27,087	34.5%
Shuttles	258,469	28,684	26,762	-6.7%	523,866	62,455	50,756	-18.7%
Total	1,234,382	369,327	585,707	58.6%	2,340,315	748,364	1,095,261	46.4%

CALTRAIN Average Weekday Ridership								
Mode	Aug-19	Aug-20	Aug-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	71,557	3,517	9,053	157.4%	71,025	3,468	8,884	156.2%

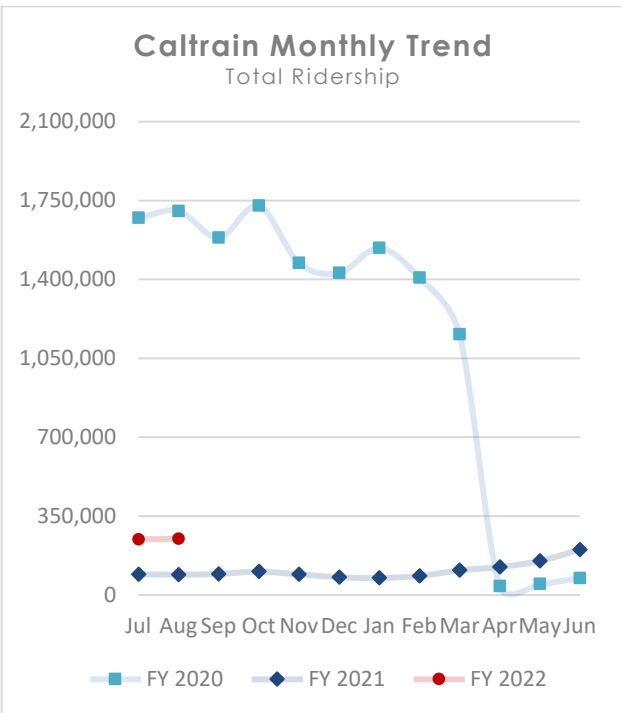
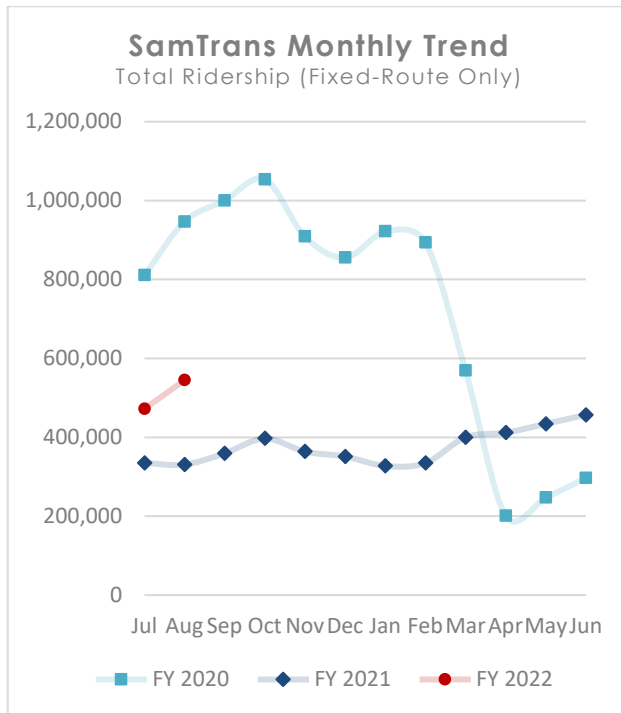
CALTRAIN Total Ridership								
Mode	Aug-19	Aug-20	Aug-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,703,334	90,538	249,490	175.6%	3,376,006	182,241	496,237	172.3%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Aug-19	Aug-20	Aug-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	143	60	52	-13.7%	146	59	50	-15.1%
BART (San Mateo County)	47,573	4,230	10,380	145.4%	46,893	4,257	10,030	135.6%

OTHER MODES in San Mateo County Total Ridership								
Mode	Aug-19	Aug-20	Aug-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	3,149	1,261	1,140	-9.6%	6,436	2,611	2,179	-16.5%
BART (San Mateo County)	1,218,908	109,659	284,482	159.4%	2,401,639	223,621	548,388	145.2%

Important Notes:

SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.
 Shuttle Ridership includes SamTrans/BART 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	Aug-19	Aug-20	Aug-21
Adult	521,657	117,655	319,416
Youth	166,485	9,621	72,972
Eligible Discount	258,407	46,113	152,513
Total	946,549	173,389	544,901

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). **Fare collection was suspended between the months of May and August 2020. Fare collection resumed on August 16, 2020.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Aug-19	Aug-20	Aug-21
On-Time Performance	79.3%	86.6%	82.9%
Preventable Accidents	11	13	*
Service Calls	22	24	20
Trips Scheduled	44,609	30,297	38,254
Did Not Operate DNOs	229	3	506

SamTrans' OTP goal is 85.0 percent. On-Time Performance (OTP) is calculated by evaluating the 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 30 seconds ahead of schedule.

* **Preventable Accident Data** is not yet available for August 2021.

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Aug-19	Aug-20	Aug-21
Revenue Hours (Sched.)	58,647	41,513	47,932
Revenue Miles (Sched.)	601,120	437,747	524,688
Total Fleet Miles (Actual)	838,818	625,095	725,962

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 36,298 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Aug-19	Aug-20	Aug-21
On-Time Performance (RW)	92.3%	97.1%	94.8%
On-Time Performance (RC)	97.6%	96.0%	96.7%
Preventable Accidents (RW)	0	0	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	2	1
Service Calls (RC)	0	0	0

Notes: KPIs include the third party contractor performance.

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

PARATRANSIT Fleet Key Performance Indicators			
KPI	Aug-19	Aug-20	Aug-21
Revenue Miles (RW)	199,214	77,968	113,200
Revenue Miles (RC)	34,508	12,515	15,370
Fleet Miles (RW)	215,167	90,105	127,023
Fleet Miles (RC)	41,145	14,824	21,181

RW = Redi-Wheels

RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Aug-19	Aug-20	Aug-21
Complaints	241	72	135
Accessibility	19	8	12
Compliments	26	12	14
Service Requests	70	31	84
Reports Total	356	123	245

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 July (134) to August (245).

The following is a list of the Communications Division's marketing and promotional efforts in **August 2021**:

- All Aboard Bay Area Campaign (MTC)
- All Aboard SamTrans Campaign
- Senior and Veteran Mobility Promotional Campaign
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "Board Approves Changes to Way2Go Pass and Clipper START Programs"
- Press Release: "SamTrans Updates Runbook, Restores School Service"

Digital Communications Report:

The month of August was very active. Our biggest focal points were return of school service and all aboard campaign, new schedule, and we did have many delay notifications due to operator shortages.

August highlights:

- Launch of "All Aboard"
- Back to School

SamTrans.com Report:

SamTrans.com broke 100K sessions (101,828) in August for the first time since pre-pandemic.

Pandemic Low: 43,967 sessions

Website Replacement Project:

The Website replacement Project is moving along with weekly meetings and developments in GTFS, mapping. Content has been moved from the current sites to the new sites. This is a critical first step toward launching the new sites.

Prepared by: Alex Lam, Principal Planner 650-508-6227
Robert Casumbal, Director, Marketing & Market Research 650-508-6280
Jeremy Lipps, Digital Communications Manager 650-508-7845



BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

**STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY
COMMITTEE**

COMMITTEE OF THE WHOLE

WEDNESDAY, OCTOBER 6, 2021 – 2:45 pm

or immediately following the Community Relations Committee
meeting

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of September 1, 2021
3. Authorization of an Exclusive Negotiating Agreement with RWC Sequoia Station LLC for the Potential Sale of District Property Located at Sequoia Station, Including a Right of Entry for Purposes of Conducting Related Due Diligence Investigations

INFORMATIONAL

4. Metropolitan Transportation Commission (MTC) – Blue Ribbon Transit Recovery Task Force Update
5. Update on the Regional Fare Coordination and Integration Study
6. 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
SEPTEMBER 1, 2021**

Committee Members Present: J. Gee, D. Pine

Committee Members Absent: C. Groom (Committee Chair)

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: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER

Committee Member Dave Pine called the meeting to order at 2:31 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 4, 2021

Motion/Second: Ratto/Stone

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

Noes: None

Absent: Groom

3. DECLARATION THAT CERTAIN REAL PROPERTY LOCATED AT SEQUOIA STATION IS EXEMPT SURPLUS LAND THAT IS NOT NECESSARY FOR THE DISTRICT'S USE PURSUANT TO THE SURPLUS LAND ACT; AUTHORIZATION TO NEGOTIATE TO DISPOSE OF THE PROPERTY, AND RELATED CEQA FINDINGS

Joan Cassman, Legal Counsel, presented the staff report.

Public Comment:

Roland asked if the Lowe agreement includes a provision for Caltrain parking both during construction and once construction is completed.

Ms. Cassman responded that the District is laying the groundwork to begin discussions with the developers and is not yet at the point where they have any substantive agreements.

Motion/Second: Fraser/Ratto

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

Noes: None

Absent: Groom

4. MOTION TO ACCEPT THE US-101 MOBILITY ACTION PLAN

April Chan, Chief Officer, Planning, Grants/Transportation Authority, introduced the item.

Millie Tolleson, Manager, Strategic Planning, provided the presentation.

Committee Member Jeff Gee asked if there was a way to quantify the stress and throughput that is caused by driver behavior. Ms. Tolleson said that public health officials are also interested in this phenomenon.

Director Peter Ratto asked how Muni Route 115 got included in the program. Ms. Tolleson said it travels on Highway 101.

Chair Charles Stone said that ideally travelers would use transit instead of individual cars. He asked how SamTrans plans to achieve the goal of promoting transit use.

Ms. Tolleson said there are also efforts on approving parallel roadways to 101 to help with bus speeds.

Public Comment:

Roland noted the higher speed limits and stricter punishments for violations in the United Kingdom compared to the United States.

Motion/Second: Stone/Ratto

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

Noes: None

Absent: Groom

5. SAN MATEO COUNTY SHUTTLE STUDY UPDATE

Ms. Chan noted that this was an informational item.

Daniel Shockley, Senior Planner, provided the presentation.

Committee Member Gee suggested showing metrics of whatever success looks like in the future so we know how to modify it as needed.

Chair Stone said he looked forward to making a more robust program. He said maybe they can come up with creative solutions for workforce developments.

