



Agenda

Board of Directors Meeting

July 6, 2022, 2:00 pm

San Mateo County Transit District

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

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

<https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAweUpSVUg3L1V5U1RoUXFrdz09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

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

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

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

Wednesday, July 6, 2022

2:00 pm

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Consent Calendar

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

3.b. Approval of Minutes of the Board of Directors Regular Meeting of June 1, 2022, and Special Meetings of May 27, 2022 and June 21, 2022 Motion

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

3.d. Award of Contract for Portable Toilet Rental Service and Maintenance Resolution

4. Public Comment for Items Not on the Agenda

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

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| 5. Report of the Chair | Informational |
| 6. Report of the General Manager/CEO | Informational |
| 7. Board Member Requests/Comments | |
| 8. Recess to Committee Meetings | |
| 8.a. Community Relations Committee / Committee of the Whole
<i>R. Guilbault (Chair), M. Fraser, R. Medina</i> | |
| 8.a.1. Call to Order | |
| 8.a.2. Approval of Minutes of Community Relations Committee Meeting of June 1, 2022 | Motion |
| 8.a.3. Accessible Services Update | Informational |
| 8.a.4. Paratransit Coordinating Council Update | Informational |
| 8.a.5. Citizens Advisory Committee Update | Informational |
| 8.a.6. Quarterly Dashboard Report - January-March 2022 | Informational |
| 8.a.7. Monthly Performance Report May 2022 | Informational |
| 8.a.8. Adjourn | |
| 8.b. Finance Committee / Committee of the Whole
<i>M. Fraser (Chair), J. Gee, R. Guilbault</i> | |
| 8.b.1. Call to Order | |
| 8.b.2. Approval of Minutes of Finance Committee Meeting of June 1, 2022 | Motion |
| 8.b.3. Continued from June 1 Board Meeting: Award of Contract to Trapeze Software Group for Paratransit Scheduling Software and Services | Motion |
| 8.b.4. Approval and Ratification of the Fiscal Year 2023 District Insurance Program | Motion |

- 8.b.5. Authorize Filing Annual Claim with Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds Motion
- 8.b.6. Adjourn
- 8.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
C. Groom (Chair), J. Gee, D. Pine
 - 8.c.1. Call to Order
 - 8.c.2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of June 1, 2022 Motion
 - 8.c.3. Amendment of Fare Structure to Include Youth Unlimited Pass and All-Agency Regional Pass Pilot, and to Make Other Minor Revisions Motion
 - 8.c.4. Adjourn
- 8.d. Legislative Committee / Committee of the Whole
R. Medina (Chair), C. Groom, C. Stone
 - 8.d.1. Call to Order
 - 8.d.2. Approval of Minutes of Legislative Committee Meeting of June 1, 2022 Motion
 - 8.d.3. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1919 (Holden) Motion
 - 8.d.4. Adjourn
- 9. Reconvene Board of Directors Meeting
- 10. Matters for Board Consideration: Community Relations Committee
 - 10.a. Accessible Services Update Informational
 - 10.b. Paratransit Coordinating Council Update Informational

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|--|---------------|
| 10.c. Citizens Advisory Committee Update | Informational |
| 10.d. Quarterly Dashboard Report - January-March 2022 | Informational |
| 10.e. Monthly Performance Report May 2022 | Informational |
| 11. Matters for Board Consideration: Finance Committee | |
| 11.a. Awarding a Contract to Trapeze Software Group for Paratransit Scheduling Software and Services for a Total Not-to-exceed Amount of \$683,298 for a Five-year Base Term | Resolution |
| 11.b. Approving and Ratifying the Insurance Program for Fiscal Year 2023 | Resolution |
| 11.c. Authorizing the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2022-23 | Resolution |
| 12. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee | |
| 12.a. Amending the Fare Structure to Make the Youth Unlimited Pass a Permanent Fare Product, Add the Regional All-Agency Pass Pilot Program and Make Other Minor Revisions, and Approving the Title VI Analysis of the Youth Unlimited Pass | Resolution |
| 13. Matters for Board Consideration: Legislative Committee | |
| 13.a. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1919 (Holden) | Motion |
| 14. Communications to the Board of Directors | Informational |
| 15. Date and Time of Next Regular Meeting - Wednesday, August 3, at 2:00 pm
<i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 16. General Counsel Report | |
| 17. Adjourn | |

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting General Manager/CEO
From: Joan Cassman, Legal Counsel
Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person**

Action

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

Significance

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

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

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

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

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

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

Budget Impact

There is no impact on the budget.

Background

Pending Legislation

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

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

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

COVID-19 and AB 361

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

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

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

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

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

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

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

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

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

Resolution No. 2022 -

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regularly passed and adopted this 6th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

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

Minutes of Board of Directors Meeting

June 1, 2022

Members Present: R. Guilbault, R. Medina, P. Ratto (Chair),
(In Person)

Members Present: M. Fraser, J. Gee, C. Groom, J. Powell (Vice Chair), C. Stone
(Via Teleconference)

Members Absent: D. Pine

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

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

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

3. Consent Calendar

3.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-31

3.b. Approval of Minutes of the Board of Directors Meeting of May 4, 2022

3.c. Acceptance of Statement of Revenues and Expenses for the Period Ending April 30, 2022

3.d. Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2022

3.e. Acceptance of Quarterly Fuel Hedge Update

3.f. Execution of Contracts for Information Technology Licenses, Maintenance Services, and Professional Services – Approved by Resolution No. 2022-32

3.g. Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Programs – Approved by Resolution No. 2022-33

Motion/Second: Groom/Guilbault

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

Noes: None

Absent: Pine

4. Public Comment for Items Not on the Agenda

Cathy Baird expressed her support for housing at the current SamTrans location in downtown San Carlos.

David Tuzman urged the Board to continue to explore incorporating housing into the redevelopment of SamTrans headquarters.

5. Report of the Chair

5.a Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer Pride Month and Reaffirming a Commitment to Diversity, Equity, Access, and Inclusion – *Approved by Resolution No. 2022-34*

Chair Ratto read the text of the resolution.

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Pine

6. Report of the General Manager/CEO

6.a Reimagine SamTrans Update

Carter Mau, Acting General Manager/CEO, introduced Jonathan Steketee, Manager, Operations Planning, and Robert Casumbal, Director of Marketing, who provided the presentation.

Director Rose Guilbault asked how the multilingual materials would be distributed. Mr. Casumbal said some of the bus stop signs had Spanish and Chinese translations and they use multimedia outlets such as Telemundo for their advertising campaigns. She asked if there were also handouts, and Mr. Casumbal said the Rider's Digest is available on the buses.

Director Carole Groom asked if there were additional ways to engage and improve communication with the schools that the District has not yet tried. Mr. Steketee said the District's meetings with the San Mateo County Office of Education (SMCOE) have been very helpful and added that the District's media toolkit has helped educate the schools so that they can in turn educate the parents. Mr. Mau said that he would reach out to SMCOE Superintendent Nancy Magee, whom he said has been instrumental in SamTrans' efforts to improve communications to the schools.

Director Rico Medina commended staff on their community outreach efforts regarding the new bus stops in the City of San Bruno.

6.b General Manager/CEO Report - May 25, 2022

Mr. Mau thanked all the Board members and staff who participated in the special Board meeting workshop on May 27, and said he looked forward to future discussions and incorporating their input on the District's financial outlook, zero-emissions bus implementation, and the District headquarters building. He announced the Bus Roadeo on June 11 at the North Base Maintenance Yard.

7. Board Member Requests/Comments

There were no comments.

8. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:33 pm.

9. Reconvene Board of Directors Meeting

Chair Ratto reconvened the Board meeting at 4:10 pm.

10. Matters for Board Consideration: Community Relations Committee

Director Rose Guilbault reported on the following items:

- 10.a Accessible Services Update**
- 10.b Paratransit Coordinating Council Update**
- 10.c Citizens Advisory Committee Update**
- 10.d Monthly Performance Report | April 2022**

11. Matters for Board Consideration: Finance Committee

Director Marina Fraser led the Board in voting on the following items:

- 11.a Amending to Increase the Fiscal Year 2022 Capital Budget by \$15,005,478 for a New Budget of \$70,525,178 – *Approved by Resolution No. 2022-35***
- 11.b Awarding a Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery of 10 2022 Paratransit 350EL Vehicles for a Total Not-to-exceed Amount of \$871,299 and Authorizing the Disposition of 10 2017 Paratransit Minivan Vehicles – *Approved by Resolution No. 2022-36***
- 11.c Awarding a Contract to New Flyer of America, Inc. for the Purchase and Delivery of 10 Hydrogen Fuel Cell Electric 40-foot Heavy-duty Low-floor Buses for an Estimated Amount of \$13,898,262 and Authorizing the Disposition of 10 2009 Gillig Diesel Buses – *Approved by Resolution No. 2022-37***
- 11.d Awarding a Contract to Gillig, LLC for the Purchase and Delivery of 20 Battery Electric 40-foot Heavy-duty Low-floor Buses for an Estimated Amount of \$22,801,186 and Authorizing the Disposition of 20 2009 Gillig Diesel Buses – *Approved by Resolution No. 2022-38***
- 11.e Adopting Fiscal Year 2023 Operating Budget in the Amount of \$231,916,131 and Fiscal Year 2023 Capital Budget in the Amount of \$30,604,672 – *Approved by Resolution No. 2022-39***

11.f Awarding a Contract to Trapeze Software Group for Paratransit Scheduling Software and Services for a Total Not-to-exceed Amount of \$683,298 for a Five-year Base Term – The Board voted to continue the item to the July 6 Board meeting. – *Approved to continue to the July 6 Board meeting*

Motion/Second: Fraser/Guilbault

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

Noes: None

Absent: Pine

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

Director Carole Groom reported on the following items:

12.a Update on District’s Participation in the Regional Institutional Pass Pilot

12.b SamTrans Youth Unlimited Pilot Program Evaluation

13. Matters for Board Consideration: Legislative Committee

Director Rico Medina reported on the following item:

13.a State and Federal Legislative Update

14. Communications to the Board of Directors

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

15. Date and Time of Next Regular Meeting

Chair Ratto announced the time and location of the next meeting as Wednesday, July 6, 2022 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

16. General Counsel Report

16.a Closed Session: Conference with Legal Counsel - Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Mario Serrano-Reyes v. San Mateo County Transit District, San Mateo County Superior Court, Case No. 20-CIV-03205

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

The Board recessed to closed session at 4:16 pm and reconvened into open session at 4:42 pm.

The Board approved a final settlement in the amount of \$300,000.

Motion/Second: Medina/Groom

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

Noes: None

Absent: Pine

17. Adjourn

The meeting adjourned at 4:43 pm.

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

DRAFT

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California
Minutes of Board of Directors Special Meeting**

May 27, 2022

Members Present: M. Fraser, J. Gee (joined at 10:36 am), C. Groom, R. Guilbault, R. Medina
(Via Teleconference) (left at 12:32 pm), J. Powell (Vice Chair), P. Ratto (Chair), C. Stone

Members Absent: D. Pine

Staff Present: C. Mau, J. Cassman, D. Olmeda, A. Chan, G. Martinez, L. Larano, J. Brook,
D. Seamans

1. Call to Order/Roll Call

Chair Peter Ratto called the meeting to order at 10:00 am. Dora Seamans, District Secretary, confirmed that a quorum of the Board was present.

2. Welcome/Introduction by Acting General Manager/CEO

Carter Mau, Acting General Manager/CEO, thanked the Board and staff for stepping up during his recent absence to address family matters. He provided a brief summary of the agenda.

3. Finance Overview

Grace Martinez, Acting Chief Financial Officer, introduced the District's actuary, Doug Pryor, Vice President, Bartel Associates, LLC, and provided the presentation.

Director Charles Stone asked why the District would set up a trust. Ms. Martinez said it was another vehicle for address OPEB (Other Post-Employment Benefits). She said the 115 trust provides additional flexibility and reduced volatility with respect to contributions. Director Stone asked if there was an additional cost; Ms. Martinez said it was approximately one percent, which goes to CalPERS (California Public Employees' Retirement System). He said that the Board needs more time to review and understand the information. Director Carole Groom requested additional information. Mr. Mau said staff plans to have further discussions with the Board at the regular meetings and that the Board would receive a memo and additional information. Director Rose Guilbault asked why the District made the choices they did. Vice Chair Josh Powell asked when the Board would be required to take action on the investment method. Mr. Mau said the District's goal was to provide information so that the Board would be comfortable with the proposed changes before taking any action. Director Guilbault asked which monies would fund the investment. Ms. Martinez said the funding for the trust would come from surpluses from prior years. Director Marina Fraser asked that the District provide a list of agencies statewide that are using the same investment method, and Ms. Martinez said they would do so.

Director Jeff Gee joined the meeting at 10:36 am.

Vice Chair Powell asked why there was a shift from FY 2022 surplus to a predicted deficit in FY 2023. Ms. Martinez said there was operator vacancy and fringe benefits savings in FY 2022. She said they would use the 2022 surplus to close the gap for the FY 2023 deficit.

4. Zero-emission Bus (ZEB) / Innovative Clean Transit (ICT) Update

David Olmeda, Chief Operating Officer, Bus, introduced Liria Larano, Deputy Chief, Bus Fleet/Facilities, and they provided the presentation.

Vice Chair Powell asked if the District was veering toward having a fuel cell versus a battery electric fleet. Mr. Olmeda said they could have a hybrid fleet of both technologies.

Director Stone said in the past the District has said they were moving to electric only and asked why they were considering a hybrid fleet. Mr. Olmeda said that hydrogen fuel cell buses fall into the category of electric buses and that they have a longer range than battery electric buses.