6. ADJOURN

The meeting adjourned at 3:12 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: Strategic Planning, Development & Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

Joan L. Cassman
General Counsel

SUBJECT: **AUTHORIZATION OF AN EXCLUSIVE NEGOTIATING AGREEMENT WITH RWC SEQUOIA STATION LLC FOR THE POTENTIAL SALE OF DISTRICT PROPERTY LOCATED AT SEQUOIA STATION, INCLUDING A RIGHT OF ENTRY FOR PURPOSES OF CONDUCTING RELATED DUE DILIGENCE INVESTIGATIONS**

ACTION

Staff requests that the Committee recommend that the Board of Directors authorize the Acting General Manager/CEO, or his designee, to negotiate and enter into an Exclusive Negotiating Agreement (ENA) with RWC Sequoia Station LLC for certain real property interests located at the Sequoia Station in Redwood City, for an initial term of eighteen months. The ENA will also include a Right of Entry Agreement giving RWC Sequoia Station LLC access to District property to enable certain specified due diligence investigations.

SIGNIFICANCE

The San Mateo County Transit District (District) owns an underground parking garage that is part of the Sequoia Station shopping center development in Redwood City (Sequoia Station), adjacent to the Caltrain rail station. The District has been approached by RWC Sequoia Station LLC (Developer) who desires to undertake the redevelopment of Sequoia Station to include a transit-oriented development with retail, residential and office uses (Proposed Project).

The Developer wishes to purchase the District's property interest in the underground parking garage (Garage Property), and to include the Garage Property as part of the Proposed Project. If the Sequoia Station is redeveloped, and if the District transfers its interest in the Garage Property to the Developer, the District's underground garage would likely be demolished.

At the September 1, 2021 meeting, the Board declared that, pursuant to the Surplus Land Act, the District's real property interests located at Sequoia Station in Redwood City are "exempt surplus property" as the property (a) is not necessary for the District's

use and (b) is subject to valid legal restrictions that (i) are not imposed by the District, (ii) effectively prohibit the development of housing at the Garage Property, and (iii) cannot feasibly be satisfactorily mitigated or avoided. The Board also authorized staff to (a) submit a declaration of exempt surplus land to the California Department of Housing and Community Development, (b) file a Notice of Exemption pursuant to the California Environmental Quality Act Guidelines and (c) proceed to negotiate for disposition of the exempt surplus property.

With the foregoing actions, the District enabled itself to negotiate the proposed ENA, which will provide the Developer with the necessary rights and certainty to expend time and financial resources to continue its review of the feasibility of the Proposed Project. Under the ENA, the Developer and the District will prepare a joint Work Plan and Project Budget required for negotiation of a term sheet leading ultimately to a disposition agreement. Such work likely will require the District to engage third-party consultants to supplement staff and legal counsel resources, all of which will be funded by the Developer under the terms of the ENA. The proposed ENA also requires the Developer to indemnify and defend, and provide insurance to protect the District from third-party allegations of injuries or damages arising out of the performance of the ENA, so long as they are not caused by gross negligence or willful misconduct of, or breach by, the District.

During the ENA period, it is anticipated that the District and the Developer will discuss, negotiate, and agree upon mutually acceptable terms for the disposition of the Garage Property to the Developer. A final negotiated term sheet containing the salient terms and conditions for a disposition agreement, would be brought back to the Board for approval if/when the Developer is prepared to proceed with development of the Proposed Project.

Staff anticipates that any environmental review that may be required is expected to occur during the term of the ENA, and before the completion of the transaction that is the subject of the disposition agreement.

Finally, the ENA contemplates the potential for and conditions applicable to termination by the Developer, including requirements for the Developer to deliver to the District certain surveys, investigations and other due diligence reports relating to the legal status, title or physical condition of the Garage Property that have been developed during the term of the ENA.

BUDGET IMPACT

There is no fiscal impact to the District related to the execution of the ENA. Under the terms of the proposed ENA, the District will require the Developer to deposit \$100,000, inclusive of \$15,000 already deposited, to cover all of the District's costs related to or arising from the ENA, such as staff costs, legal costs and consultant or other third-party expenses necessary to evaluate the proposed disposition agreement terms and the Developer's Proposed Project. The deposit amount will be replenished by the Developer whenever the balance falls to \$25,000.

BACKGROUND

On October 25, 1991, the California Department of Transportation (Caltrans) conveyed to the District certain property pursuant to a Caltrans Director's Deed that required the District to use the property to build out a garage and provide at least 315 parking spaces for the "Peninsula Commute Service Patrons" and included a right to have the property revert if this condition was not met.

This condition was intended to transfer to the District grant restrictions that existed as a result of the use of federal funds by the State to acquire the parcel. The Caltrans property was then used as part of a re-subdivision of that property and others to configure the parking garage as part of a multi-story shopping center development (Subdivision) at Sequoia Station. The Subdivision incorporated the garage functionality specified in the deed from Caltrans. This resulted in a single-level underground garage area of approximately 111,000 square feet and included limited height clearances, various ramps to access surface streets, and the presence of easements supporting the overhead shopping center facilities.

The District has been the owner and operator of this real property interest and related garage for the benefit of the Caltrain service.

Prepared by: April Chan, Chief Officer, Planning, Grants,
and Transportation Authority

650-508-6228

RESOLUTION NO. 2021 –

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

* * *

**AUTHORIZING THE ACTING GENERAL MANAGER/CEO TO EXECUTE
AN EXCLUSIVE NEGOTIATING AGREEMENT FOR DEVELOPMENT OF THE
DISTRICT'S SEQUOIA STATION PARKING GARAGE PROPERTY**

WHEREAS, the San Mateo County Transit District (District) owns certain property located in the City of Redwood City at Sequoia Station; and

WHEREAS, in the early 1990s, the District entered into an agreement with Sequoia Station Developers, Inc., to contribute property it owned and acquired, along with District funds, to construct a parking garage as part of the Sequoia Station project (the Garage Property); and

WHEREAS, the Garage Property consists of a single-level underground garage area of approximately 111,000 square feet with limited height clearances, various ramps to access surface streets, the presence of easements supporting the overhead shopping center facilities and no surface air rights or natural light; and

WHEREAS, the District has been approached by RWC Sequoia Station LLC (Developer) who desires to undertake the redevelopment of Sequoia Station, including the Garage Property, to include a transit-oriented development with retail, residential and office uses (Proposed Project); and

WHEREAS, the District desires to facilitate development of the Proposed Project, which is expected to create a dense, high-quality TOD project that supports on-site public transit services and generates financial returns to the District; and

WHEREAS, at its September 1, 2021 meeting, the District's Board of Directors declared the Garage Property is "exempt surplus land" under the Surplus Lands Act because it is (a) not necessary for the District's use and (b) subject to valid legal restrictions that are (i) not imposed by the District, (ii) effectively prohibit the development of housing at the Garage Property, and (iii) cannot feasibly be satisfactorily mitigated or avoided; and

WHEREAS, the Developer has requested that the District engage in an exclusive negotiating agreement (ENA) to allow the District and Developer the opportunity to negotiate disposition of the Garage Property for use as part of the Proposed Project; and

WHEREAS, the Developer has already made a \$15,000 deposit to cover the District's costs for considering the requested ENA, and, upon execution of the ENA, the Developer will be required to make an additional \$85,000 deposit to the District to offset all costs incurred by the District related to the ENA during the negotiation of a disposition agreement, which deposit will be replenished to \$100,000 when the balance of funds falls to \$25,000.

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Transit District authorizes the Acting General Manager/CEO or designee to (1) execute an 18-month Exclusive Negotiating Agreement between the District and RWC Sequoia Station LLC; (2) negotiate a term sheet for potential disposition of the Garage Property; (3) return to the Board of Directors for review and approval of such a term sheet; (4) extend the ENA if the Acting General Manager/CEO determines that such an extension is warranted; and (5) take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 6th day of October, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **METROPOLITAN TRANSPORTATION COMMISSION (MTC) - BLUE RIBBON
TRANSIT RECOVERY TASK FORCE UPDATE**

ACTION

Staff will provide an update on the work of the MTC Blue Ribbon Transit Recovery Task Force (BRTRTF); no action is required.

SIGNIFICANCE

MTC convened the BRTRTF in May 2020 in response to the COVID-19 pandemic. Membership of the BRTRTF included General Managers of a number of transit agencies, along with MTC Commissioners, State of California representatives and other key stakeholders.

The first charge of the BRTRTF was to advise MTC on the fair distribution of federal relief funds under the 2020 Federal CARES Act. Next, the BRTRTF supported transit operators' efforts to determine essential public safety commitments as COVID protocols were evolving. Then in late 2020, the BRTRTF turned its focus to work on the Bay Area Transit Transformational Action Plan (Plan). Purpose of the Plan is to identify specific, near-term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

The work of the BRTRTF recently ended in July 2021. MTC and the transit operators are now turning to focus on the priorities outlined in the Plan, including the completion of a business case analysis of network management. The MTC will be forming an ad hoc advisory committee to oversee this body of analytical work.

At the October meeting, staff will present via a PowerPoint presentation a summary of the work completed by the BRTRTF as well as work anticipated to continue at the regional level.

BUDGET IMPACT

There is no budget impact associated with this update.

Prepared by: April Chan, Chief Officer, Planning, Grants & TA

650-508-6228

Update on MTC Blue Ribbon Task Force & Regional Transit Coordination Efforts

SamTrans Board of Directors
October 6, 2021

Presentation Overview

1. Metropolitan Transportation Commission (MTC) Blue Ribbon Transit Recovery Task Force (BRTTRTF)
 - BRTTRTF Transformation Action Plan
 - Transit Network Management – Evaluation & Business Case
2. Current Operator and MTC Coordination
 - Return to Transit Marketing Campaign
 - Fare Coordination and Integration Study
 - Regional Wayfinding and Mapping Efforts

MTC Blue Ribbon Task Force

- In early 2020, MTC established a 32-person task force to set a course of public transit recovery through the pandemic, and to recommend long term improvements to reshape the region's transit system to be more connected and efficient.
- Final Blue Ribbon Task Force Meeting held in July 2021. Future work will now be overseen by the MTC Commission instead of through the BRTTRTF.
- Two primary topics to close the task force:
 - Transformation Action Plan
 - Network Management Options

MTC Blue Ribbon: Transformation Action Plan

- Unanimous approval by the BRTTRTF
- MTC Commission approved on 9/22
- Identifies 27 near-term actions
- Related to 5 key outcomes:
 1. Fares & Payment
 2. Customer Information
 3. Transit Network
 - Bus Transit Priority (Speed and Reliability)
 - Bus/Rail Network Management Reform
 - Connected Network Planning
 - Data Collection & Coordination
 4. Accessibility
 5. Funding
- Commission October Workshop
 1. Direction on funding, staffing, prioritization and target date refinements
 2. Determine which MTC Committee(s) would oversee Actions