Director Jeff Gee asked what the manufacturers' projected life cycle costs were for fuel cell versus battery electric buses. Mr. Olmeda said the life cycle costs parallel each other based on different factors, with costs for both technologies projected to be lower in the future.

Director Carole Groom asked about the potential change of cost in infrastructure and staff, and the ancillary costs in addition to capital and operating costs. Mr. Olmeda said there will be a revised training program for both operators and maintenance technicians that is required by ICT. Chair Ratto said he supported the decision to use fuel cell electric technology.

Ms. Larano continued with the presentation.

Director Gee asked if the cost was \$1 million per charging station in today's dollars, which Ms. Larano confirmed. He noted that these stations would eventually require replacement. Ms. Larano said the alternative was the cost of manually charging the buses versus automatic charging.

Mr. Mau noted that transit agencies will have difficulty meeting the state all-electric mandate.

Director Guilbault asked if there was new information on how the grid would manage the increased electricity usage. Mr. Olmeda said the District needs to assess how it purchases power. Ms. Fraser noted the broad scope of the technology switch and expressed concerns for the impacts on infrastructure. She said that the government needs to provide assistance to enable the required changes. Chair Ratto noted that other industries, such as Recology, are also under a deadline to go all electric.

Ms. Larano introduced Jaimie Levin, Senior Program Manager and Director, Center for Transportation and the Environment, who continued with the presentation.

Vice Chair Powell asked if it was the District's goal to see if it is worth changing its long-term plan from having battery electric buses to fuel cell buses, both of which are electric vehicles, which Mr. Levin confirmed. Vice Chair Powell asked what the overall cost would be to go with fuel cells and installing charging stations. Mr. Levin said that the cost of the technology is coming down, which would have a positive impact in the longer term for SamTrans.

Director Gee said there would be numerous benefits from an environmental standpoint. Mr. Mau noted that operational flexibility is also quantifiable and said they are modifying the ICT plan and moving it up by four years by not buying additional diesel buses.

Director Gee asked if there was any opportunity to work with MTC (Metropolitan Transportation Commission) and VTA (Santa Clara Valley Transportation Authority) in the purchase of hydrogen. Mr. Levin said a number of agencies who are moving towards battery electric are using a hybrid plan with both battery electric and fuel cell buses. He noted that LA Metro started out with battery electric only but would likely move towards a hybrid of battery electric and fuel cell. Director Gee said that SamTrans should partner with the school districts in this regard.

April Chan, Acting Deputy General Manager/CEO, said the region's bus operators are interested in collaboration opportunities. Mr. Levin said that resiliency of transit resources will be critical in times of emergency.

Mr. Mau said that SamTrans had been working with the other regional operators. He said the operators should lead the effort to conduct studies and then ask MTC to help pay for the upgrades.

Director Rico Medina left the meeting at 12:32 pm.

5. Break - The Board meeting recessed at 12:32 pm and reconvened at 12:56 pm.

6. Headquarters Development Update

April Chan, Acting Deputy General Manager/CEO, introduced Brian Fitzpatrick, Director, Real Estate and Development; Xiaomei Tan, Manager, Transit Oriented Development; and James Birkey, Vice President, and Eileen Tumulad, Senior Associate, Jones Lang LaSalle IP, Inc. Ms. Chan provided the initial part of the presentation and Mr. Fitzpatrick continued with the presentation.

Director Stone asked how many parking spaces for Option 2. Mr. Fitzpatrick said they would retain the current 450 spaces in the separate parking garage structure. He said SamTrans currently leases 100 spaces in the Caltrain parking lot and another 100-plus parking spots along El Camino Real to the City of San Carlos. Director Stone suggested SamTrans should share some of the garage spaces with the City, which has lost some of its spaces to parklets.

Director Fraser asked what the height limits were in San Carlos and asked if there had been any discussion about the two-story apartment building next door. Mr. Fitzpatrick said the height limits was 50 feet or four stories and the recommended option was seven stories. For the adjacent apartment building, he said it would be counter to the District's mission to buy and raze the building for proposed new housing. Director Fraser noted that the San Mateo Community College District had built workforce housing. Joan Cassman, Legal Counsel, concurred but added that the College District also owned much land and was not in a position where they needed to evict tenants of existing buildings to provide workforce housing.

Director Stone asked if the District was involved with the City of San Carlos's Downtown Specific Plan. Mr. Fitzpatrick said the District has planned a high level of engagement with the City and community.

Director Guilbault asked if there were other challenges with the City not mentioned in the presentation. Mr. Fitzpatrick said they were currently doing structural assessments of the building and foundations. Mr. Birkey said the CEQA (California Environmental Quality Act) process would still be required and added that it was advantageous to have the parking garage.

Director Groom asked if in the District's conversations with the City they had received any feedback on providing housing at the current site. Mr. Fitzpatrick said the City likely would prefer to replace the current building with housing, but SamTrans would need further direction.

Director Stone asked about the acreage of the site. Mr. Fitzpatrick said the development site is half office space and half residential, in addition to the existing parking garage. Director Stone suggested improving the appearance of the parking garage. He asked if the plans took into account a post-pandemic workforce with many employees working remotely. Mr. Birkey said their research did include analysis of hoteling or non-permanent desk space for workers who are not in the office all the time. He said that the trend with other public agencies is moving towards a middle ground model where there is in-person office work balanced by remote work.

Director Guilbault commended staff for expanding the scope of work of the Board District Headquarters Ad Hoc Committee to include housing. She said that she thought the scope should be limited to workforce housing only in addition to office space. She said she supported developing a second Board ad hoc committee dedicated solely to housing development.

Chair Ratto said he supported using the unused property in Daly City that is adjacent to a BART (Bay Area Rapid Transit) station for housing.

Vice Chair Powell said he supported workforce housing, but a survey indicating interest was needed. He said allowing remote work serves a lot of the same purpose as building workforce housing. Director Stone said he thought that building housing and increasing office space were not mutually exclusive. Director Fraser concurred and said she supported developing the Daly City site.

Director Gee agreed that the District should commit to support both office space and development of more housing. He said the District needs to be equitable in its distribution of housing throughout the County.

Mr. Mau said he would work with staff to cover what would have been discussed at the end of the workshop and bring it back to the full Board or the Board committees. He thanked the Board and staff for their participation.

7. Adjourn

The meeting adjourned at 2:26 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**

June 21, 2022

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

Members Absent: C. Groom

Staff Present: C. Mau, K. Scribner, S. Wong

1. Call to Order/Roll Call

Chair Peter Ratto called the meeting to order at 3:30 pm. Shirley Wong, Assistant District Secretary, confirmed that a quorum of the Board was present.

2. Public Comment

There were no comments.

3. General Counsel Report

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

The Board recessed to closed session at 3:31 pm and reconvened into open session at 4:36 pm.

4. Report from Closed Session

The Board approved the Memorandum of Understanding (MOU) among the Peninsula Corridor Joint Powers Board, the Santa Clara Valley Transportation Authority, the City and County of San Francisco, and the San Mateo County Transit District on the subject of Caltrain governance, which Chair Ratto noted was available in the packet.

Motion/Second: Stone/Gee

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

Noes: None

Absent: Groom

5. Adjourn

The meeting adjourned at 4:42 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period
Ending May 31, 2022**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of May 31, 2022 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through May 31, 2022. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

Significance

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

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 19) are forecast \$21.4 million higher than budget primarily due to Sales Tax revenues (page 1, line 11 & 12). Sales Tax revenues include the latest projections which continue to reflect recovery from pandemic. Passenger Fares (page 1, line 1) is higher than budget by \$0.5 million due to improving ridership. Local TDA and STA Funds (page 1, line 2) is higher than budget by \$5.1 million reflecting updated allocation. Other Interest, Rent, & Other Income (page 1, line 14) is higher than budget by \$0.5 million due primarily to a reimbursement of Bus services for BART. This is partially offset by American Rescue Plan Act (ARPA) funds (page 1, line 5) which is lower than budget by \$0.4 million. This reflects the final actual ARPA Tranche #1 allocation received from MTC.

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

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

Year to Date Revenues: As of May year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$2.8 million higher than the prior year. This is primarily driven by the increases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), ARPA Funds (page 1, line 5), Operating Grants (page 1, line 6), District Sales Tax (page 1, line 11), and Measure W Sales Tax (page 1, line 12). The increases are partially offset by decreases in the CARES Act Funds (page 1, line 4) and SMCTA Measure A (page 1, line 7).

Year to Date Expenses: As of May year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$23.4 million lower than the prior year-to-date actual. This is primarily due to the decreases in Caltrain (page 1, line 25) and Sales Tax Allocation for Capital Programs (page 1, line 36). The decreases are partially offset by increases in Motor Bus (page 1, line 23) and A.D.A. Programs (page 1, line 24).

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

Budget Impact

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

Prepared By:	Soe Aung	Accountant III	650-622-8020
	Jennifer Ye	Director, Accounting	650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2022
MAY 2022

% OF YEAR ELAPSED: 91.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	4,801,604	8,102,208	3,300,603	68.7%	8,183,000	8,683,000	500,000
2 Local TDA and STA Funds	41,186,889	45,232,155	4,045,266	9.8%	42,499,928	47,679,950	5,180,022
3 Pass through to Other Agencies	481,983	547,591	65,608	13.6%	597,375	597,375	-
4 CARES Act Funds	42,108,358	-	(42,108,358)	(100.0%)	-	-	-
5 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	15,633,362	(404,468)
6 Operating Grants	1,370,074	2,596,569	1,226,495	89.5%	4,392,998	4,392,998	-
7 SMCTA Measure A	9,846,854	3,538,170	(6,308,684)	(64.1%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	581,507	368,998	(212,509)	(36.5%)	315,900	315,900	-
9 Subtotal - Operating Revenues	100,377,269	76,019,053	(24,358,216)	(24.3%)	75,812,631	81,088,185	5,275,554
Other Revenue Sources							
11 District Sales Tax	77,884,854	100,903,262	23,018,408	29.6%	96,490,000	106,900,000	10,410,000
12 Measure W Sales Tax	39,136,651	50,363,424	11,226,773	28.7%	48,245,000	53,450,000	5,205,000
13 Investment Income	2,923,471	2,155,629	(767,842)	(26.3%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	6,512,126	5,713,836	(798,290)	(12.3%)	5,845,069	6,345,992	500,923
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	28,756,013	23,269,692	(5,486,320)	(19.1%)	33,829,222	33,829,222	-
16							
17 Subtotal - Other Revenues	155,213,115	182,405,843	27,192,728	17.5%	187,249,291	203,365,214	16,115,923
18 Total Revenues	255,590,384	258,424,896	2,834,512	1.1%	263,061,922	284,453,399	21,391,477
19 Total Sources of Funds	255,590,384	258,424,896	2,834,512	1.1%	263,061,922	284,453,399	21,391,477
USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	28,756,013	23,269,692	(5,486,320)	(19.1%)	33,829,222	33,829,222	-
23 Motor Bus	110,128,446	112,298,037	2,169,591	2.0%	144,278,978	132,779,382	(11,499,596)
24 A. D. A. Programs	13,535,130	15,356,812	1,821,681	13.5%	17,797,833	17,477,833	(320,000)
25 Caltrain	8,291,494	-	(8,291,494)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,869,707	1,759,687	(110,019)	(5.9%)	2,790,281	2,390,281	(400,000)
27 Pass through to Other Agencies	481,983	547,591	65,608	13.6%	597,375	597,375	-
28 Land Transfer Interest Expense	-	86,445	86,445	100.0%	95,411	95,411	-
29 Total Operating Expense	163,062,772	153,318,264	(9,744,508)	(6.0%)	199,389,100	187,169,504	(12,219,596)
30							
31 Total Operating Surplus / (Deficit)	92,527,612	105,106,632	12,579,020	13.6%	63,672,822	97,283,895	33,611,073
32							
33 District Sales Tax Capital	5,127,998	3,338,688	(1,789,310)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	916,667	6,243,161	5,326,494	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	16,735,641	-	(16,735,641)	(100.0%)	-	-	-
36 Sales Tax Allocation - Capital Program	22,780,306	9,581,849	(13,198,457)	(57.9%)	10,452,926	10,452,926	-
37							
38 Total Debt Service	8,127,883	7,711,623	(416,259)	(5.1%)	19,149,881	19,149,881	-
39							
40 Reserve for Operating Reserve Fund	-	-	-	-	41,240,626	41,240,626	-
41 Reserve for Sales Tax Stabilization Fund	-	-	-	-	14,473,500	14,473,500	-
42 Draw from prior year surplus	-	-	-	-	(21,644,111)	-	21,644,111
43							
44 Total Uses of Funds	193,970,961	170,611,736	(23,359,225)	(12.0%)	263,061,922	272,486,436	9,424,515
45							
46 NET SURPLUS / (DEFICIT)	61,619,423	87,813,159	26,193,737	42.5%	-	11,966,963	11,966,963

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2022 MAY 2022							
% OF YEAR ELAPSED: 91.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	4,581,986	7,714,682	3,132,697	68.4%	7,753,000	8,253,000	500,000
3 LOCAL (TDA) TRANSIT FUND	35,624,015	32,148,439	(3,475,577)	(9.8%)	34,473,853	34,473,853	-
5 STATE TRANSIT ASSISTANCE	3,245,125	9,744,948	6,499,823	200.3%	5,575,975	9,744,948	4,168,973
7 OPERATING GRANTS	1,140,574	432,487	(708,088)	(62.1%)	1,808,887	1,808,887	-
9 DISTRICT SALES TAX REVENUE	58,482,663	57,459,526	(1,023,137)	(1.7%)	89,621,669	72,552,177	(17,069,492)
11 INVESTMENT INTEREST INCOME	2,371,550	1,802,799	(568,751)	(24.0%)	2,475,000	2,475,000	-
OTHER REVENUE SOURCES:							
14 Rental Income	1,866,279	1,308,328	(557,951)	(29.9%)	1,684,688	1,684,688	-
15 Advertising Income	277,615	764,098	486,482	175.2%	745,500	814,098	68,598
16 Other Income	2,538,639	922,731	(1,615,908)	(63.7%)	140,406	972,731	832,325
17 TOTAL OTHER REVENUES	4,682,534	2,995,157	(1,687,376)	(36.0%)	2,570,594	3,471,517	900,923
19 TOTAL MOTOR BUS	110,128,446	112,298,037	2,169,591	2.0%	144,278,978	132,779,382	(11,499,596)
AMERICAN DISABILITIES ACT:							
21 Passenger Fares Redi-Wheels	219,619	387,525	167,907	76.5%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	1,881,561	1,692,032	(189,529)	(10.1%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	436,189	1,646,737	1,210,548	277.5%	635,687	1,646,737	1,011,050
25 Operating Grants	229,500	2,164,083	1,934,583	843.0%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	6,196,077	4,281,287	(1,914,789)	(30.9%)	6,833,022	5,501,972	(1,331,050)
27 Interest Income - Paratransit Fund	551,921	352,830	(199,092)	(36.1%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	2,937,333	3,538,170	600,836	20.5%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	1,082,931	1,294,147	211,216	19.5%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	13,535,130	15,356,812	1,821,682	13.5%	17,797,833	17,477,833	(320,000)
MULTI-MODAL TRANSIT PROGRAMS:							
35 Transfer from SMCTA for Caltrain	6,909,521	-	(6,909,521)	(100.0%)	-	-	-
36 Other Sources - Caltrain	1,381,974	-	(1,381,974)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	581,507	368,998	(212,509)	(36.5%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	661,029	1,149,968	488,939	74.0%	1,762,500	1,362,500	(400,000)
39 Dumbarton Rental Income	472,784	502,736	29,952	6.3%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	154,387	(262,015)	(416,402)	(269.7%)	549,906	549,906	-
42 TOTAL MULTIMODAL	10,161,201	1,759,687	(8,401,514)	(82.7%)	2,790,281	2,390,281	(400,000)
44 TOTAL REVENUES	133,824,777	129,414,536	(4,410,241)	(3.3%)	164,867,092	152,647,496	(12,219,596)

Statement of Revenues and Expenses

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

% OF YEAR ELAPSED: 91.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	60,239,292	58,104,729	(2,134,563)	(3.5%)	73,134,760	68,000,000	(5,134,760)
2							
3 Services:							
4 Board of Directors	119,435	125,381	5,946	5.0%	118,733	125,381	6,648
5 Contracted Vehicle Maintenance	1,007,268	998,602	(8,666)	(0.9%)	1,364,178	1,364,178	-
6 Property Maintenance	1,398,077	1,556,219	158,142	11.3%	1,744,500	1,744,500	-
7 Professional Services	3,242,691	4,678,092	1,435,402	44.3%	6,001,230	5,201,230	(800,000)
8 Technical Services	7,488,279	6,874,821	(613,458)	(8.2%)	10,810,517	8,600,000	(2,210,517)
9 Other Services	2,759,819	2,743,258	(16,562)	(0.6%)	4,370,839	4,160,839	(210,000)
10 Materials & Supply:							
11 Fuel and Lubricants	1,629,105	3,870,185	2,241,081	137.6%	4,126,864	4,222,020	95,156
12 Bus Parts and Materials	2,059,357	2,137,479	78,121	3.8%	2,095,610	2,331,795	236,185
13 Uniforms and Driver Expense	282,580	577,549	294,969	104.4%	1,093,563	629,278	(464,285)
14 Timetables and Tickets	11,859	75,044	63,184	532.8%	224,134	174,134	(50,000)
15 Office Supplies / Printing	461,587	400,853	(60,734)	(13.2%)	390,194	437,294	47,100
16 Other Materials and Supply	174,151	109,527	(64,624)	(37.1%)	146,800	146,800	-
17							
18 Utilities:							
19 Telephone	520,749	554,691	33,941	6.5%	669,200	669,200	-
20 Other Utilities	1,111,836	1,233,780	121,943	11.0%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,754,432	552,477	25.1%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	131,326	1,084,877	953,551	726.1%	600,000	1,084,877	484,877
23 Workers' Compensation	2,825,202	2,948,559	123,357	4.4%	3,756,275	3,756,275	-
24 Taxes and License Fees	613,641	845,142	231,502	37.7%	957,142	957,142	-
25 Leases and Rentals	60,154	65,217	5,063	8.4%	81,900	81,900	-
26 Promotional and Legal Advertising	254,844	298,073	43,229	17.0%	1,252,443	602,443	(650,000)
27 Training and Business Travel	246,217	151,048	(95,169)	(38.7%)	675,125	325,125	(350,000)
28 Dues and Membership	125,477	144,806	19,328	15.4%	188,467	188,467	-
29 Postage and Other	101,465	110,315	8,849	8.7%	202,442	202,442	-
30							
31 Total District Operated Buses	89,066,367	92,442,676	3,376,309	3.8%	118,674,861	109,675,265	(8,999,596)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	18,795,884	16,508,184	(2,287,700)	(12.2%)	21,123,100	18,623,100	(2,500,000)
35 Coastside Services	1,466,179	1,502,696	36,517	2.5%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	185,123	164,731	(20,392)	(11.0%)	229,300	229,300	-
37 La Honda - Pescadero	-	26,775	26,775	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	70,222	127,628	57,406	81.7%	152,000	152,000	-
39 CUB Related Wages & Benefits	317,439	369,530	52,091	16.4%	505,717	505,717	-
40 CUB Related Other Support	97,492	88,347	(9,145)	(9.4%)	143,936	143,936	-
41 CUB Insurance	901,592	1,255,604	354,012	39.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(771,853)	(188,135)	583,718	75.6%	200,000	200,000	-
43 Total Contracted Bus Service	21,062,079	19,855,361	(1,206,718)	(5.7%)	25,604,117	23,104,117	(2,500,000)
44							
45 TOTAL MOTOR BUS	110,128,446	112,298,037	2,169,591	2.0%	144,278,978	132,779,382	(11,499,596)

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2022
MAY 2022

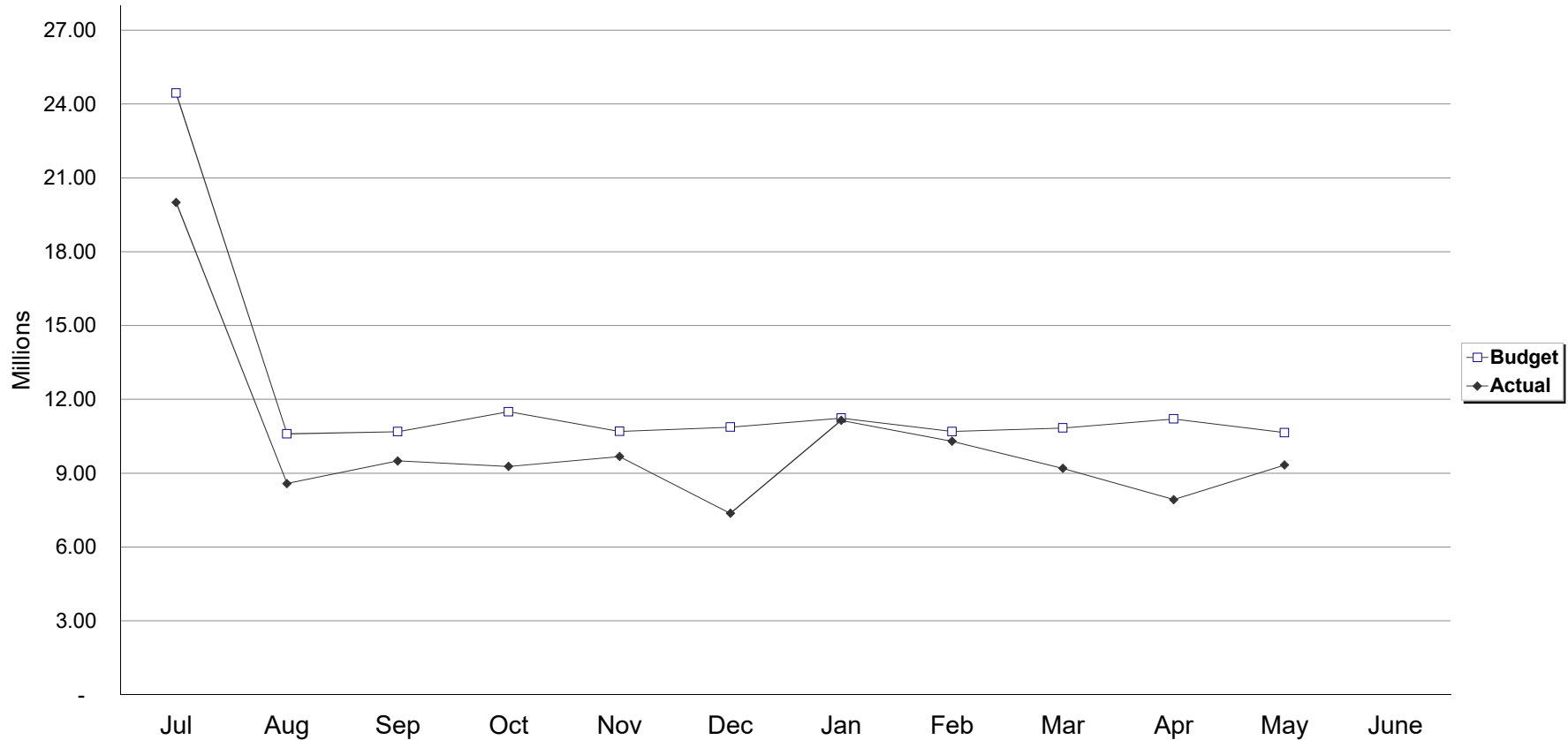
% OF YEAR ELAPSED: 91.7%

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	6,441,756	7,179,400	737,644	11.5%	7,675,510	7,675,510	-
49 ADA Sedans / Taxi Service	1,763,839	2,087,968	324,128	18.4%	2,212,350	2,212,350	-
50 Coastside ADA	1,026,149	1,245,033	218,884	21.3%	1,420,000	1,420,000	-
51 ADA Related Wages & Benefits	2,439,396	2,316,239	(123,158)	(5.0%)	2,783,826	2,783,826	-
52 ADA Related Other Support	1,135,523	1,556,043	420,520	37.0%	2,317,603	1,997,603	(320,000)
53 ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	(15,378)	(84,397)	(69,019)	(448.8%)	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	13,535,130	15,356,812	1,821,681	13.5%	17,797,833	17,477,833	(320,000)
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 CALTRAIN SERVICE							
62 Peninsula Rail Service	8,291,494	-	(8,291,494)	(100.0%)	-	-	-
63 Total Caltrain Service	8,291,494	-	(8,291,494)	(100.0%)	-	-	-
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	1,636,971	1,517,660	(119,312)	(7.3%)	2,331,500	1,931,500	(400,000)
67 Shuttle Related Wages & Benefits	77,962	62,513	(15,448)	(19.8%)	91,806	91,806	-
68 Dumbarton M.O.W.	21,952	35,831	13,879	63.2%	161,975	161,975	-
69 Maintenance Multimodal Facilities	132,822	143,683	10,861	8.2%	205,000	205,000	-
70 Total Other Support	1,869,707	1,759,687	(110,019)	(5.9%)	2,790,281	2,390,281	(400,000)
71							
72							
73 TOTAL MULTI-MODAL PROGRAMS	10,161,201	1,759,687	(8,401,513)	(82.7%)	2,790,281	2,390,281	(400,000)
74							
75							
76 TOTAL OPERATING EXPENSES	133,824,777	129,414,536	(4,410,241)	(3.3%)	164,867,092	152,647,496	(12,219,596)