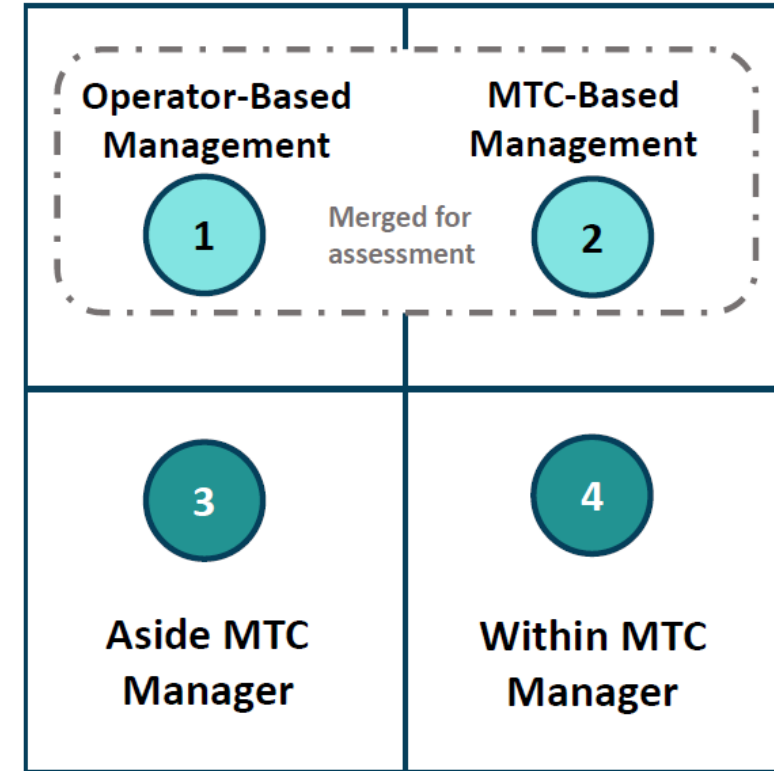
MTC Blue Ribbon: Transformation Action Plan

Overview of Network Management Outcomes & New Actions

FARES AND PAYMENT	1. Act on the FCIS recommendations	
	2. Determine whether existing authority is sufficient	
	3. Seek state legislation for additional authority, if needed	
CUSTOMER INFORMATION	4. Fund and finalize regional mapping and wayfinding standards	
	5. Fund and complete 1-3 subregional mapping and wayfinding pilot projects	
	6. Fund and develop a regional mapping data services digital platform	
TRANSIT NETWORK	Bus Transit Priority (Speed and Reliability)	7. Request a Caltrans Deputy Directive on Design Exceptions
		8. Sponsor legislation to remove barriers to implementation
		9. Fund design and delivery of prioritized transit corridor projects
		10. Select near-term HOV lane operating policies to advance to the State
		11. Define a Cooperative Agreement process
		12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment
	Bus/Rail Network Management Reform	13. Fund and complete a Network Management Business Case analysis
		14. Establish and support an advisory group to guide business case
		15. Provide financial incentives for Integration Efficiencies initiatives
		16. Deliver Rail Partnership and Governance Assessment (2 phases)
		17. Adopt Transit Equity Principles
	Connected Network Planning	18. Fund, develop and adopt a Bay Area Connected Network Plan
19. Adopt a transit hub toolkit		
Data Collection & Coordination	20. Establish protocols and implement uniform Realtime and transit pathway data collection	
ACCESSIBILITY	21. Designate a Mobility Manager in each county	
	22. Fund one-seat paratransit ride pilot projects	
	23. Identify steps for ADA-paratransit integration on Clipper Next Generation	
	24. Identify paratransit challenges and recommend reforms	
	25. Adopt standardized eligibility practices for disability programs	
FUNDING	26. Identify efficiencies and Network Management funding needs	
	27. Convene stakeholders to guide transportation funding ballot measure	

Transit Network Management Options

- Preliminary Network Management Evaluation
 - Initial Consultant Evaluation presented a preliminary assessment of three options of governance models and institutional reforms
 - Evaluate based on qualitative criteria related to effectiveness & implementation
 - More detailed analysis will occur in the Business Case



Business Case Assessment: Network Management

- Purpose of the Transit Network Management Business Case is to provide a more detailed analysis of network management and governance options
- Work will be led by MTC, and schedule is as follows:
 - Intent to award consultant contract in October 2021
 - Analysis to proceed through Spring/Summer 2022
- An advisory group has been appointed to review the business case and recommendations; and will provide periodic updates to the MTC Commission.
Composition of the Advisory Group:
 - 7 Transit Operator Members (nominated by transit operators)
 - 7 Stakeholder Members, including MTC, representatives for equity/social justice, transit riders, business, and labor

TNM Advisory Group Membership – 14 members

Transit Operators

- AC Transit – Mike Hursh
- BART – Bob Powers
- Caltrain – Michelle Bouchard
- County Connection – Rick Ramacier
- GGBHTD – Denis Mulligan
- SFMTA – Jeff Tumlin
- VTA – Carolyn Gonot

Stakeholders

- MTC – Therese McMillan
- MTC Policy Advisory Council – Adina Levin
- ATU – James Lindsay
- Bay Area Council – Jim Wunderman
- Sonoma County Transportation Authority – Suzanne Smith
- SPUR – Alicia John-Baptiste
- Transform – Darnell Grisby

Current Transit Coordination Efforts

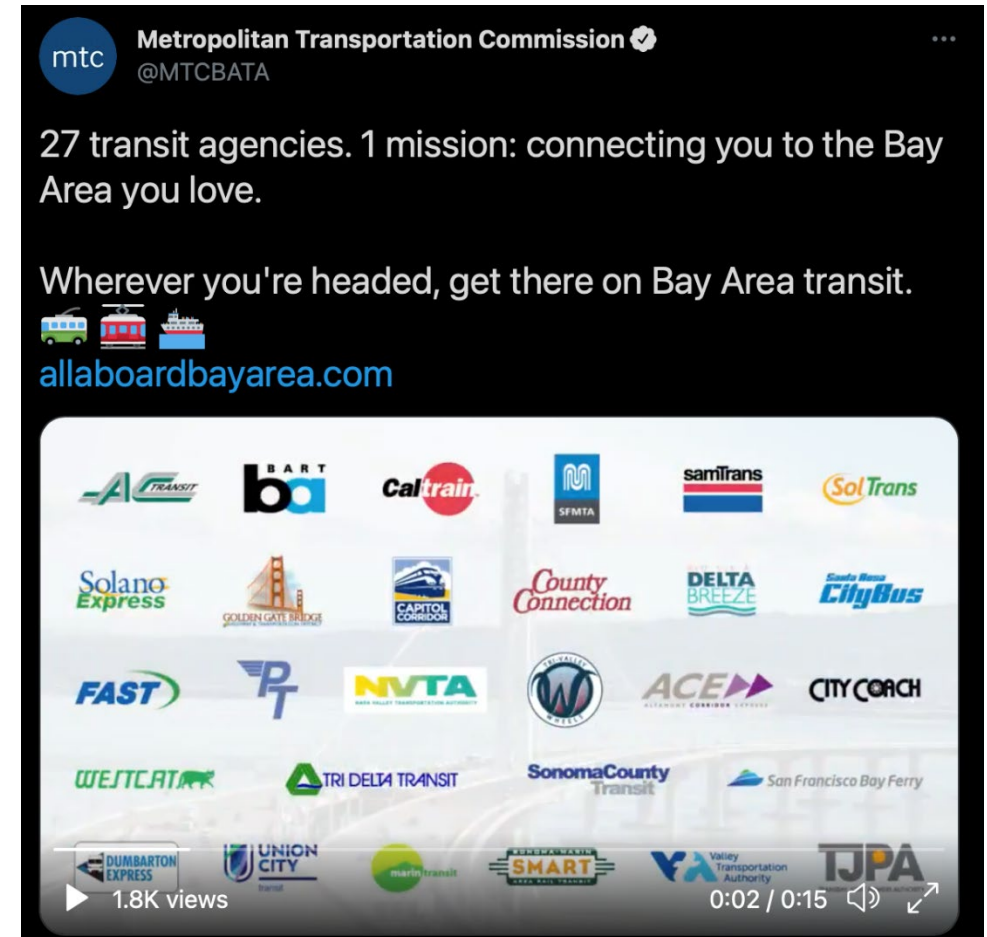
Return to Transit Marketing Campaign

- Campaign reflects the diversity of the region and the unified message being delivered across the region's transit agencies
- Launched August 10th and will run through fall
- Ads in in English, Spanish, Chinese, Vietnamese and Tagalog
- www.AllAboardBayArea.com
- MTC contributed over \$200,000 to the campaign
- Operators are personalizing the assets to produce their own paid marketing pieces

MTC All Aboard Regional Campaign



Impressions

- Display Ads: 6,153,846
- Traffic Radio: 11,566,644
- Digital Radio: 2,236,842
- Paid Social: 10,000,000
- Languages: English, Spanish, Chinese, Vietnamese and Tagalog
- Aug. 9 - 30 advertising metrics



All Aboard SamTrans Campaign

Digital Communications



ALL ABOARD BAY AREA TRANSIT

Moving forward together

[samtrans.com/AllAboard](https://www.samtrans.com/AllAboard)

samTrans

SamTrans @SamTrans · Transportation Service

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SamTrans 2h · 🌐

Whether you have been riding with us all along or are just discovering SamTrans, welcome! Here's what's happening with SamTrans: https://www.samtrans.com/fares/All_Aboard.html



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SamTrans is just one of 27 transit agencies working together to help you get back to the people, places and things you love!

Learn more at [samtrans.com/fares/All_Aboa...](https://www.samtrans.com/fares/All_Aboard.html)



ALL ABOARD BAY AREA TRANSIT

samTrans

MOVING FORWARD TOGETHER

1:05 PM · Aug 16, 2021 · Sprout Social

All Aboard SamTrans Campaign

Print Advertising



SamTrans Pulse Survey

- Purpose: Input plans and attitudes towards riding SamTrans
- Launched August 2021 (515 response)
- Current and former riders
- Online with Phone Option; English, Spanish and Chinese options

Results

- COVID safety (rank choice)
 - 65% wearing masks most important
 - 17% cleaning
- Encourage Ridership
 - 35% increase service most important
 - 29% low COVID cases
 - 11% traffic worsens
- Future Frequency
 - 28% ride 4 or more days a week
 - 9% I don't know

Transformation Action Plan – Fares & Payment

- Act on the Fare Coordination and Integration Study (FCIS), including the selection and funding of pilot projects – December 2021
- Determine what authority may be required to support implementation of FCIS recommendations – December 2021
- Seek state legislation, if needed, for additional authority to ensure uniform and timely implementation of the FCIS recommendations – Mid 2022

Transformation Action Plan – Branding, Mapping, Wayfinding

- Finalize regional mapping and wayfinding standards for application across all operator service areas – mid 2023
- Fund and develop a regional mapping data services digital platform, to enable standardization and routine updating of digital and paper maps across all transit services – late 2023
- Fund and complete 1 – 3 consistently branded and wayfinding pilot projects – late 2024

Questions and Comments

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **UPDATE ON THE REGIONAL FARE COORDINATION AND INTEGRATION STUDY**

ACTION

No action is required; this is an informational update.

SIGNIFICANCE

The Regional Fare Coordination and Integration Study (FCIS) was launched by the Bay Area's transit operators and MTC to identify potential changes to the Bay Area's transit fare policies as a way to improve the passenger experience and grow transit ridership. The FCIS project management team will provide an informational update to the SamTrans Board at the October 2021 meeting.

BUDGET IMPACT

There is no budget impact associated with this update.

BACKGROUND

The Regional Fare Coordination and Integration Study (FCIS) was launched in 2020 by the Bay Area's transit operators and MTC. The study is co-managed by BART and MTC, with a team of staff from the majority of the Bay Area transit operators providing input on study tasks, deliverables, and recommendations. The study is anticipated to conclude in Fall 2021.

The Clipper Executive Board (CEB), which was formed by a memorandum of understanding (MOU) between MTC and Bay Area transit agencies, is comprised of top executives from a number of transit agencies including the District. The CEB established a Fare Integration Task Force in 2020 consisting of the members of the Clipper Executive Board as well as the Chair and Vice Chair of the Bay Area County Transportation Agencies (BACTA) group, as well as the executive directors of the Solano Transportation Authority (STA) and the Napa Valley Transportation Authority (NVTA). The Fare Integration Task Force has project oversight responsibilities for all aspects of the project,

and is chaired by Michael Hursh (AC Transit), with Denis Mulligan (Golden Gate Transit) as the vice chair.

Key objectives of the FCIS 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.

The FCIS includes documentation of the existing conditions of fares in the Bay Area as well as a best practices/peer review of national and international examples of fare integration. Additionally, robust user research is included to understand how people perceive fares and fare policies in the Bay Area, and how fares impact the decision to use transit. Six alternatives for regional fare integration and coordination have been developed and analyzed using a business case methodology, which includes consideration for financial, ridership, and user impacts. With analysis now complete, the project team is developing draft recommendations and implementation strategies.

The recommendations from the study will be finalized and compiled in a report, anticipated to be adopted by the Fare Integration Task Force by Fall 2021. The report will include recommended next steps for implementation of the final fare coordination and integration strategies, and any implementation activities would follow after completion of the study. For example, there may be pilot program opportunities as a next step once the study concludes, and a regional approach to Title VI could be developed to support implementation.

Prepared by: Christy Wegener, Director, Planning

650-508-6278



Fare Coordination/Integration Study + Business Case
SamTrans – Board of Directors
October 6, 2021



Agenda

1 Fare Coordination & Integration Study Overview + Recap

2 Key Findings & Recommendations

3 Recommended Near-Term Actions

4 Summary of Key Business Case Metrics

Appendix – Business Case: Available for download [here](#).



1 — Fare Coordination & Integration Study Recap

Transit Operators & MTC Working Together

Fare Integration Task Force – Project Ownership

Co-Project Managers – BART & MTC staff

Transit Operator Staff Working Group

Consultant team led by the firm Steer

Policymaker and Stakeholder Engagement

Policymaker Webinar

MTC Policy Advisory Council Subcommittee on Fare Coordination/Integration

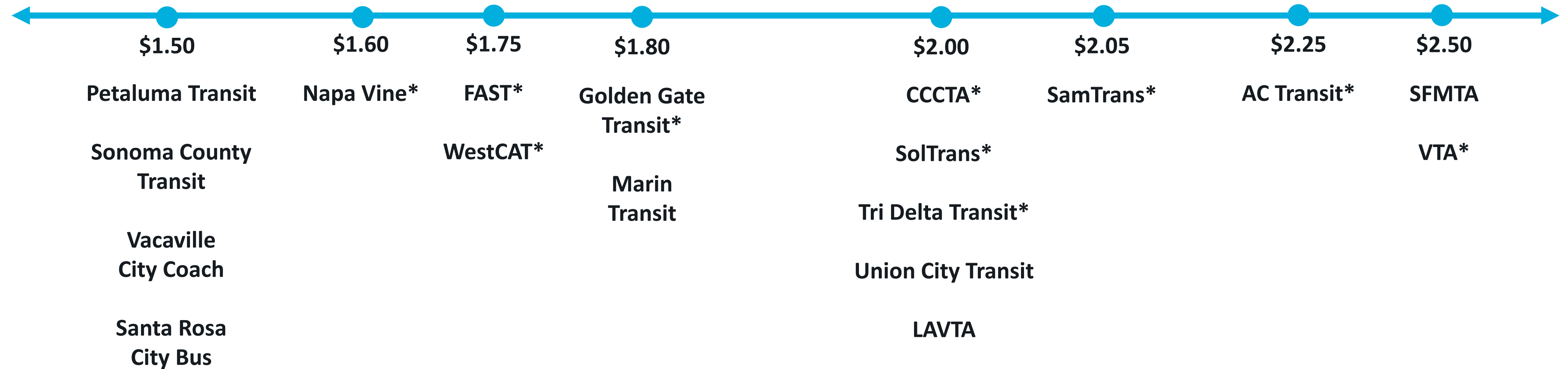
Blue Ribbon Transit Recovery Task Force

Fare Integration Task Force



Overview of Current Transit Fares and Products

Local Bus/LRT Fare
(Adult Clipper Fare)



Zone Based Fares

- Caltrain
- Golden Gate Transit
- SMART
- Sonoma County Transit

Distance/Route Based Fares

10 miles

- ACE
- BART
- Golden Gate Ferry
- WETA

Offers a Pass Product

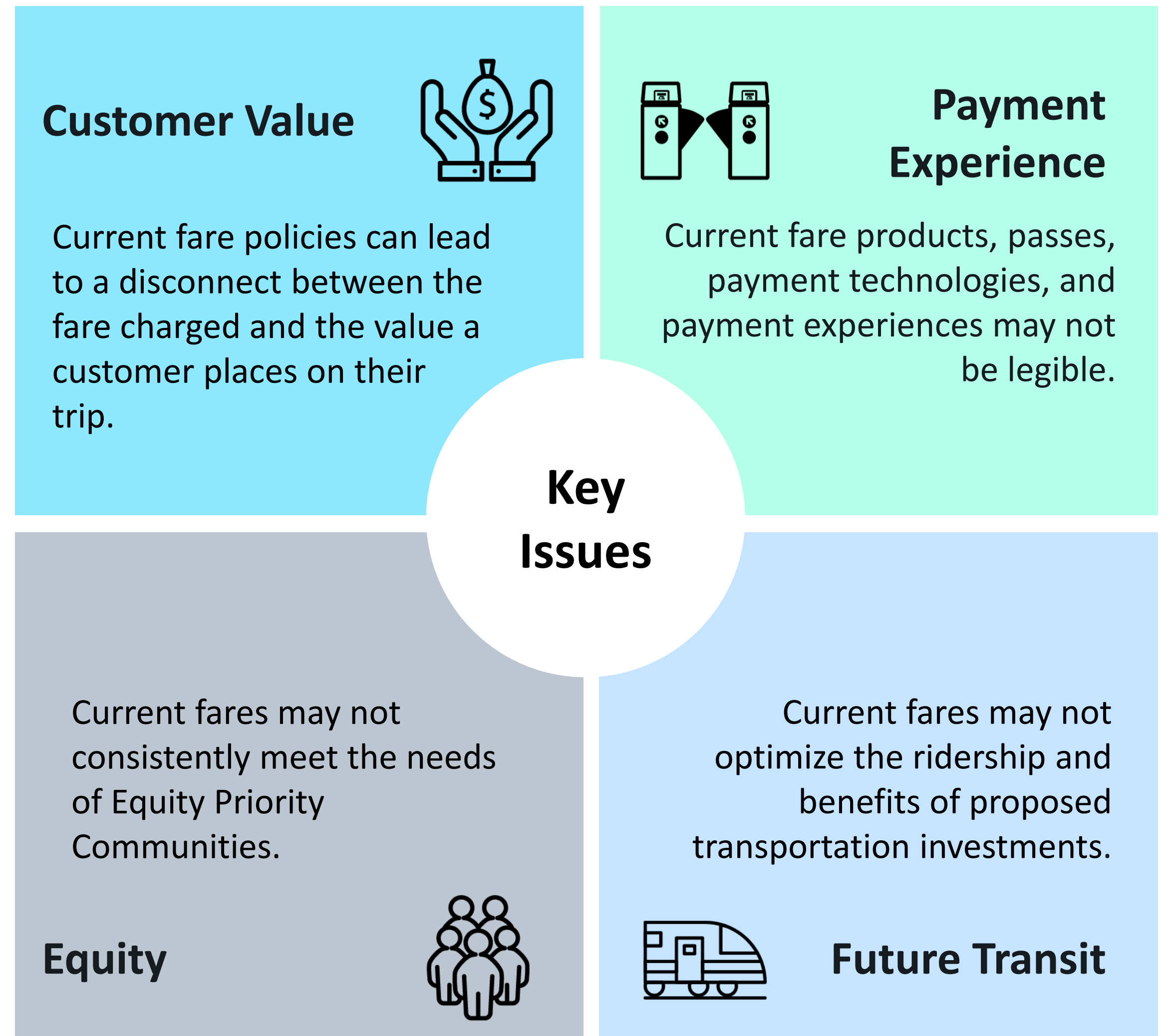
Does Not Offer a Pass Product

Project Problem Statement

Fare policy is one among several factors that have constrained the growth of transit ridership in recent years. Current fare policies are informed **by funding and governance models that incentivize locally-focused fares** without providing a coherent set of policies to set fares that support ridership growth.