SAN MATEO COUNTY TRANSIT DISTRICT

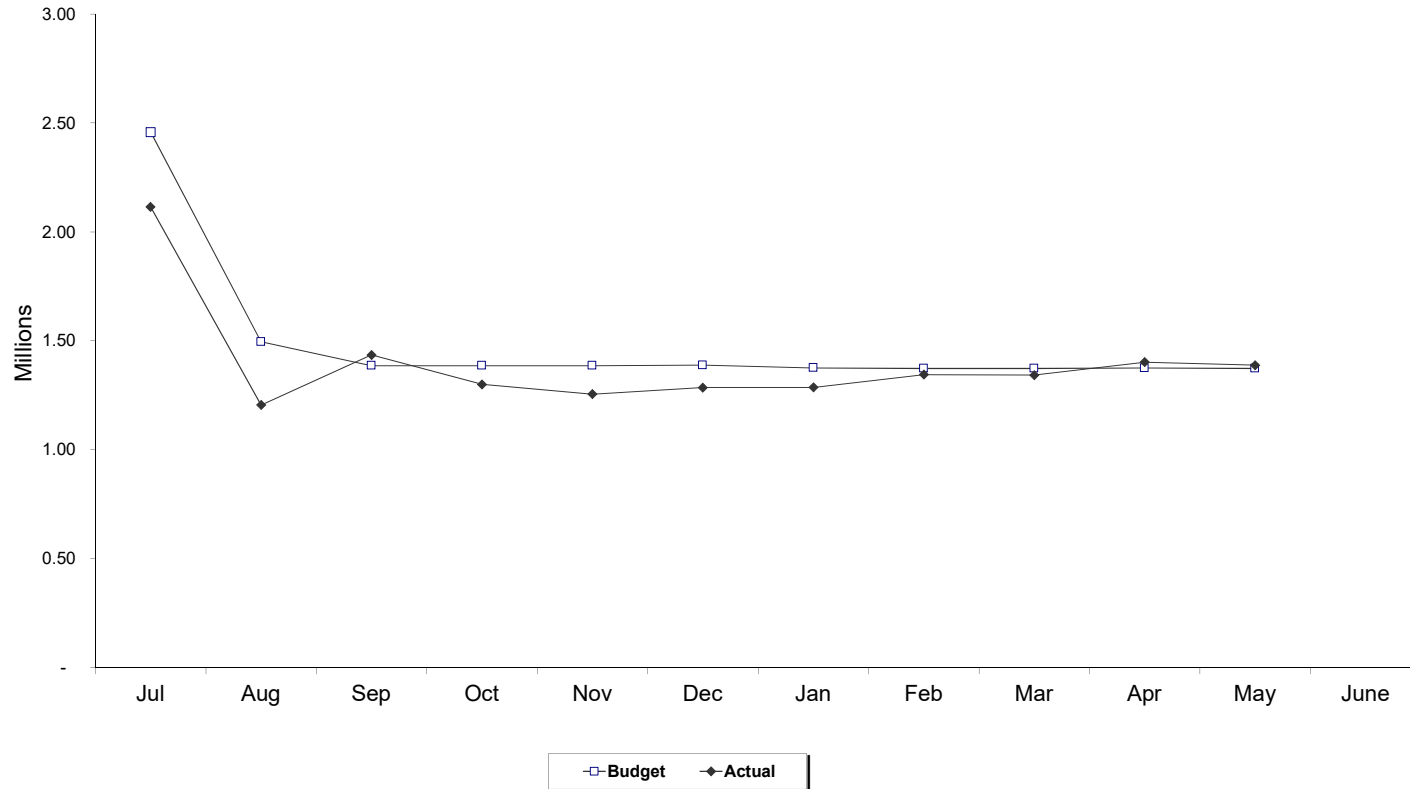
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



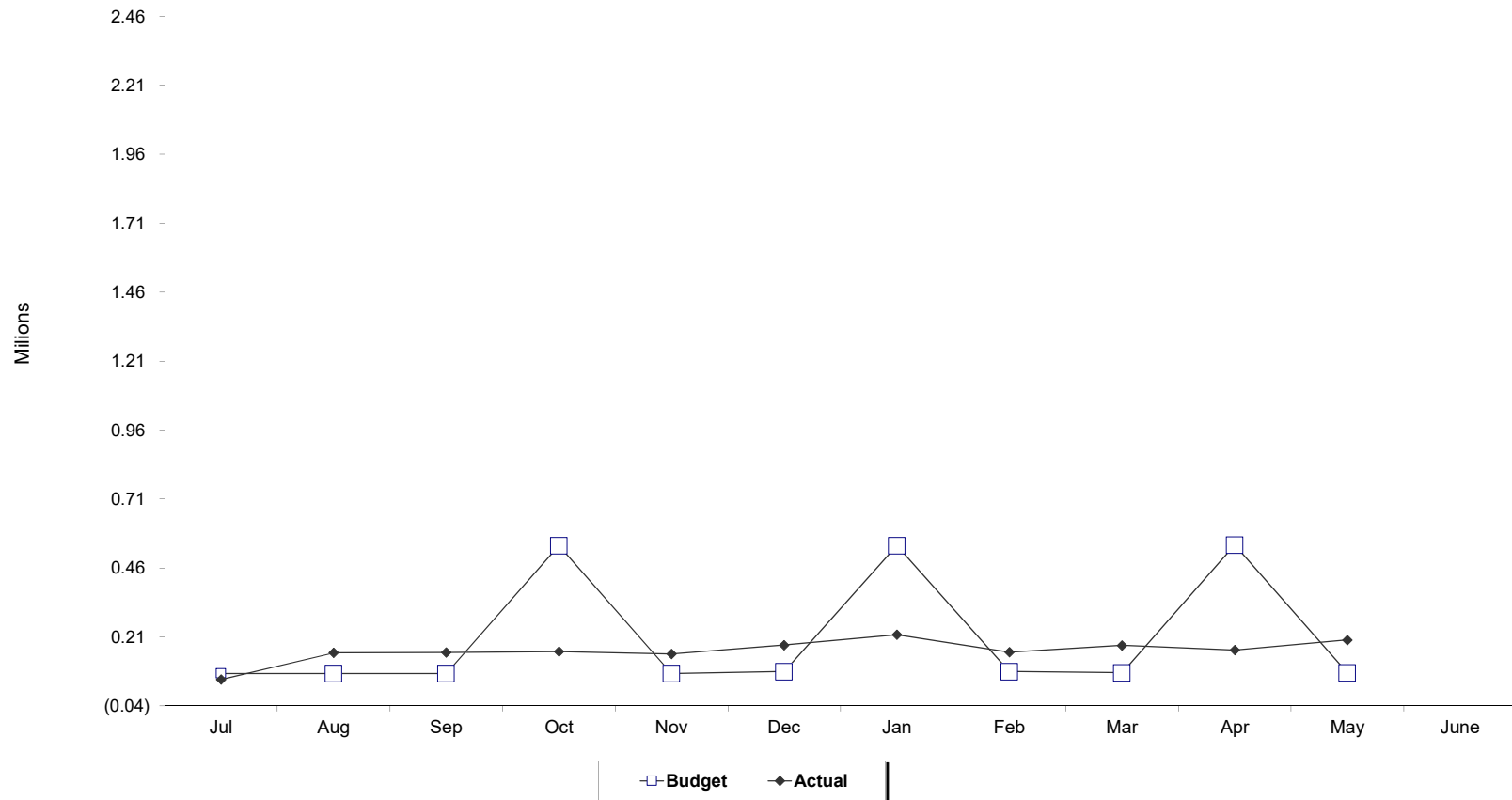
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269	11,238,999	10,694,709	10,833,317	11,205,321	10,648,810	
Actual	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357	11,147,156	10,296,735	9,193,900	7,926,856	9,330,131	
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040	90,030,039	100,724,749	111,558,066	122,763,387	133,412,198	
Actual	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259	75,550,415	85,847,150	95,041,050	102,967,906	112,298,037	
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781	14,479,624	14,877,599	16,517,016	19,795,481	21,114,161	
Variance %	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%	16.1%	14.8%	14.8%	16.1%	15.8%	

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680	1,375,387	1,372,662	1,372,662	1,374,537	1,372,662	
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079	1,285,390	1,344,632	1,342,195	1,402,032	1,388,038	
CUMULATIVE EXPENSES												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815	10,875,202	12,247,863	13,620,525	14,995,062	16,367,723	
Actual	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527	9,879,916	11,224,548	12,566,742	13,968,774	15,356,812	
Variance - F(U)	343,564	634,128	585,468	671,520	802,688	905,288	995,283	1,023,316	1,053,783	1,026,287	1,010,912	
Variance %	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%	9.2%	8.4%	7.7%	6.8%	6.2%	

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	77,345	77,345	77,345	540,945	77,345	83,945	540,945	83,945	79,845	543,445	79,845	
Actual	56,004	152,622	153,378	156,901	147,846	180,046	218,183	154,528	179,052	162,443	198,684	
CUMULATIVE EXPENSES												
Budget	77,345	154,690	232,035	772,980	850,325	934,270	1,475,215	1,559,160	1,639,005	2,182,450	2,262,295	
Actual	56,004	208,626	362,004	518,905	666,752	846,798	1,064,980	1,219,509	1,398,561	1,561,003	1,759,687	
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573	87,472	410,235	339,651	240,444	621,447	502,608	
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%	27.8%	21.8%	14.7%	28.5%	22.2%	

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF MAY 31, 2022**

	<u>5/31/2022</u>
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America Checking	112,046,636.30
Bank of America Checking (Restricted)	10,044,915.30
Wells Fargo	0.00
LAIF	74,902,021.17
<u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+ Accrued interest)*	203,785,120.27
MMF - US Bank Custodian Account	9,933,869.99
Debt Service Reserves Held By Trustee	14,986,958.56
	<hr/>
TOTAL	<u><u>425,699,521.59</u></u>

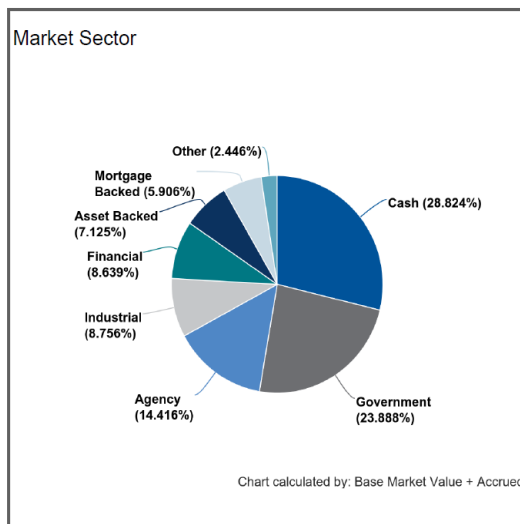
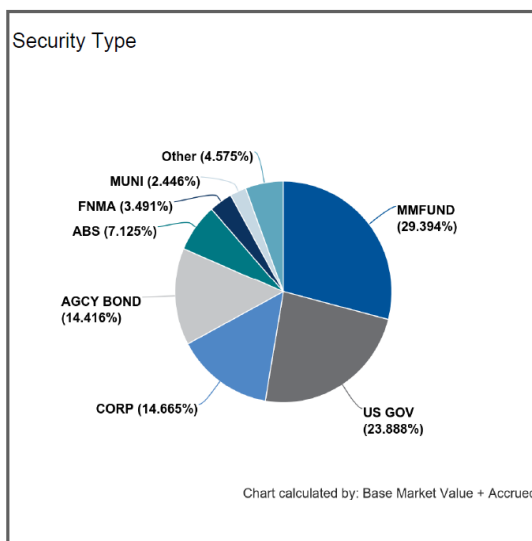
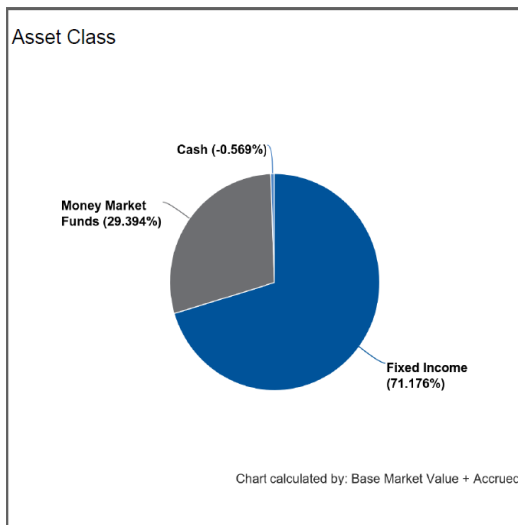
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	-1,643,044.67
MMFund (incl LAIF)	84,835,891.16
Fixed Income	205,428,164.94
Duration	1.965
Convexity	0.064
WAL	1.522
Years to Final Maturity	2.085
Years to Effective Maturity	1.520
Yield	2.488
Book Yield	0.834
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	25.952%
Other	24.304%
United States	23.888%
Federal Home Loan Mortgage Corporation	13.926%
Federal National Mortgage Association	5.768%
U.S. Bancorp	4.063%
JPMorgan Chase & Co.	1.055%
Berkshire Hathaway Inc.	1.043%
---	100.000%