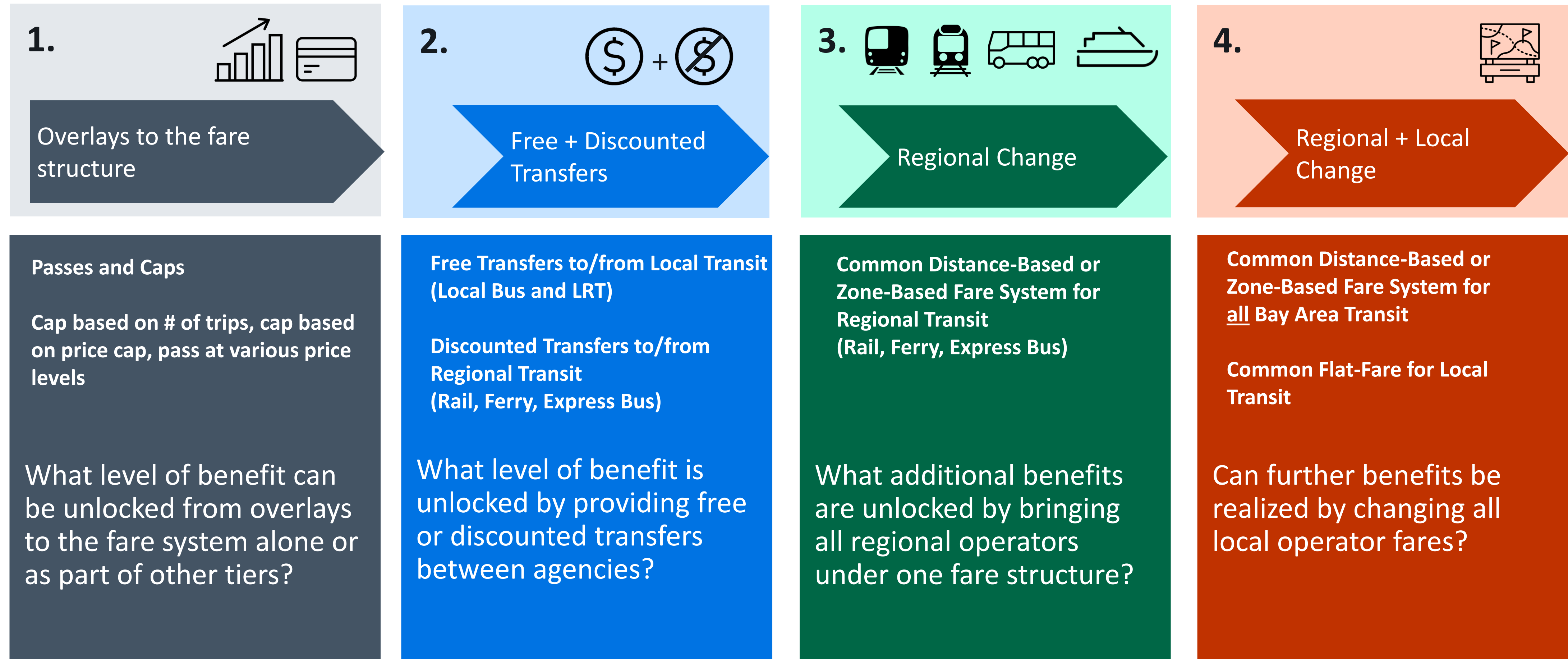
As a result, Fare Coordination and Integration has a role to play in restoring transit ridership, supporting recovery from the COVID-19 pandemic, and **delivering the transportation system the Bay Area needs** for its coming decades of growth.

The following key issues define how fares impact ridership and contribute to the key challenges which detract from rider experience:



Fare Integration Tiers

The fare integration business case assesses the benefits, costs, and requirements associated with increasing tiers of fare policy integration in the Bay Area.



What is considered in a business case?



How Were Options Evaluated?

A business case framework is being used to make recommendations based on:



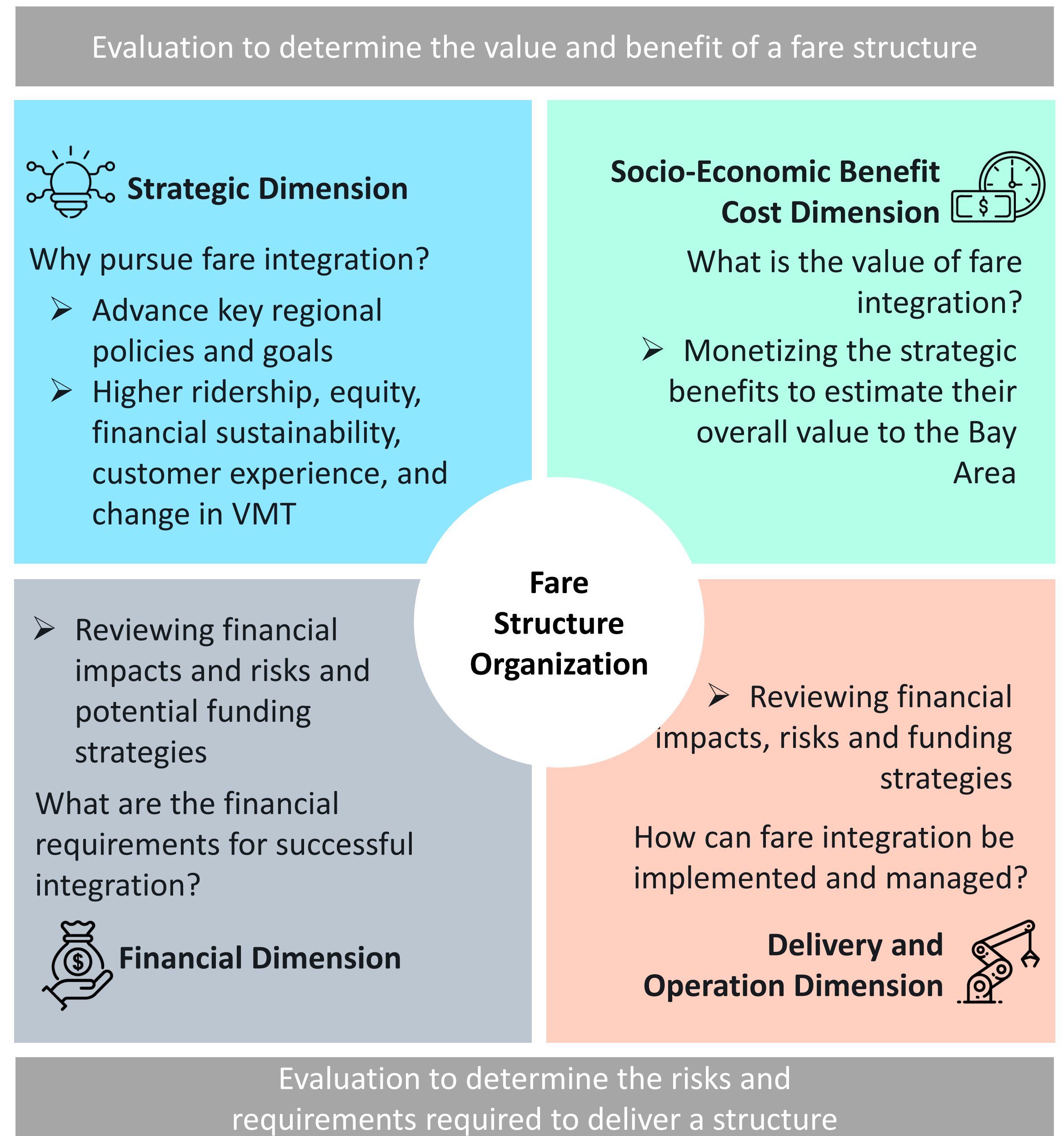
The overall benefits of integration



The comparative benefits of each tier



For tiers with multiple options, the specific benefits of each option and best option within a tier



Fare Integration Analysis: Structural Change and Revenue Impacts

The FCIS reviewed a range of changes for fares in the Bay Area these can be divided into structural changes and revenue impacts

Structural Changes

Structural changes include changes to:

- Local services – the amount charged for fares on local bus and LRT services
- Regional services – the amount charged for trips on rail, ferry, and express bus
- Transfers – removing or discounting additional fares paid when using multiple operators

Revenue Impacts (“Subsidy”)

Each structural change can either increase or decrease revenue generated. Without fare increases and/or ridership increases, fare integration will require additional investment. Each Tier was modeled based on the following “subsidy” changes to illustrate the impacts of structural change and subsidy change:

- Low Investment – approx. cost of free/reduced cost transfers or 1% to 2.5% of pre-COVID revenue
- High Investment – approx. Tier 3 integration or 5% to 7.5% of pre-COVID revenue. Tiers 3-4, which may increase fares for some customers, were tested with additional investment to minimize any fare increases and to understand how the policy impacts scale with level of investment

2 — Key Findings & Recommendations

Overview of Key Findings

Are there fare integration options that offer a cost effective, equitable way to promote transit?

Yes, especially in coordination with a broader user-focused regional strategy.



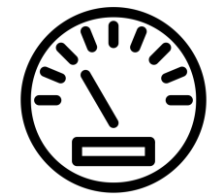
Potential to drive ridership

Modeling suggests that fare structure changes could drive a small but significant increase in transit ridership (2-6%, depending on the strategy & revenue recovery level)



Cost-effective

Ridership benefits of targeted integration strategies appear reasonably cost efficient (~\$2-3 per new trip) as compared to alternatives such as global fare discounts (\$3/trip) or service enhancement and system optimization (~\$3-15/trip)



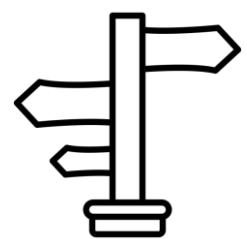
Positive social ROI

Analysis suggests investment in fare integration would have a positive social return on investment through benefits such as lower VMT and travel time savings



Balanced equity impacts

Fare integration strategies appear compatible with regional equity goals. Analysis indicates equity priority communities would receive a proportional share of the benefits of most strategies



High uncertainty

There is uncertainty in the findings due to both the inherent uncertainty of modeling as well as post-pandemic uncertainty

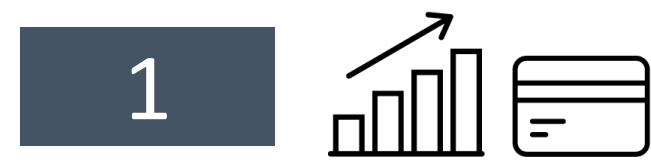
Overview of Key Findings

Would regional standardization drive ridership through improved learnability/legibility?

Inconclusive.