Footnotes: 1,2

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

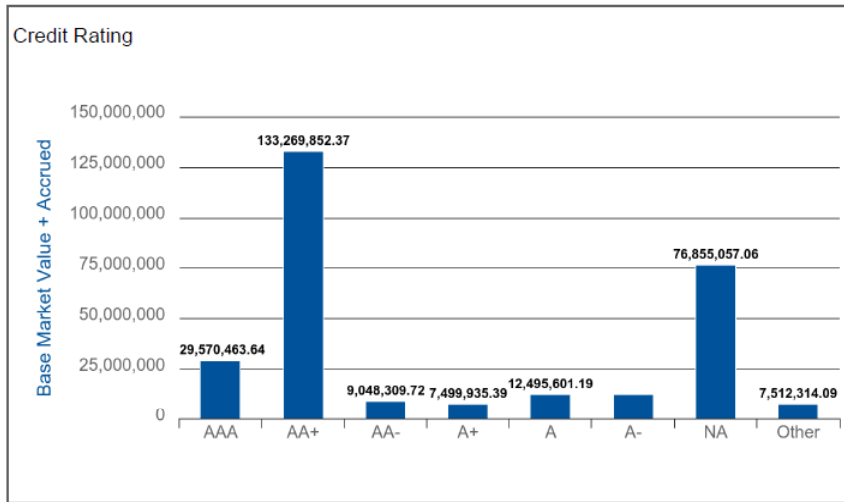


Risk Summary

05/01/2022 - 05/31/2022

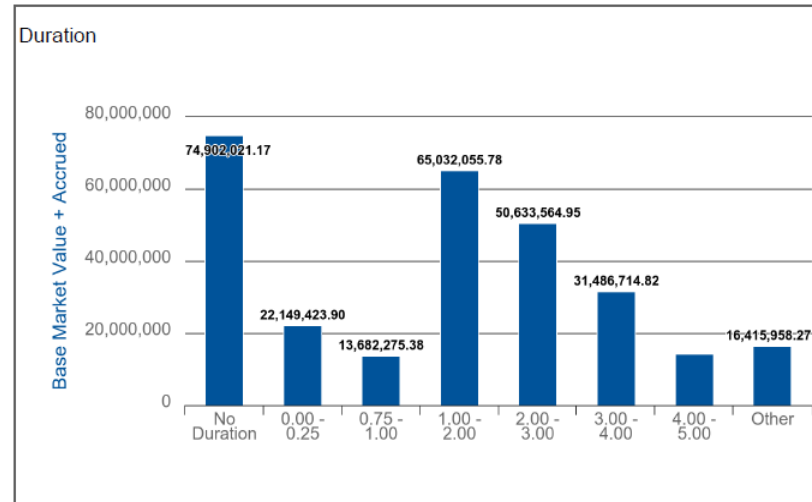
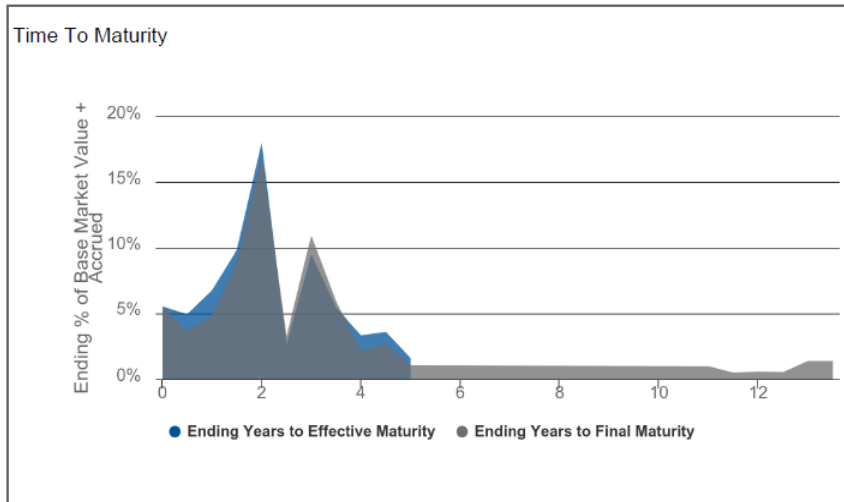
SAM Transit District Agg (136232)

Dated: 06/07/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.287%	2.171%	1.788%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	10.197%	17.387%	10.205%	10.273%	3.027%	0.000%	0.000%	0.000%	0.000%
A	1.619%	2.457%	4.567%	0.636%	1.934%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.411%	0.414%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.107%	0.570%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

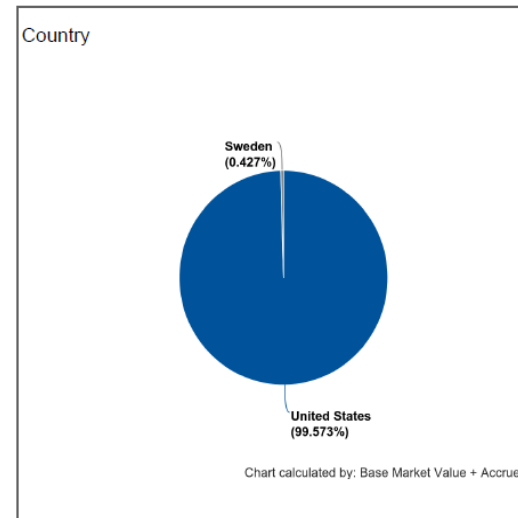
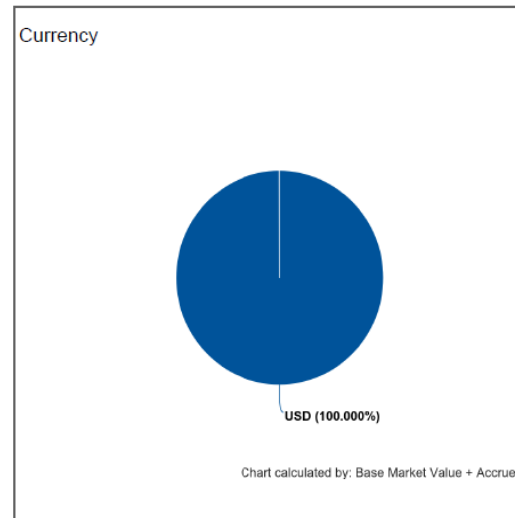
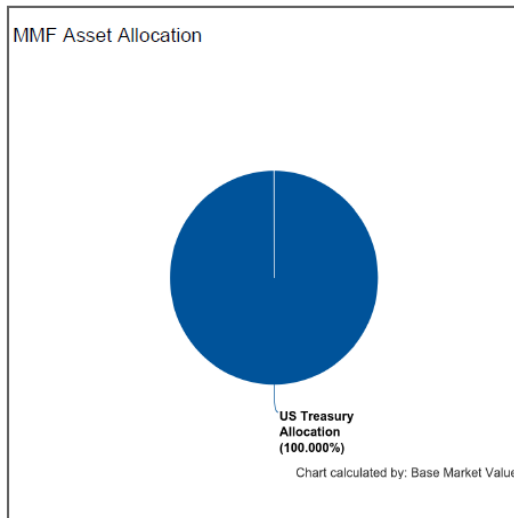
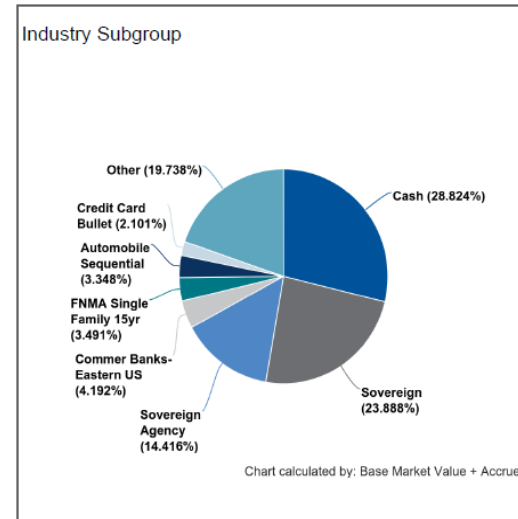
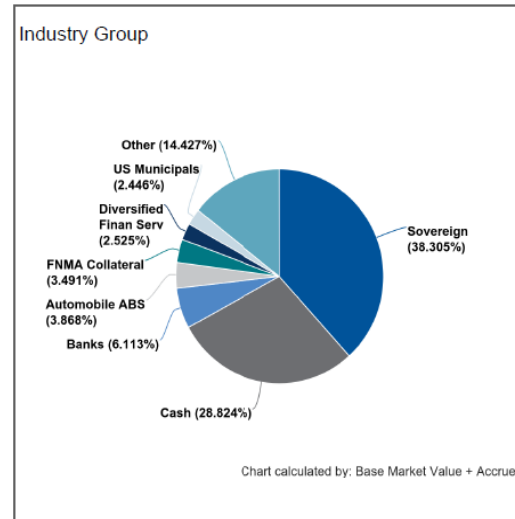
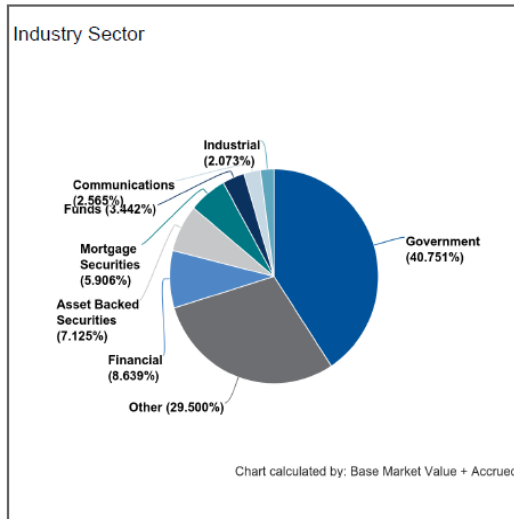


Risk Summary

05/01/2022 - 05/31/2022

SAM Transit District Agg (136232)

Dated: 06/07/2022



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 05/31/2022
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,570.69	---	05/31/2022	1,570.69	0.00	1,570.69	1,570.69
CASH			1,570.69			1,570.69	0.00	1,570.69	1,570.69

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	8,441,649.68	---	05/31/2022	8,441,649.68	0.00	8,441,649.68	8,441,649.68
MMFUND			8,441,649.68			8,441,649.68	0.00	8,441,649.68	8,441,649.68

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,443,220.37	---		8,443,220.37	0.00	8,443,220.37	8,443,220.37

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

CLEARWATER
ANALYTICS

Report: Master BS by lot - group by Security type
Account: SAM TR Reserve Fund (136226)
As of: 05/31/2022
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	360,391.18	360,414.00
ABS	09661RAD3	BMWOT 2020-A A3	190,034.17	07/15/2020	10/25/2024	190,019.83	15.20	188,133.26	188,148.46
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	08/15/2022	1,659,582.01	1,268.98	1,660,924.20	1,662,193.18
ABS	14041NFV6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,399,394.09	1,399,754.65
ABS	14041NFV2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,090,335.28	1,090,864.53
ABS	14044CAC6	COPAR 2021-A A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	441,312.40	441,469.82
ABS	14315FAD9	CARMX 2020-3 A3	328,349.10	07/22/2020	03/17/2025	328,292.82	90.48	325,088.98	325,179.46
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	417,751.43	417,845.87
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	250,088.43	250,126.96
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	842,098.68	842,328.10
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	370,903.95	371,013.03
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	297,311.90	297,358.65
ABS	362590AC5	GMCAR 2020-3 A3	553,937.79	08/19/2020	04/16/2025	553,811.05	103.86	547,358.51	547,462.38
ABS	36260KAC8	GMCAR 2020-4 A3	388,726.57	10/14/2020	08/18/2025	388,643.50	61.55	382,503.91	382,565.45
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	400,973.51	401,014.85
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	587,956.02	588,078.02
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	442,001.87	442,114.31
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,229,164.38	1,229,375.50
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	326,025.70	326,082.28
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	341,672.90	341,789.65
ABS	47787NAC3	JDOT 2020-B A3	166,209.05	07/22/2020	11/15/2024	166,183.72	37.67	164,045.90	164,083.57
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	340,488.54	340,586.36
ABS	65479CAD0	NAROT 2020-B A3	222,995.42	06/30/2020	07/15/2024	222,989.31	54.51	221,519.94	221,574.45
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,406,885.68	1,407,099.08
ABS	89237VAB5	TAOT 2020-C A3	685,268.01	07/27/2020	10/15/2024	685,215.25	134.01	677,761.37	677,895.38
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	323,807.65	323,858.83
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,016,576.88	1,016,724.80
ABS	92348TAA2	VZOT 2020-A A1A	294,828.75	01/29/2020	07/22/2024	294,794.23	166.66	294,716.18	294,882.84
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	662,159.37	662,372.87
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	536,230.87	536,432.47
ABS			18,035,348.87			18,032,818.97	5,106.84	17,545,582.96	17,550,689.80

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	652.78	937,770.00	938,422.78
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	498.44	508,405.15	508,903.59
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	12,013.89	9,998,350.00	10,010,363.89
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	940,491.00	941,168.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,277.78	933,298.00	935,575.78
AGCY BOND	3135G05N7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,300.00	1,202,624.20	1,203,324.20
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	400.00	1,109,109.60	1,109,509.60
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	31.94	1,114,206.25	1,114,238.19
AGCY BOND	3137EAE86	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	257.29	934,933.95	935,191.24
AGCY BOND	3137EAE84	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	1,076.39	979,293.00	980,369.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,166.67	1,483,241.60	1,485,408.27
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,684.03	2,438,745.00	2,440,429.03
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	634.03	1,072,074.30	1,072,708.33
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	864.58	1,461,919.50	1,462,784.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	920.83	1,200,555.20	1,201,476.03
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	187.50	1,164,391.20	1,164,578.70
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	225.69	1,261,629.20	1,261,854.89
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	9,833.33	7,746,656.00	7,756,489.33
AGCY BOND			37,650,000.00			37,615,238.87	35,702.26	36,487,093.15	36,522,795.41

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(1,395,000.00)	---	05/31/2022	(1,395,000.00)	0.00	(1,395,000.00)	(1,395,000.00)
CASH	CCYUSD	RECEIVABLE	307.74	---	05/31/2022	307.74	0.00	307.74	307.74
CASH			(1,394,692.26)			(1,394,692.26)	0.00	(1,394,692.26)	(1,394,692.26)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	2255ZG3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	1,494.67	1,181,469.60	1,182,964.27
CD	23341VZT1	DNB BANK ASA - NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	9,743.83	949,639.95	959,383.78
CD	65558TLL7	NORDEA ABP - NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	4,540.21	950,764.75	953,304.96
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	4,662.92	950,787.55	955,450.47
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION - NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	2,485.00	899,628.30	902,113.30
CD			4,950,000.00			4,950,000.00	22,926.63	4,932,290.15	4,955,216.78

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	85.00	911,139.30	911,224.30
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	312.31	1,261,032.40	1,261,344.71
CORP	023135CT4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	3,520.00	882,806.32	882,806.32
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	888,998.40	898,238.40
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	952,623.00	953,248.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	952,623.00	953,248.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	437.50	666,836.10	667,273.60
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	889,133.40	896,633.40
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	738.02	308,547.20	309,285.22
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	3,217.01	773,134.50	776,351.51
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	10,333.33	814,139.20	824,472.53
CORP	06051GDJ2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	6,529.05	1,017,652.90	1,024,181.95
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	422.93	381,138.80	381,561.73
CORP	06406RB44	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,906.00	19,218.75	2,532,122.10	2,531,340.85
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	13,110.00	2,608,750.80	2,621,860.80
CORP	14913R2L0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	8,988.75	1,257,889.50	1,266,878.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	865,556.10	866,333.10
CORP	17252MA55	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	1,046.50	393,315.39	394,361.89
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	846,611.00	8,446.88	851,658.35	860,105.23
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	682.03	461,927.10	462,609.13
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	2,276.56	444,624.63	446,901.19
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,294.79	925,071.05	929,365.84
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	886,577.40	891,877.28
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	913,807.80	927,571.55
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	661.50	139,425.16	140,086.66
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	6,630.00	457,941.60	464,571.60
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/26/2020	04/23/2024	967,887.00	3,281.05	904,535.10	907,916.15
CORP	46647PC17	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	2,389.60	559,539.48	552,929.08
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	5,244.06	725,821.50	731,065.56
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,315.63	373,981.53	376,297.16
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	569.25	219,860.52	220,429.77
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	908,099.10	919,299.10
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	422.43	383,373.97	383,796.40
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	987.78	601,866.97	602,854.75
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	11,177.01	2,269,960.56	2,281,137.57
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	752.81	477,906.17	478,658.98
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,211.60	383,222.00	385,433.60
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,651.00	226,476.48	228,127.48
CORP	89236TG76	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	434,364.75	436,794.75
CORP	89236TG76	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	135,135.70	135,891.70
CORP	89236TG76	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	130,309.43	131,038.43
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	1,324.38	237,665.74	238,990.12
CORP	90327QD89	USA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	588.28	1,255,746.73	1,256,335.01
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	530.71	266,122.92	266,653.63
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,777,543.20	1,792,063.20
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	587.78	1,058,280.60	1,058,868.38
CORP			37,955,000.00			38,598,804.55	192,549.91	36,759,283.93	36,951,833.84

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	1,091,335.16	06/25/2021	06/01/2035	1,175,913.64	3,183.06	1,106,969.58	1,110,152.64
FHLMC	313317L81	FH RC1222	1,289,458.88	10/19/2021	12/01/2034	1,386,168.29	3,760.92	1,300,545.81	1,304,306.73
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	650,039.00	651,697.58
FHLMC	3137BM6P6	FHMS K-721 A2	179,019.94	04/09/2018	08/25/2022	180,544.40	460.98	179,279.51	179,740.49
FHLMC	3137F6285	FHMS K-J31 A1	270,559.39	10/29/2020	05/25/2026	270,553.98	128.29	259,688.32	259,816.61
FHLMC	3137FKK39	FHMS K-P05 A	12,421.58	12/17/2018	07/25/2023	12,421.55	33.16	12,491.52	12,524.67
FHLMC	3137FQ3V3	FHMS K-J27 A1	62,014.19	11/26/2019	07/25/2024	62,012.70	108.11	61,680.55	61,788.67
FHLMC	3137H4R25	FHMS K-J36 A1	209,687.94	12/16/2021	12/25/2026	209,687.10	226.81	197,758.79	197,985.60
FHLMC			3,764,497.08			3,979,496.98	9,559.91	3,768,453.08	3,778,012.99

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	313305G23	FHS 370 A3	1,466,958.58	12/29/2020	09/25/2033	1,487,702.29	1,222.47	1,399,562.39	1,400,784.86
FHLMC CMO	3137F7DH5	FHR 5048 B	884,052.05	11/30/2020	05/25/2033	895,240.83	736.71	832,228.20	832,964.91
FHLMC CMO			2,351,010.63			2,382,943.12	1,959.18	2,231,790.60	2,233,749.77

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,193,958.99	05/18/2021	03/01/2035	1,279,401.69	2,984.90	1,179,480.60	1,182,465.50
FNMA	314009FM0	FN CA1971	1,559,148.16	01/18/2022	06/01/2033	1,645,144.92	4,547.52	1,570,581.94	1,575,129.45
FNMA	31400GKN6	FN CA8400	1,188,212.10	03/22/2021	12/01/2035	1,299,978.30	3,465.62	1,199,142.69	1,202,608.31
FNMA	3140X92C8	FN FM6170	1,041,217.66	06/25/2021	07/01/2035	1,128,419.64	3,470.73	1,059,958.73	1,063,429.45
FNMA	3140X9K46	FN FM5714	784,690.70	03/25/2021	11/01/2035	854,822.43	2,615.64	799,697.96	802,313.60
FNMA	3140XALC4	FN FM6622	1,372,330.06	03/29/2021	02/01/2036	1,443,090.83	2,859.02	1,328,604.61	1,331,463.63
FNMA	3140XC4K1	FN FM8925	1,328,047.07	11/16/2021	08/01/2034	1,440,101.05	4,426.82	1,382,233.53	1,386,660.35
FNMA			8,467,604.76			9,090,958.87	24,370.24	8,519,700.06	8,544,070.30

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	1,152,066.10	---	05/31/2022	1,152,066.10	0.00	1,152,066.10	1,152,066.10
MMFUND			1,152,066.10			1,152,066.10	0.00	1,152,066.10	1,152,066.10

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,569.31	251,815.05	253,384.36
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	308.88	396,348.20	396,657.08
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	225,528.80	227,139.57
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,834.58	329,724.50	331,559.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	3,407.08	612,345.50	615,752.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,310.42	235,517.50	236,827.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,417.17	508,986.50	510,403.67
MUNI	574193T01	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,275.00	713,887.50	715,162.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	850.50	375,698.25	376,548.75
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,439.63	301,336.20	302,775.83
MUNI	65003GD0T	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,938.67	1,499,536.00	1,502,474.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,345.50	546,342.00	547,687.50
MUNI			6,375,000.00			6,378,878.00	19,307.50	5,997,066.00	6,016,373.50

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	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	7,826.09	3,981,250.00	3,989,076.09
US GOV	912828N30	UNITED STATES TREASURY	3,795,000.00	01/10/2019	12/31/2022	3,740,298.63	33,861.46	3,803,894.53	3,837,756.00
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,767.96	3,007,031.25	3,033,799.21
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	128.76	2,885,046.88	2,885,175.63
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.18	945,101.56	945,143.74
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.48	1,691,234.38	1,691,309.85
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	4,168.48	2,921,882.81	2,926,051.29
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,250.00	2,278,078.13	2,281,328.13
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,988.95	4,944,531.25	4,986,520.20
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,386.74	1,458,636.72	1,471,023.46
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,458.56	642,789.06	648,247.63
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,779.01	445,007.81	448,786.82
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,337.02	1,335,023.44	1,346,360.45
US GOV	912828YV0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,245.86	830,476.56	836,722.42
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	2,624.31	2,316,406.25	2,319,030.56
US GOV	912828CB4	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	865.38	1,449,843.75	1,450,709.13
US GOV	912828CB4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	551.11	321,343.75	321,894.86
US GOV	912828CB4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,889.50	1,101,750.00	1,103,639.50
US GOV	912828CB4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	11,337.02	6,610,500.00	6,621,837.02
US GOV	912828CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	8,668.03	17,302,500.00	17,311,168.03
US GOV			62,120,000.00			61,864,915.85	183,251.88	60,272,328.12	60,455,580.01

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	0.00	1,395,000.00	1,395,000.00
YANKEE			1,395,000.00			1,395,000.00	0.00	1,395,000.00	1,395,000.00

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	182,820,835.18			184,046,429.05	494,734.34	177,665,961.89	178,160,696.24

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

CLEARWATER

ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 05/31/2022
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,311.96	63,315.97
ABS	09661RAD3	BMWOT 2020-A A3	54,295.48	07/15/2020	10/25/2024	54,291.38	4.34	53,752.36	53,756.70
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	08/15/2022	474,880.40	363.11	475,264.46	475,627.57
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	241,929.15	241,991.48
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	204,735.45	204,834.82
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	76,749.98	76,777.36
ABS	14315FAD9	CARMX 2020-3 A3	94,856.41	07/22/2020	03/17/2025	94,840.15	26.14	93,914.59	93,940.73
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	98,294.45	98,316.68
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,133.25	44,140.05
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	146,657.63	146,697.59
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	62,620.15	62,638.56
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	64,417.58	64,427.71
ABS	36260KAC8	GMCAR 2020-4 A3	82,604.40	10/14/2020	08/18/2025	82,586.75	13.08	81,282.08	81,295.16
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,458.89	68,465.95
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	101,205.54	101,226.54
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	81,674.26	81,695.04
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	270,416.16	270,462.61
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	63,258.72	63,269.70
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,747.53	57,767.27
ABS	47787NAC3	JDOT 2020-B A3	39,890.17	07/22/2020	11/15/2024	39,884.10	9.04	39,371.01	39,380.06
ABS	65479CAD0	NAROT 2020-B A3	61,323.74	06/30/2020	07/15/2024	61,322.06	14.99	60,917.98	60,932.97
ABS	89237VAB5	TAOT 2020-C A3	72,900.85	07/27/2020	10/15/2024	72,895.24	14.26	72,102.27	72,116.53
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	62,828.35	62,838.28
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	148,045.18	148,066.72
ABS	92348TAA2	VZOT 2020-A A1A	77,586.51	01/29/2020	07/22/2024	77,577.43	43.86	77,556.89	77,600.75
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	111,165.44	111,201.28
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	90,967.74	91,001.94
ABS			3,088,457.56			3,087,977.53	1,006.94	3,012,779.07	3,013,786.02

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	257,886.75	258,066.26
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	106,302.90	106,407.11
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	258,635.03	258,821.22
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	256,656.95	257,283.34
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	254,274.35	254,549.35
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	254,170.95	254,262.62
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	6.94	242,218.75	242,225.69
AGCY BOND	3137EAE6R	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	74.48	270,638.78	270,713.25
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	296.01	269,305.58	269,601.58
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	473.96	324,459.10	324,933.06
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	538.89	780,398.40	780,937.29
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	195.97	331,368.42	331,564.39
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	265.14	448,321.98	448,587.12
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	507,927.20	508,316.78
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	40.63	252,284.76	252,325.39
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	47.74	266,883.10	266,930.84
AGCY BOND			5,325,000.00			5,313,158.74	3,792.33	5,081,732.98	5,085,525.31

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(250,000.00)	---	05/31/2022	(250,000.00)	0.00	(250,000.00)	(250,000.00)
CASH	CCYUSD	Receivable	76.90	---	05/31/2022	76.90	0.00	76.90	76.90
CASH			(249,923.10)			(249,923.10)	0.00	(249,923.10)	(249,923.10)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	249.11	196,911.60	197,160.71
CD	23341VZT1	DNB BANK ASA - NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,820.58	274,895.78	277,716.36
CD	65558TLL7	NORDEA ABP - NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,314.27	275,221.38	276,535.65
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,349.79	275,227.98	276,577.77
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION - NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	690.28	249,896.75	250,587.03
CD			1,275,000.00			1,275,000.00	6,424.03	1,272,153.48	1,278,577.51

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	58.19	234,945.20	235,003.39
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	520.00	130,414.57	130,934.57
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	246,944.00	249,510.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	261,971.33	262,143.20
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	246,981.50	249,064.83
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	124.90	52,215.68	52,340.58
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	567.71	136,435.50	137,003.21
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	1,187.10	185,027.80	186,214.90
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	211.47	190,569.40	190,780.87
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,025.17	398,574.78	401,599.95
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,942.22	386,481.60	388,423.82
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,331.67	186,354.00	187,685.67
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	161.00	60,510.06	60,671.06
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	126.56	85,718.43	85,844.99
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	342.71	66,932.74	67,275.45
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,220.63	262,914.93	264,135.56
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	253,835.50	257,658.76
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	94.50	19,917.88	20,012.38
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	136.04	96,788.30	96,924.34
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	844.60	194,587.23	195,431.83
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	699.21	96,776.20	97,475.41
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	356.25	57,535.62	57,891.87
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	90.56	34,977.81	35,068.37
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	252,249.75	255,360.86
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	163.33	99,521.31	99,684.64
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,750.91	355,594.68	357,345.59
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	129.27	82,064.70	82,193.97
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	331.74	57,483.30	57,815.04
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	240.77	33,027.82	33,268.59
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	120,656.88	121,331.88
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	48,262.75	48,532.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	24,131.38	24,266.38
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	93.75	200,119.00	200,212.75
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	102.22	184,048.80	184,151.02
CORP			5,540,000.00			5,544,543.50	28,688.72	5,344,570.41	5,373,259.13

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	202,568.01	06/25/2021	06/01/2035	218,267.03	590.82	205,469.99	206,060.81
FHLMC	3133L7LB1	FH RC1222	232,102.60	10/19/2021	12/01/2034	249,510.29	676.97	234,098.25	234,775.22
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	175,010.50	175,457.04
FHLMC	3137BM6P6	FHMS K-721 A2	51,716.87	04/09/2018	08/25/2022	52,157.27	133.17	51,791.86	51,925.03
FHLMC	3137F62S5	FHMS K-J31 A1	63,811.18	10/29/2020	05/25/2026	63,809.90	30.26	61,247.24	61,277.50
FHLMC	3137FKK39	FHMS K-P05 A	3,528.86	12/17/2018	07/25/2023	3,528.85	9.42	3,548.73	3,558.15
FHLMC	3137FQ3V3	FHMS K-J27 A1	16,107.58	11/26/2019	07/25/2024	16,107.20	28.08	16,020.92	16,049.00
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,359.44	12/16/2021	12/25/2026	33,359.31	36.08	31,461.63	31,497.71
FHLMC			778,194.55			820,407.82	1,951.34	778,649.12	780,600.46