- **User research findings were not conclusive.** FCIS user research was not able to establish that standardization of fares across all operators alone would promote ridership.
 - **Benefits for some.** Our user research suggest that standardizing fares across operators could improve learnability & legibility for some users & potential users (especially those unfamiliar with current fare system)
 - **Perceived costs for others.** However, many existing riders we spoke to were anchored in the existing system and did not express a preference for standardization.
- **Global best practices not conclusive.** While many regions with high-performing transit do have standardized region-wide fares, other high-performing regions have more complex fare structures. Service quality and land use factors appear to be the largest drivers of variability between regions.
- **High uncertainty.** There are limitations to the insight gained from the user research, especially as modified due to COVID-19.
- **Standardization case may be stronger if linked to mapping, wayfinding, and branding.** The benefits of fare standardization across all operators may increase if implemented in conjunction with the mapping, wayfinding, and branding changes discussed with the Blue-Ribbon Transit Recovery Task Force.

Summary of Recommendations



1

Phase A – Pilot (2022)

- All-agency institutional/employer pass pilot



2

Phase B – Clipper 2 Launch (2023)

- Free/reduced cost transfers region-wide
- All-agency institutional/employer pass (final design pending pilot findings)
- Continue to explore options for individual pass products and/or a Clipper START cap (final design pending pilot findings)



3

Phase C – Post Clipper 2 (2024+)

- Continue to assess benefits and costs of a single distance- or zone-based fare structure for regional services
 - ❖ *Continued study of this option in the context of broader evaluation of post-COVID ridership, role in the region, and funding strategy for regional services*

Summary of Recommendations

Phase A (2022)

Phase B (C2 Launch - 2023)

Phase C (Post C2)

Implement no-cost and reduced cost transfers beginning in 2023

 +  Free and reduced-cost inter-agency transfers region-wide

Definition

- Local/Local or Local/Regional connections: pay for only the most expensive segment
- Regional/Regional connections: Transfer discount about equal to minimum fare or local bus fare

Rationale

- Eliminate price barriers between agencies
- Treat inter-agency connections like single-agency connections
- Allow regional services to function better as part of the local network

Business case summary

- Ridership: +1.9%
- Revenue Impact: \$22.5M/year, \$2.25/new trip (most cost-efficient fare structure option tested)
- Equity: Benefits balanced across income levels
- Readily implementable in next generation Clipper within existing governance structures

Summary of Recommendations

Phase A (2022)

Phase B (C2 Launch - 2023)

Phase C (Post C2)

Pilot an all-agency employer/institutional pass beginning in 2022



Employer/Institutional Pass

Definition

- All agency / all-you-can-ride passes that institutions or employers buy for all constituents (comparable to Caltrain Go Pass, AC Transit Easy Pass, Puget Sound Orca Business Passport)
- Pricing likely based on business location for a long-term program, but simplified or subsidized for Pilot

Rationale

- Evaluate a barrier-free all agency transit pass to build toward broader fare integration in 2023
- Engage Bay Area institutions and business community in transit's success
- Promote commute market recovery

Business case summary

- Priced to achieve subsidy parity with other fares (~\$0/new trip)
- Equity: Requires careful design/mitigation to achieve equity balance
- Modeled on successful programs in the Bay Area and in peer regions
- Can be piloted in existing Clipper system

Summary of Recommendations

Phase A (2022)

Phase B (C2 Launch - 2023)

Phase C (Post C2)

Consider implementing an individual pass in 2023 or later (pending pilot outcomes and funding)



Individual Pass (“Puget Pass” model)

Definition

- Multi-agency pass offered to individuals; price is based on user-selected fare multiplied by standard factor
- For example, a \$3.00 pass costs \$3 x 18 round trips per month (\$108). All trips up to \$3 are covered. (A \$4 trip would require \$1 of payment from e-cash)
- Comparable to multi-agency pass offering in Seattle region (“Puget Pass”) and the Washington, D.C. region

Rationale

- Allows multi-agency users the same high-volume discounts now available to single-agency riders
- Reduces user friction for multi-agency trips
- Multi-tiered structure aims to minimize revenue loss and improve equity performance (ensures highest-volume rail/ferry riders not over-subsidized relative to local bus riders)

Business case summary

- Ridership +1.5%, revenue impact \$34M/year, \$4.35/new trip
- Equity: Up-front payment may exclude low-income riders (consider pairing with Clipper START fare capping)
- Can be implemented in Clipper 2 but will require system changes; need multi-agency revenue sharing structure

17

1

2

3

4



Summary of Recommendations

Phase A (2022)

Phase B (C2 Launch - 2023)

Phase C (Post C2)

Continue to Evaluate Costs and Benefits of Standardizing Regional Fares Post Clipper 2 (2024+)



Single Fare Structure for Regional Service

Definition

- Shared distance- or zone-based structure for all regional services (rail, ferry, regional express bus)
- ❖ *Evaluate this option in the context of broader evaluation of post-COVID ridership, role in the region, and funding strategy for regional services*

Rationale

- A more learnable/legible system for regional travelers, infrequent users, and visitors
- Potential to be part of a broader customer facing strategy for long-term regional recovery

Business case

- Ridership & Fiscal Impact:
 - High investment option: Ridership: +4.7%; revenue impact: \$70M/year; \$2.84/new trip
 - Lower investment option: Ridership: +2.1%, revenue impact: \$26M/year, \$2.39/new trip
- Equity: Benefits balanced across income levels
- Requires new agreements or governance structure for regional service, some new Clipper equipment, change management for some regional customers

Summary of Recommendations

Tier 4 - No recommendation at this time



Single Fare Structure for Local & Regional Service

Definition

- Tier 4 options examined included:
 - Local common flat fare + regional distance-based fare; Local common flat fare + regional Zone-based fare; Zone-based for all transit service;

Rationale













- Tier 4 options have higher deliverability challenges & higher modeled cost per trip than targeted strategies
- User research was not conclusive on customer experience benefits of standardization

Business case summary

- Ridership & Fiscal Impact:
 - High investment options: Ridership: 3%-4%; revenue impact: \$67-\$73m; \$3.28 - \$4.26/trip
 - Lower investment option: Ridership: 0% to 1.5%; revenue impact: \$13M-\$30M; \$4.02-\$4.34/trip
 - Equity: Mixed equity outcomes; some options include fare increases on equity priority population members in certain communities to achieve standardization
- Requires new agreements or governance structure for all service, new technology, change management for most customers

3 — Summary of Key Business Case Metrics

Summary of Key Business Case Metrics

Tier	Fare Integration Scenario	Ridership change (%)	Revenue Impact / Subsidy required (%)	Revenue Impact / Subsidy required (\$M)	Cost per new rider
	Transfer Discounts  				
2	No-cost transfers (local/local, local/regional)	0.8%	1.2%	\$12	\$2.86
	No-cost transfers (local/local, local/regional, regional-regional)	1.9%	2.3%	\$23	\$2.25
	Regional Standardization (higher investment)    or 				
3	Unified Fare by Distance for Regional Services only	4.7%	7.2%	\$70	\$2.84
4	Unified Fare by Distance for Regional Services + Local Flat Fare	4.2%	7.5%	\$74	\$3.28
	Small zones for all service	3.0%	6.9%	\$67	\$4.26
	Large zones + local flat fare	3.8%	7.5%	\$73	\$3.69
	Regional Standardization (lower investment)    or 				
3	Unified Fare by Distance for Regional Services only	2.1%	2.6%	\$26	\$2.39
4	Unified Fare by Distance for Regional Services + Local Flat Fare	1.1%	2.4%	\$23	\$4.02
	Small zones for all service	-0.2%	1.3%	\$13	No new riders
	Large zones + local flat fare	1.5%	3.1%	\$30	\$4.34
	Passes & Caps  				
1	Fare-based cap (\$162 Dollars)	0.5%	6%	\$58	\$22.36
	Trip-based cap (40 trips)	0.7%	5%	\$49	\$13.31
	Individual Pass (“Puget Pass” model)	1.5%	3.5%	\$34	\$4.35
	Employer/Institutional Pass	Impacts of program based on scale of participation, intended to have no financial “subsidy” need.			
	Global Discounts (for comparison)				
	2.5% Global Discount	0.9%	1.4%	\$14	\$3.24
	5% Global Discount	1.75%	2.9%	\$29	\$3.06

← Recommended

← Continue to evaluate

← Continue to evaluate

← Pilot

Summary of Key Business Case Metrics

Tier	Fare Integration Scenario	Overall Equity Assessment	Socio-Economic Benefit	Deliverability
	Transfer Discounts 💰+🚫			
2	No-cost transfers (local/local, local/regional)	Generally Positive	\$50	Low Impact
	No-cost transfers (local/local, local/regional, regional-regional)	Generally Positive	\$120	Low Impact
	Regional Standardization (higher investment) 🚇🚆🚌🚗 or 🚊			
3	Unified Fare by Distance for Regional Services only	Mixed Performance	\$340	Mid/High Impact
4	Unified Fare by Distance for Regional Services + Local Flat Fare	Mixed Performance	\$310	High Impact
	Small zones for all service	Mixed Performance	\$70	High Impact
	Large zones + local flat fare	Mixed Performance	\$280	High Impact
	Regional Standardization (lower investment) 🚇🚆🚌🚗 or 🚊			
3	Unified Fare by Distance for Regional Services only	Mixed Performance	\$110	Mid/High Impact
4	Unified Fare by Distance for Regional Services + Local Flat Fare	Mixed Performance	\$50	High Impact
	Small zones for all service	Mixed Performance	-\$170	High Impact
	Large zones + local flat fare	Mixed Performance	\$90	High Impact
	Passes & Caps 📊📄			
1	Trip-based cap	Mixed Performance	NA	Low Impact
	Fare-based cap	Requires Mitigation	NA	Low Impact
	Individual Pass (“Puget Pass” model)	Requires Mitigation	NA	Low Impact
	Employer/Institutional Pass	Requires Mitigation	NA	Low Impact

← Recommended

← Continue to evaluate

← Continue to evaluate

← Pilot

Note – Tier 3 and 4 options were assigned a mixed performance score for equity as each option can decrease fares for some equity priority groups but raise fares for others. Further analysis, including full Title VI, is required to identify if mitigation is required.