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	187,011.01	11/30/2020	05/25/2033	189,377.87	155.84	176,048.27	176,204.12
FHLMC CMO			187,011.01			189,377.87	155.84	176,048.27	176,204.12

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	210,698.65	05/18/2021	03/01/2035	225,776.77	526.75	208,143.64	208,670.38
FNMA	3140Q9FM0	FN CA1971	233,872.22	01/18/2022	06/01/2033	246,771.73	682.13	235,587.29	236,269.42
FNMA	3140QGKN6	FN CA8400	232,568.55	03/22/2021	12/01/2035	254,444.53	678.32	234,707.99	235,386.32
FNMA	3140X92C8	FN FM6170	195,228.31	06/25/2021	07/01/2035	211,578.69	650.76	198,742.26	199,393.02
FNMA	3140X9K46	FN FM5714	140,123.34	03/25/2021	11/01/2035	152,646.86	467.08	142,803.21	143,270.29
FNMA	3140XALC4	FN FM6622	257,311.89	03/29/2021	02/01/2036	270,579.53	536.07	249,113.36	249,649.43
FNMA	3140XC4K1	FN FM8925	249,008.83	11/16/2021	08/01/2034	270,018.95	830.03	259,168.79	259,998.82
FNMA			1,518,811.79			1,631,817.06	4,371.13	1,528,266.54	1,532,637.67

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	340,154.21	---	05/31/2022	340,154.21	0.00	340,154.21	340,154.21
MMFUND			340,154.21			340,154.21	0.00	340,154.21	340,154.21

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	338.48	54,313.05	54,651.53
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	53.88	69,130.50	69,184.38
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	58,833.60	59,253.80
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	51,813.85	52,102.14
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	70,655.25	71,048.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	122,469.10	123,150.52
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	106,424.45	106,720.77
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	78,850.25	79,028.75
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	239.94	50,222.70	50,462.64
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	257,732.75	258,237.83
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	118,770.00	119,062.50
MUNI			1,105,000.00			1,105,886.10	3,687.73	1,039,215.50	1,042,903.23

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	1,420,000.00	01/10/2019	12/31/2022	1,399,532.03	12,670.17	1,423,328.13	1,435,998.29
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,584.25	851,992.19	859,576.44
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.88	198,968.75	198,977.63
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.42	547,164.06	547,188.48
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,201.09	841,898.44	843,099.52
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	883.15	619,042.97	619,926.12
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,817.68	1,038,351.56	1,047,169.24
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,569.06	420,285.16	423,854.22
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,049.72	123,613.28	124,663.01
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,469.61	173,058.59	174,528.21
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,779.01	445,007.81	448,786.82
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,837.02	244,257.81	246,094.83
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	236.19	137,718.75	137,954.94
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	826.66	482,015.63	482,842.28
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	288.93	576,750.00	577,038.93
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	228.26	323,421.88	323,650.14
US GOV			8,595,000.00			8,581,117.98	44,474.10	8,446,875.00	8,491,349.10

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	0.00	250,000.00	250,000.00
YANKEE			250,000.00			250,000.00	0.00	250,000.00	250,000.00

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,752,706.01			27,889,517.71	94,552.17	27,020,521.48	27,115,073.65

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

CLEARWATER ANALYTICS.

Report: Trade Activity
Account: SAM Transit District Agg (136232)
Date: 05/01/2022 - 05/31/2022
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER-US TRS MM Y	269.76	0.290	Buy	05/03/2022	05/03/2022	05/31/2022	269.76	0.00	(269.76)
31846V534	FIRST AMER-US TRS MM Y	817,052.22	0.290	Buy	---	---	05/31/2022	817,052.22	0.00	(817,052.22)
31846V534	FIRST AMER-US TRS MM Y	(1,861,974.82)	0.290	Sell	---	---	05/31/2022	(1,861,974.82)	0.00	1,861,974.82
31846V534	FIRST AMER-US TRS MM Y	140,725.61	0.290	Buy	---	---	05/31/2022	140,725.61	0.00	(140,725.61)
31846V534	FIRST AMER-US TRS MM Y	(294,309.66)	0.290	Sell	---	---	05/31/2022	(294,309.66)	0.00	294,309.66
36260KAC8	GMCAR 2020-4 A3	(11,273.43)	0.380	Principal Paydown	05/16/2022	05/16/2022	08/18/2025	(11,273.43)	0.00	11,273.43
36260KAC8	GMCAR 2020-4 A3	(2,395.60)	0.380	Principal Paydown	05/16/2022	05/16/2022	08/18/2025	(2,395.60)	0.00	2,395.60
89237VAB5	TAOT 2020-C A3	(55,822.81)	0.440	Principal Paydown	05/15/2022	05/15/2022	10/15/2024	(55,822.81)	0.00	55,822.81
89237VAB5	TAOT 2020-C A3	(5,938.60)	0.440	Principal Paydown	05/15/2022	05/15/2022	10/15/2024	(5,938.60)	0.00	5,938.60
362590AC5	GMCAR 2020-3 A3	(38,684.55)	0.450	Principal Paydown	05/16/2022	05/16/2022	04/16/2025	(38,684.56)	0.00	38,684.56
09661RAD3	BMWOT 2020-A A3	(17,673.23)	0.480	Principal Paydown	05/25/2022	05/25/2022	10/25/2024	(17,673.23)	0.00	17,673.23
09661RAD3	BMWOT 2020-A A3	(5,049.49)	0.480	Principal Paydown	05/25/2022	05/25/2022	10/25/2024	(5,049.50)	0.00	5,049.50
47787NAC3	JDOT 2020-B A3	(21,270.83)	0.510	Principal Paydown	05/15/2022	05/15/2022	11/15/2024	(21,270.83)	0.00	21,270.83
47787NAC3	JDOT 2020-B A3	(5,105.00)	0.510	Principal Paydown	05/15/2022	05/15/2022	11/15/2024	(5,105.00)	0.00	5,105.00
65479CAD0	NAROT 2020-B A3	(22,768.42)	0.550	Principal Paydown	05/15/2022	05/15/2022	07/15/2024	(22,768.42)	0.00	22,768.42
65479CAD0	NAROT 2020-B A3	(6,261.31)	0.550	Principal Paydown	05/15/2022	05/15/2022	07/15/2024	(6,261.31)	0.00	6,261.31
3137F62S5	FHMS K-J31 A1	(72,462.07)	0.569	Principal Paydown	05/01/2022	05/01/2022	05/25/2026	(72,462.07)	0.00	72,462.07
3137F62S5	FHMS K-J31 A1	(17,090.11)	0.569	Principal Paydown	05/01/2022	05/01/2022	05/25/2026	(17,090.11)	0.00	17,090.11
14315FAD9	CARMX 2020-3 A3	(26,386.79)	0.620	Principal Paydown	05/15/2022	05/15/2022	03/17/2025	(26,386.79)	0.00	26,386.79
14315FAD9	CARMX 2020-3 A3	(7,622.85)	0.620	Principal Paydown	05/15/2022	05/15/2022	03/17/2025	(7,622.85)	0.00	7,622.85
3137F7DH5	FHR 5048 B	(22,269.04)	1.000	Principal Paydown	05/01/2022	05/01/2022	05/25/2033	(22,269.04)	0.00	22,269.04
3133QSGZ3	FHS 370 A3	(34,891.68)	1.000	Principal Paydown	05/01/2022	05/01/2022	09/25/2033	(34,891.68)	0.00	34,891.68
3137F7DH5	FHR 5048 B	(4,710.76)	1.000	Principal Paydown	05/01/2022	05/01/2022	05/25/2033	(4,710.76)	0.00	4,710.76
3137H4RZ5	FHMS K-J36 A1	(575.22)	1.298	Principal Paydown	05/01/2022	05/01/2022	12/25/2026	(575.22)	0.00	575.22
3137H4RZ5	FHMS K-J36 A1	(91.51)	1.298	Principal Paydown	05/01/2022	05/01/2022	12/25/2026	(91.51)	0.00	91.51
92348TAA2	VZOT 2020-A A1A	(36,675.64)	1.850	Principal Paydown	05/20/2022	05/20/2022	07/22/2024	(36,675.64)	0.00	36,675.64
92348TAA2	VZOT 2020-A A1A	(9,651.49)	1.850	Principal Paydown	05/20/2022	05/20/2022	07/22/2024	(9,651.49)	0.00	9,651.49
3137F3QV3	FHMS K-J27 A1	(9,960.41)	2.092	Principal Paydown	05/01/2022	05/01/2022	07/25/2024	(9,960.41)	0.00	9,960.41
3137F3QV3	FHMS K-J27 A1	(2,587.12)	2.092	Principal Paydown	05/01/2022	05/01/2022	07/25/2024	(2,587.12)	0.00	2,587.12
3140XALC4	FN FM6622	(10,473.81)	2.500	Principal Paydown	05/01/2022	05/01/2022	02/01/2036	(10,473.81)	0.00	10,473.81
3140XALC4	FN FM6622	(1,963.84)	2.500	Principal Paydown	05/01/2022	05/01/2022	02/01/2036	(1,963.84)	0.00	1,963.84
3140K7XA6	FN BP0672	(41,751.54)	3.000	Principal Paydown	05/01/2022	05/01/2022	03/01/2035	(41,751.54)	0.00	41,751.54
3140K7XA6	FN BP0672	(7,367.92)	3.000	Principal Paydown	05/01/2022	05/01/2022	03/01/2035	(7,367.92)	0.00	7,367.92
3137BM6P6	FHMS K-721 A2	(29,994.35)	3.090	Principal Paydown	05/01/2022	05/01/2022	08/25/2022	(29,994.35)	0.00	29,994.35
3137BM6P6	FHMS K-721 A2	(8,665.03)	3.090	Principal Paydown	05/01/2022	05/01/2022	08/25/2022	(8,665.03)	0.00	8,665.03
3137FKK39	FHMS K-P05 A	(34.83)	3.203	Principal Paydown	05/01/2022	05/01/2022	07/25/2023	(34.83)	0.00	34.83
3137FKK39	FHMS K-P05 A	(9.90)	3.203	Principal Paydown	05/01/2022	05/01/2022	07/25/2023	(9.90)	0.00	9.90
90327QD89	USAA CAPITAL CORP	1,255,000.00	3.375	Buy	05/23/2022	05/26/2022	05/01/2025	1,250,896.15	0.00	(1,250,896.15)
90327QD89	USAA CAPITAL CORP	200,000.00	3.375	Buy	05/23/2022	05/26/2022	05/01/2025	199,346.00	0.00	(199,346.00)
17252MAP5	CINTAS NO 2 CORP	390,000.00	3.450	Buy	04/26/2022	05/03/2022	05/01/2025	389,914.20	0.00	(389,914.20)
63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	3.450	Buy	04/27/2022	05/04/2022	06/15/2025	219,940.60	0.00	(219,940.60)
17252MAP5	CINTAS NO 2 CORP	60,000.00	3.450	Buy	04/26/2022	05/03/2022	05/01/2025	59,986.80	0.00	(59,986.80)
63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	3.450	Buy	04/27/2022	05/04/2022	06/15/2025	34,990.55	0.00	(34,990.55)
3132CWMM3	FH SB0364	(19,784.43)	3.500	Principal Paydown	05/01/2022	05/01/2022	06/01/2035	(19,784.43)	0.00	19,784.43
3140QGKN6	FN CA8400	(6,702.82)	3.500	Principal Paydown	05/01/2022	05/01/2022	12/01/2035	(6,702.82)	0.00	6,702.82
3133L7LB1	FH RC1222	(51,916.15)	3.500	Principal Paydown	05/01/2022	05/01/2022	12/01/2034	(51,916.15)	0.00	51,916.15
3140Q9FM0	FN CA1971	(20,451.16)	3.500	Principal Paydown	05/01/2022	05/01/2022	06/01/2033	(20,451.16)	0.00	20,451.16
63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	3.500	Buy	05/31/2022	06/09/2022	06/09/2025	1,395,000.00	0.00	(1,395,000.00)
3132CWMM3	FH SB0364	(3,672.28)	3.500	Principal Paydown	05/01/2022	05/01/2022	06/01/2035	(3,672.28)	0.00	3,672.28
3140QGKN6	FN CA8400	(1,311.94)	3.500	Principal Paydown	05/01/2022	05/01/2022	12/01/2035	(1,311.94)	0.00	1,311.94
3133L7LB1	FH RC1222	(9,344.91)	3.500	Principal Paydown	05/01/2022	05/01/2022	12/01/2034	(9,344.91)	0.00	9,344.91
3140Q9FM0	FN CA1971	(3,067.67)	3.500	Principal Paydown	05/01/2022	05/01/2022	06/01/2033	(3,067.67)	0.00	3,067.67
63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	3.500	Buy	05/31/2022	06/09/2022	06/09/2025	250,000.00	0.00	(250,000.00)
3140X9K46	FN FM5714	(8,092.90)	4.000	Principal Paydown	05/01/2022	05/01/2022	11/01/2035	(8,092.90)	0.00	8,092.90
3140X9K46	FN FM6170	(9,202.35)	4.000	Principal Paydown	05/01/2022	05/01/2022	07/01/2035	(9,202.35)	0.00	9,202.35
3140XC4K1	FN FM8925	(10,888.06)	4.000	Principal Paydown	05/01/2022	05/01/2022	08/01/2034	(10,888.06)	0.00	10,888.06
3140X9K46	FN FM5714	(1,445.16)	4.000	Principal Paydown	05/01/2022	05/01/2022	11/01/2035	(1,445.16)	0.00	1,445.16
3140X9K46	FN FM6170	(1,725.44)	4.000	Principal Paydown	05/01/2022	05/01/2022	07/01/2035	(1,725.44)	0.00	1,725.44
3140XC4K1	FN FM8925	(2,041.51)	4.000	Principal Paydown	05/01/2022	05/01/2022	08/01/2034	(2,041.51)	0.00	2,041.51
---	---	1,919,637.13	1.995	---	---	---	06/25/2024	1,914,711.43	0.00	(1,914,711.43)