4 — Recommended Near Term Actions

Next Steps: Advance Regional Institutional/Employer Pass Pilot

Pilot Objectives

- Evaluate a barrier-free all agency transit pass to build toward broader fare integration in 2023
- Collect data that could be used as the basis for revenue model for permanent program

Phase 1 (2022)

- Focus on colleges and universities
- Demonstration project with affordable housing residents
- Leverage existing agency relationships to establish program quickly

Phase 2

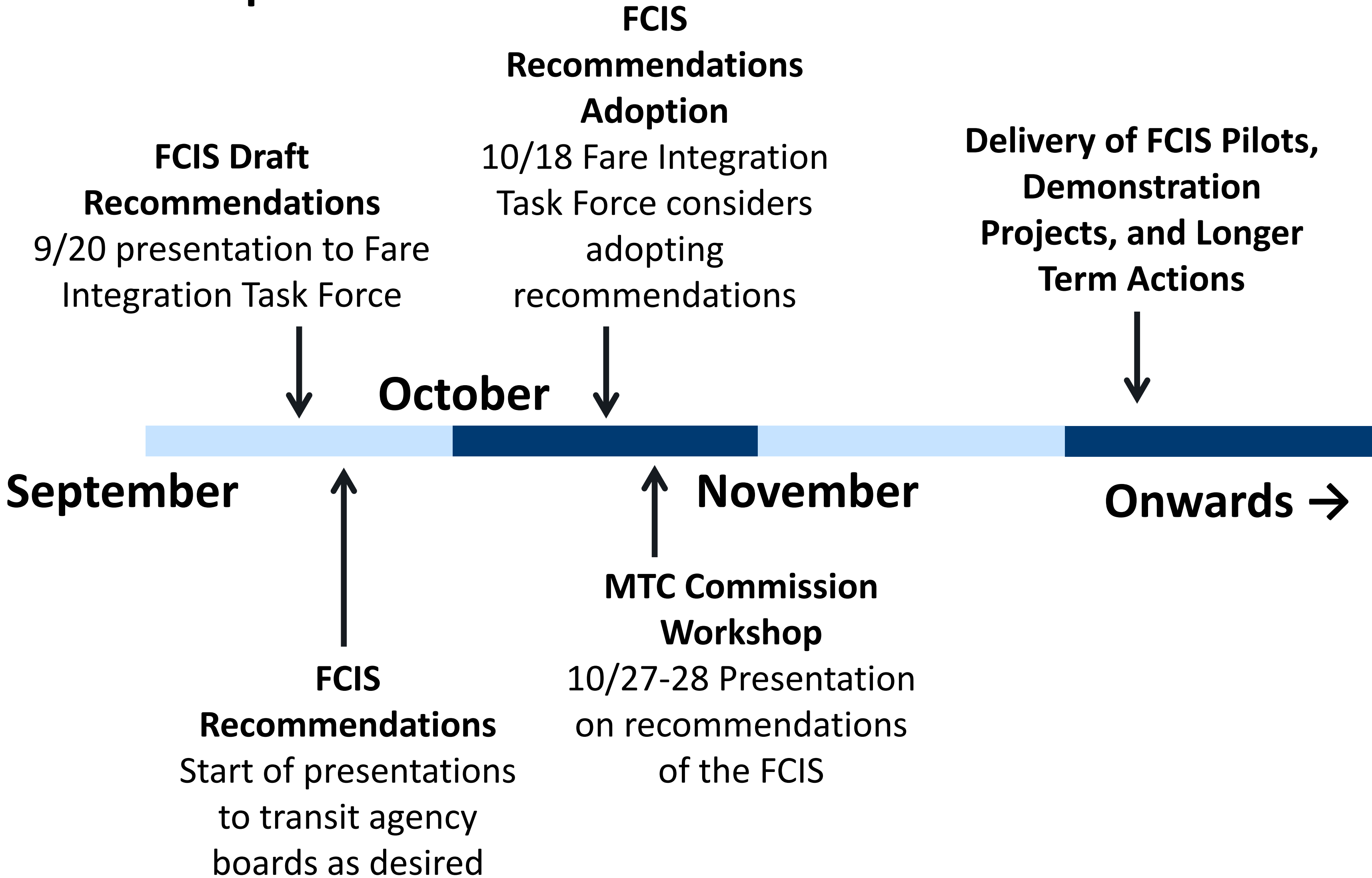
- To be designed and implemented based on learnings from Phase 1, and tentatively to include:
 - Expansion to include private employers and more affordable housing residents
 - Partner with business organizations and property managers

Challenges

- Similar offerings tend to serve either students or white-collar workers – program will need a strong equity focus to achieve balance
- Significant administrative cost / staffing requirements
- Clipper 1 implementation requires 100% of agencies to sign-on
- Revenue risk – pilot will require funding to backstop agency revenue



Next Steps



- Key Actions for Fare Integration Task Force to Consider**
- Decision on whether to proceed with a pilot
 - Management structure for pilot
 - Funding to support implementation
 - Decisions on whether to proceed with Tier 2 (free/reduced cost transfers) in Clipper 2
 - Forum for continued discussions of FCIS recommendations



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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

**LEGISLATIVE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, OCTOBER 6, 2021 – 3:00 pm

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of September 1,
2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

Committee Members: Marina Fraser (Chair), Carole Groom, Rico 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 LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
SEPTEMBER 1, 2021**

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

Committee Members Absent: C. Groom

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:12 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 4, 2021

Motion/Second: Medina/Pine

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

Noes: None

Absent: Groom

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer briefly summarized the highlights of recent federal and state legislation. She said that they are monitoring the infrastructure package, which had passed the Senate but not yet the House; the reconciliation package, which has no timeline yet on the Senate side; whether or not there is a CR (continuing resolution) for the appropriations bills; and taking an action on the debt ceiling. She said at the state level, there are potential negotiations about the transportation package.

Chair Charles Stone asked if there would be opportunities for funding for electric and hybrid vehicles, which Ms. Fromson confirmed. He said he hoped that SamTrans would be well positioned to qualify for that funding when the time comes.

4. 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: Transit District

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Jessica Epstein, Government and
Community Affairs Manager

650-400-6451

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Holland & Knight LLP | www.hklaw.com

SamTrans As of September 13, 2021 Federal Transportation Report

Democrats Work to Advance Infrastructure Packages to Advance President's Agenda

- Congressional Democrats are pursuing parallel paths to advance major spending packages before October to advance key parts of President Biden's economic agenda. The House is supposed to consider the Senate-passed Bipartisan Infrastructure package ([H.R. 3684](#)) the week of September 27; however, progressive House members have said that they will not support the infrastructure bill until after the reconciliation bill. Therefore, the timing for bipartisan infrastructure bill could be delayed. This bill includes the reauthorization of the surface transportation authorization bill, the FAST Act, which expires on September 30. Therefore, Congress will most likely have to pass an extension.
- House committees are also drafting their portions of the \$3.5 trillion reconciliation bill to be finished by September 15.
- The House Transportation and Infrastructure Committee will mark up its section of the reconciliation bill on September 14. Chairman Peter DeFazio (D-OR) has worked to include additional transportation funding in reconciliation, working around the agreement between the White House and Senate Republicans not to “double-dip” issues addressed in the bipartisan deal.
- The budget resolution calls includes \$60 billion in funding for issues under the jurisdiction of the Transportation and Infrastructure Committee. Chairman DeFazio has also included funding for Community Funded Projects, that were included in his surfacetransportation bill (the INVEST Act) to be included in reconciliation.

FY 2022 Appropriations Update

- Fiscal year (FY) 2021 government funding expires on September 30. Given the very few legislative days in September to complete the work necessary on all 12 annual appropriations bills, it is certain that Congress will pass a Continuing Resolution (CR) to keep the government open.
- At this point in the appropriations process, the House has passed 10 of the 12 annual appropriations bills. In August, the Senate Appropriations Committee [advanced](#) its first three spending bills for FY 2022. However, the Senate has not brought any to the floor for a vote.

- While no date has been discussed on how long the CR will be, the White House has shared that it is seeking other requests to be attached to the CR. The White House is seeking \$14 billion in disaster aid to respond to recent natural disasters like Hurricane Ida and \$6.4 billion for the Pentagon and State Department to help Afghan allies and resettlement.
- Lastly, Treasury Secretary Janet Yellen has said that Congress will need to take action on the debt ceiling in the next few weeks to avert a default. Congress has typically dealt with such issues by including them in must-pass legislation like the CR.
- However, Republicans have said they will not vote to raise or suspend the debt limit if Democrats pursue their \$3.5 reconciliation bill, warning that the partisan plan could prove potentially damaging to the nation's economy during the ongoing pandemic. The stalemate over raising the debt ceiling could jeopardize even passing the CR.

Round-Up of Open Grant Opportunities

- **Accelerated Innovation Deployment (AID) Demonstration Program**: \$10 million available. Applications are due by September 28, 2021.
- **American Rescue Plan (ARP) Additional Assistance**: \$2,207,561,294 available. Applications due by November 8, 2021.
- **FY21-CRS-Consolidated Rail Infrastructure and Safety Improvements**: \$361,978,796 available. Applications due by November 29, 2021.

SamTrans Earmarks Submitted for Consideration:

As of September 13, 2021

Please note, negotiations on the inclusion of earmarks in a variety of key federal legislative packages continues to evolve. It was recently announced that earmarks will not be included in the Senate's version of the surface transportation reauthorization package, which has been folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. If both Legislative Chambers do not pass all Appropriations bills by the September 30th deadline, they will need to pass a continuing resolution (CR) in the interim, which would not include earmarks.

THUD Appropriations

Senate:

Project	Submitted By	Amount
ZEB charging infrastructure to run an all-electric route service for East Palo Alto (Feinstein)	SamTrans	\$2.5M

Additional Earmarks of Note:

THUD Appropriations

Project	Submitted By	Amount
Additional Mini-highs (Speier)	Caltrain	\$460,000
US/101 SR 92 Area Improvement Project (Speier)	SMCTA	\$1M

Surface Transportation Reauthorization (House T&I):

TA funded projects:

Project	Submitted By	Amount
US 101 North of 380 Managed Lanes (Speier)	C/CAG	\$10M
Half Moon Bay Highway 1 North Bicycle/Pedestrian Improvement (Speier)	City of Half Moon Bay	\$1M
U.S. 101/Woodside Interchange Improvement (Speier)	City of Redwood City	\$2.5M

Other projects:

Project	Submitted By	Amount
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M
At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier)	City of San Mateo	\$3M



September 13, 2021

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 – October 2021**

General Update

The Legislature adjourned the first year of the 2021-22 Legislative Session. In the final two weeks of the Session, the Legislature sent almost 700 bills to Governor Newsom for consideration. The Governor has until October 10 to act on the bill on his desk. We report the status of legislation SamTrans acted on or is of significant interest in 2021 below.

The recall election happens September 14, though mail ballots have been going out since mid-August and polls opened for in-person voting in some counties in early September. County elections offices will have 30 days to certify the results and the Secretary of State will announce the official result approximately 8 days later. As such, we won't know the official outcome until late-October.

Update on Transportation Funding in 2021-22 State Budget

As we have reported several times, this year's state budget includes significant investments in transportation, including \$2.7 billion in funding for zero-emission vehicles and infrastructure and \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, funding for the 2028 LA Olympics, and funding for grade separations statewide. However, the budget did not include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which was subject to negotiations between Legislative Leaders and Governor Newsom. The budget also dictated approved transportation funding only materializes if subsequent legislation is approved by October 10. This ensured that if an agreement was not reached on high-speed rail, the funds revert to the General Fund. Unfortunately, talks between the three parties broke down in early September and a compromise was not reached. We're hopeful the Administration and the Legislature will continue their conversations over the Legislature's recess (as they indicated they would) with a transportation funding package ready to move forward when the Legislature reconvenes in January.

Bills of Interest

SB 44 (Allen) Streamlined CEQA Judicial Review – On the Governor's Desk

This bill would establish procedures for the expedited administrative and judicial review for up to seven fixed guideway transit project undertaken by a public agency within Los Angeles County that meets certain criteria and deemed to be an "environmental leadership" project. ***SamTrans SUPPORTS this bill and continued to do so after the bill was significantly amended to only apply to a limited number of***

projects in Los Angeles County because of the likelihood the bill's provisions will be expanded to projects statewide in future legislation.

SB 339 (Wiener) Road User Charge – On the Governor's Desk

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. ***SamTrans SUPPORTS this bill.***

AB 361 (Rivas) Local Agency Teleconferencing – On the Governor's Desk

Executive Order No. N-29-20 suspended the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic. The current authority expires September 30. This bill, until January 1, 2024, would, among other things, authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. This bill contains an urgency clause and would take effect as soon as it is signed by the Governor. ***SamTrans is watching this bill.***

AB 629 (Chiu) Seamless Bay Area – Two-Year Bill

This bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service and require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would also require MTC to create a pilot program for an "accumulator pass" among operators providing service in at least three adjacent counties by July 1, 2023 and would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***SamTrans is watching this bill.***

AB 917 (Bloom) Parking Violation Enforcement – On the Governor's Desk

This bill would authorize transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law. The bill would require any agency undertaking the technology to report to the Legislature and the bill contains a 2027 sunset date. ***SamTrans SUPPORTS this bill.***

AB 1499 (Daly) Design-Build – On the Governor's Desk

Existing law authorizes Caltrans to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system.

Existing law repeals these provisions on January 1, 2024. This bill would extend these provisions until the January 1, 2034. ***SamTrans SUPPORTS this bill.***

ACA 1 (Aguiar-Curry) Lower Vote Threshold for Local Measures – Two-Year Measure

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. ***SamTrans SUPPORTS this bill.***

Grants for Zero-Emission Buses and Infrastructure

SB 129 includes \$1.093 billion in new state investments in Fiscal Year 2021-22, which may be made available to transit agencies for the purposes of supporting the deployment zero-emission buses and the buildout of necessary infrastructure. This funding includes:

- **\$499.5 million** for Clean Trucks, Buses & Off-Road Freight [which supports the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)]
- **\$70 million** exclusive to transit agencies in HVIP
- **\$494.2 million** for the Clean Transportation Program [which supports Zero-Emission Transit Fleet Infrastructure Deployment Program and Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project]
- **\$29.7 million** exclusive to transit agencies in the Clean Transportation Program

Funding that transit agencies are eligible for in FY 2021-22 is approximately \$900 million more than in previous years. SB 129 also includes \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, above the approximately \$500 million to \$600 million available to that program annually.

As of the drafting of this report, the suballocation to HVIP from Clean Trucks, Buses & Off-Road Freight for Fiscal Year 2021-22 is proposed in the [Discussion Document for the Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#), but still pending; the suballocations to the Zero-Emission Transit Fleet Infrastructure Deployment Program and Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project from the Clean Transportation Program have not been identified, though the [2021-23 Investment Plan Update for the Clean Transportation Program](#) has been released.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$165 million in FY 2020-21; proposed \$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 for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (\$20 million in FY 2020-21; 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 2020-21 fully awarded; funding for FY 2021-22 not yet available

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2020-21; TBD 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: Not yet available

Status: Funding for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

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](#) (draft)

Status: Funding for cycle 5 not yet available

Low Carbon Transit Operations Program (\$110 million in FY 2020-21; projected \$106 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 for FY 2020-21 fully awarded; funding for FY 2021-22 not yet available

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

On August 9, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 discussion [draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021 and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27.

The CTC is hosting workshops in Fall 2021 for the three SB 1 program – 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. 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](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California's managed lanes network, and invest in bicycle and pedestrian improvements.

San Mateo County Transit District State Legislative Matrix 9/12/21

Bill ID/Topic	Location	Summary	Position
AB 43 Friedman D Traffic safety.	On the Governor's desk.	Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 128 Ting D Budget Act of 2021.	Signed by Governor Newsom.	This bill would make appropriations for the support of state government for the 2021-22 fiscal year.	Watch
AB 149 Committee on Budget Transportation.	Signed by Governor Newsom.	This bill contains a variety of statutory relief measures for transit agencies.	Watch
AB 339 Lee D Local government: open and public meetings.	On the Governor's desk.	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. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified. This bill contains other related provisions and other existing laws.	Watch

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 361 Rivas, Robert D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Governor's desk.</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 directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. 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. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 9/12/21

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 476 Mullin D</p> <p>Department of Transportation: state highways: transit bus pilot program.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would require the Department of Transportation to establish a pilot program to authorize a transit operator or operators, in partnership with an eligible transportation agency, to operate part-time transit lanes, defined as designated highway shoulders that support the operation of transit vehicles during specified times. The bill would require the department by January 1, 2024, to develop guidelines for the safe operation of part-time transit lanes, as provided, a training program for transit operators to operate transit buses on the shoulders of highways within the state, and a program to identify transit buses authorized to be used or operated in part-time transit lanes within the state. The bill would require the eligible transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the eligible transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 629 Chiu D</p> <p>San Francisco Bay area: public transportation.</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 various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission on or before February 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study. 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 9/12/21

Bill ID/Topic	Location	Summary	Position
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: 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 to encourage the inclusion of agencies with land use 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>
<p>AB 917 Bloom D</p> <p>Vehicles: video imaging of parking violations.</p>	<p>On the Governor's desk.</p>	<p>Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward-facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District.</p>	<p>Supported May, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

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>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: Climate Catalyst Revolving Loan Fund Program.</p>	<p>On the Assembly Inactive File.</p>	<p>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 Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to annually convene an advisory committee to aid the activities of the Office of the California Clean Fleet Accelerator. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle bulk purchase options, as provided. The bill would repeal these provisions establishing the Office of the California Clean Fleet Accelerator and setting forth its powers and duties as of January 1, 2027.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 1147 Friedman D</p> <p>Regional transportation plan: Active Transportation Program.</p>	<p>On the Governor's desk.</p>	<p>Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning 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. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2023, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1157 Lee D</p> <p>Controller: transportation funds: distribution and reporting requirements.</p>	<p>On the Governor's desk.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 1260 Chen R</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>This is a Two-Year Bill.</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 further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1499 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>On the Governor's desk.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement. This bill contains other related provisions and other existing laws.</p>	<p>Supported May, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

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>In the Assembly Local Government Committee.</p>	<p>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>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 10 Wiener D</p> <p>Planning and zoning: housing development: density.</p>	<p>On the Governor's desk.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would prohibit an ordinance adopted under these provisions from superseding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<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 9/12/21

<p>SB 44 Allen D</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>On the Governor's desk.</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 (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review of the certification of an environmental impact report for an environmental leadership transit project or the granting of any project approval, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. The bill would require the lead agency to prepare the EIR for an environmental leadership transit project in a specified manner and would require the concurrent preparation of the record of proceedings. The bill would specify that these requirements would only apply to the first 7 environmental leadership transit projects obtaining a certified environmental impact report. 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>Supported February, 2021</p>
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**San Mateo County Transit District
State Legislative Matrix 9/12/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 51 Durazo D</p> <p>Surplus residential property.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Under existing law, these provisions apply to dispositions by a local agency that, as of September 30, 2019, has entered into an exclusive negotiating agreement or legally binding agreement to dispose of property, provided that the disposition is completed not later than December 31, 2022. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals for the development of the property that includes a residential component of at least 100 residential units and 25% of the total units developed complying with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 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>
<p>SB 129 Skinner D</p> <p>Budget Act of 2021.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 274 Wieckowski D</p> <p>Local government meetings: agenda and documents.</p>	<p>On the Governor's desk.</p>	<p>Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 339 Wiener D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>On the Governor's desk.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to consult with appropriate state agencies to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.</p>	<p>Supported April, 2021</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 372 Leyva D</p> <p>Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.</p>	<p>On the Governor's desk.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for 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 use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program and would require the state board and the authority to enter into an interagency working agreement for the development and administration of the program. The bill would require the state board and the authority, in developing and implementing the program, to consult with various stakeholders regarding specified program components, develop and design, in consultation with other relevant state agencies, as provided, financing tools and nonfinancial supports that are most appropriate for different sizes and sectors of medium- and heavy-duty vehicle fleets, and ensure that the financial tools and nonfinancial supports required pursuant to the program are available to operators of medium- and heavy-duty fleets by January 1, 2023, as provided. The bill would require the authority to develop, in consultation with the state board, a data collection and dissemination strategy for the program, as provided, and to track project implementation and report to the state board project outcomes no less than annually. The bill would require the state board to provide on its internet website information regarding the potential financing and grant options and other technical assistance available through the program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 542 Limón D</p> <p>Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.</p>	<p>On the Senate Inactive File.</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 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.</p>	<p>Watch</p>

**San Mateo County Transit District
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<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 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</p>	<p>Watch</p>
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**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
		<p>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>	
<p>SB 640 Becker D</p> <p>Transportation financing: jointly proposed projects.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: transportation-related 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
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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 771 Becker D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>In the Assembly Rules Committee, pending referral to policy committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, 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, as defined, sold to a qualified buyer, as defined. 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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 791 Cortese D</p> <p>California Surplus Land Unit.</p>	<p>On the Governor's desk.</p>	<p>Existing law establishes the California Housing Finance Agency within the Department of Housing and Community Development, with the primary purpose of meeting the housing needs of persons and families of low or moderate income. This bill would, upon appropriation by the Legislature, establish the California Surplus Land Unit within the Department of Housing and Community Development with the primary purpose of facilitating the development and construction of residential housing on local surplus land, as defined. In this regard, the bill would authorize the unit to, among other things, facilitate agreements between housing developers and local agencies that seek to dispose of surplus land; provide advice, technical assistance, and consultative and technical service to local agencies with surplus land and developers that seek to develop housing on the surplus land; and collaborate with specified state agencies to assist housing developers and local agencies with obtaining grants, loans, tax credits, credit enhancements, and other types of financing that facilitate the construction of housing on surplus land. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>