* 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 MAY 2022

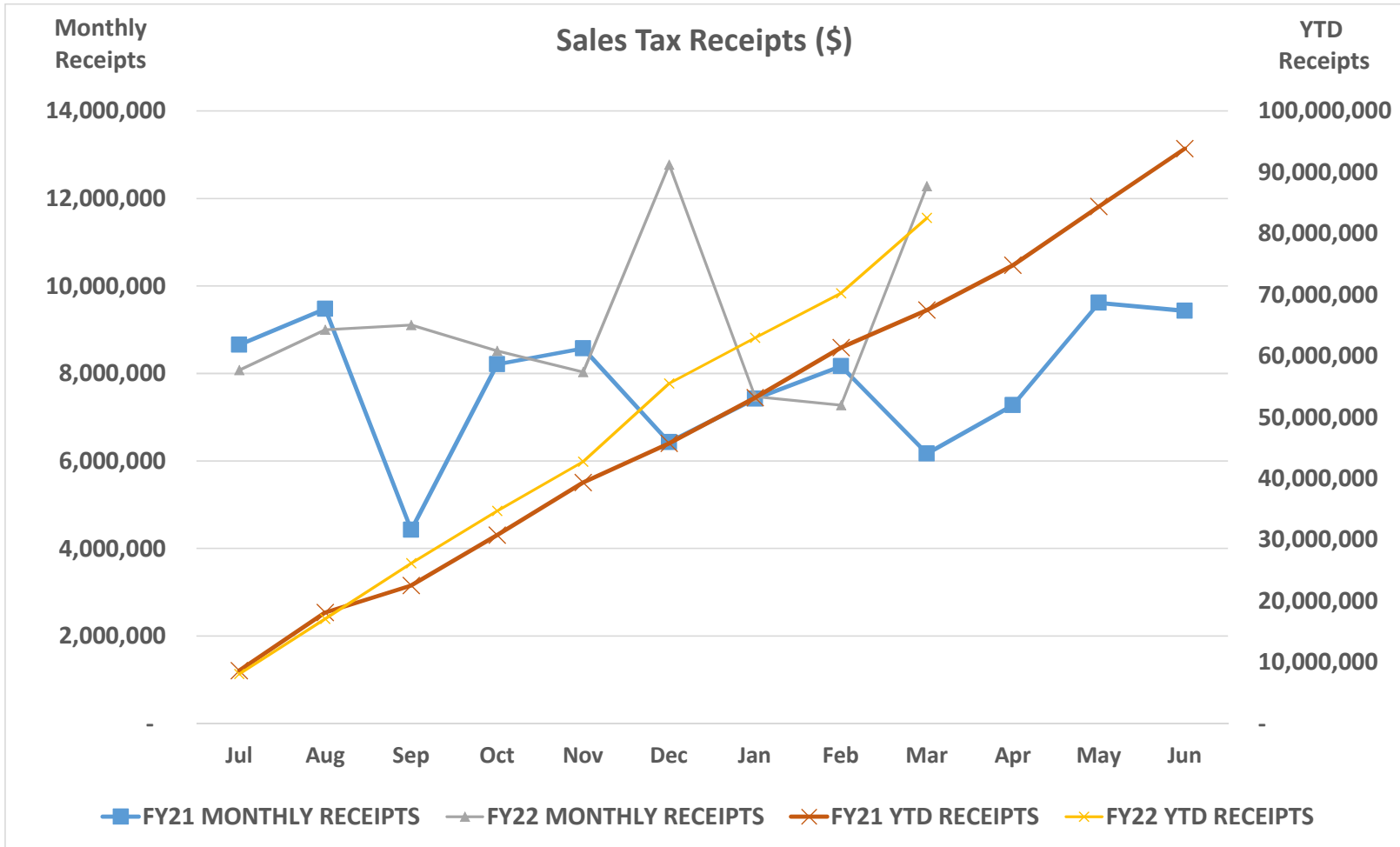
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

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

	FY21	FY22		FY21	FY22	
	MONTHLY	MONTHLY	MONTHLY	YTD	YTD	YTD
	RECEIPTS	RECEIPTS*	% Change	RECEIPTS	RECEIPTS	% Change
Jul	8,652,560	8,073,453	(6.7%)	8,652,560	8,073,453	(6.7%)
Aug	9,475,233	8,998,280	(5.0%)	18,127,793	17,071,733	(5.8%)
Sep	4,423,442	9,104,933	105.8%	22,551,235	26,176,665	16.1%
Oct	8,212,521	8,516,856	3.7%	30,763,756	34,693,522	12.8%
Nov	8,570,674	8,032,736	(6.3%)	39,334,430	42,726,257	8.6%
Dec	6,428,114	12,772,114	98.7%	45,762,544	55,498,371	21.3%
Jan	7,420,385	7,468,855	0.7%	53,182,929	62,967,226	18.4%
Feb	8,162,508	7,276,489	(10.9%)	61,345,438	70,243,715	14.5%
Mar	6,167,874	12,281,405	99.1%	67,513,312	82,525,120	22.2%
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>82,525,120</u>				

Staff reached out to the three vendors that had been directly contacted by the District to find out why they did not submit a proposal. Staff also contacted the vendors who downloaded the solicitation but did not provide a response. Staff did not receive a response to repeated requests.

United Site Services has two locations in San Jose, CA, and currently provides these Services to the District under a five-year agreement, which expired February 28, 2021. The previous agreement was for a total of \$400,000. The District issued a bridge contract to provide the Services while allowing the District time to issue a new solicitation for a replacement contract. This bridge contract is set to expire August 31, 2022. The increase in cost for the new contract can be attributed to these factors:

- Improved size and quality of the portable toilet facilities, including the addition of washing stations.
- Increased number of cleanings per week.
- Increase in the number of portable toilet facilities.
- Increased cost for fuel and travel necessary for the delivery and frequency of servicing the facilities in San Mateo County.

Staff and legal counsel have determined that the bid submitted by United is responsive to the solicitation requirements.

Staff conducted a price analysis and determined the submitted prices are fair and reasonable as compared to previously procured services and market rates.

United's performance under the current contract has been satisfactory. Award of the new contract to United will ensure uninterrupted Services to the District.

Prepared by:	Danielle Sanderson, Administrative Analyst III	650-508-6130
	Said El-Khatib, Manager, Bus Operations	650-508-8093

Resolution No. 2022-

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

* * *

Awarding a Contract to United Site Services, Inc., for Portable Toilet Rental Service and Maintenance for a Total Not-to-exceed Amount of \$577,809 for a Five-year Term

Whereas, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) 22-S-S-040 on March 7, 2022 to provide portable toilet rental service and maintenance (Services); and

Whereas, these Services are for bus operators to use when public facilities are not available at the layover areas where operators take breaks; and

Whereas, in response to the IFB, the District received one bid after posting the solicitation documents on the District's procurement website and conducting extensive outreach to four local vendors who provide the requested Services; and

Whereas, staff and legal counsel have reviewed the single bid from United Site Services of California, Inc. of Westborough, Massachusetts (United) and have determined it complies with the requirements of the solicitation documents; and

Whereas, staff determined that United is fully capable of providing the specified services at prices that have been deemed fair and reasonable; and

Whereas, the Acting General Manager/CEO recommends that the Board of Directors award a contract to United for a five-year term for a total not-to-exceed amount of \$577,809.

Now, Therefore, Be It Resolved that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract to United Site Services of California, Inc. to

provide portable toilet rental service and maintenance for a five-year term for a total not-to-exceed amount of \$577,809; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with United in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

BOARD OF DIRECTORS 2022

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

CARTER MAU
 ACTING GENERAL MANAGER/CEO



Memorandum

Date: June 29, 2022
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans monthly ridership, year-to-date, as of April 2022 was 63.9 percent of its ridership compared to same period in FY 2019 (pre-pandemic). SamTrans’ ridership recovery compares favorably against local peer agencies and with other out-of-state bus agencies. As noted in the table below, most transit agencies ridership recovery is in the mid-50 percent, with New York City MTA at 61.7 percent. The national bus ridership monthly average recovery rate was 58.9 percent, for the same period. The data reported is the latest data available from the National Transit Database (NTD) and is considered preliminary.

	YTD Total Trips April 2019	YTD Total Trips April 2022	YTD Recovery Rate
SamTrans	8,893,540	5,684,653	63.9%
AC Transit	44,646,089	23,896,943	53.5%
SFMTA	180,971,187	93,417,472	51.6%
VTA	22,947,063	12,078,135	52.6%
Dallas	28,895,386	17,290,422	59.8%
Seattle - King	100,670,067	47,343,172	47.0%
Chicago	197,614,345	108,473,105	54.9%
Atlanta	42,998,723	22,714,126	52.8%
New York MTA	611,451,846	377,326,186	61.7%
National	3,825,422,465	2,252,770,348	58.9%

iTSP Pilot Evaluation

SamTrans, with Sustainable Silicon Valley (SSV), City/County Association of Governments of San Mateo County (C/CAG), and the City of East Palo Alto recently completed the six-month pilot of an intelligent cloud-based transit signal priority system (iTSP) on University Avenue in East Palo Alto. The pilot period was from November 2021 through February 2022 that included three intersections in the City of East Palo Alto and was funded through a C/CAG grant. The iTSP pilot was first introduced to the Board in the June 2, 2021 Report of the General Manager/CEO.

The primary difference between iTSP and “conventional” TSP, such as the one operating on El Camino Real, is that iTSP is a cloud-based platform that uses an algorithm to dynamically request signal priority when a vehicle is expected to arrive at an intersection. These predictions are based on historical travel times and account for current conditions, such as traffic, and includes machine-learning to predict travel time more accurately. By comparison, a conventional TSP system requests priority when a vehicle arrives at an intersection. Because iTSP is cloud-based, it communicates with signals using the existing network infrastructure and can record the signal’s operational status. iTSP has a robust set of monitoring and reporting features with typically lower set-up costs due to minimal additional signal hardware.

During the pilot, staff observed improvements in average SamTrans vehicle speed and intersection delay. In the northbound direction, iTSP reduced intersection delay by 40 seconds (45 percent) and increased average speed by 18 percent, mostly at the left turn from University Ave. onto Bay Rd. In the southbound direction, iTSP reduced intersection delay by 7 seconds (18 percent) and increased average speed by 7 percent. Lessons and experiences from this project will serve as a blueprint for future capital investments in the SamTrans network and inform staff for future countywide TSP plan that can improve service and rider experience.

Grace Martinez

We at SamTrans are proud to honor Grace Martinez as the latest Executive Board member of the Government Finance Officers Association (GFOA). Grace has been with the District since 2018 as the Director of Accounting, promoted to Deputy CFO in 2020, and has been the Acting CFO since March 2022. Grace will continue GFOA’s strong leadership in administering a solution-oriented focus for issues around public financing. Founded in 1906, the GFOA has more than 20,000 members world-wide involved in planning, financing, and implementing thousands of governmental operations in each of their jurisdictions. The GFOA is fortunate to have Grace as an Executive Board member and we look forward for greater representation within the District.

Bus Operator Staffing Levels and Recruitment Update

The SamTrans Bus Operations Training Department implemented smaller class sizes to improve the instructor to trainee ratio (2:1), with shorter duration (6 versus 10 weeks), while increasing class frequency (every 4 weeks). The changes intend to improve Bus Operator Trainee yield and improve the overall retention of newly graduates. As of June 27, 2022, there were 277 active Bus Operators which is short of the projected 282 bus operators needed for August 2022.

S.O.S. Program

June is National Safety Month, and its focus is injury prevention. In 2020, four million U.S. workplace injuries required medical attention. A safe workplace requires a focus on preventing injuries and deaths, as well as identifying hazards and assessing risks. This month's Safety Campaign continues its focus on Bus Yard Safety and includes all drivers entering and exiting the base to practice the following:

- Slow down and do not drive faster than 10 miles per hour in any area of the base
- Observe established traffic direction at the bases
- Always use caution when driving in front of the Maintenance facilities such as the garage, fuel island, and tire shop



BOARD OF DIRECTORS 2022

PETER RATTO, CHAIR
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DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, July 6, 2022 – 2:30 pm

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

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

Note:

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

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

**Minutes of Community Relations Committee Meeting /
Committee of the Whole**

June 1, 2022

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

Committee Members Absent: None

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

Other Board Members Absent: D. Pine

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

8.a.1 Call to Order

Committee Chair Rose Guilbault called the meeting to order at 2:33 pm.

8.a.2 Approval of Minutes of Committee Meeting of May 4, 2022

Motion/Second: Medina/Stone

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

Noes: None

Absent: Pine

8.a.3 Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, said that SamTrans would have a booth at the upcoming San Mateo County Fair on June 8 where a number of senior mobility ambassadors would be on hand to help promote paratransit services.

8.a.4 Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, announced that the PCC retreat would be on June 7 from 10:30 am to 2:00 pm.

8.a.5 Citizens Advisory Committee Update

Meredith Park, CAC Vice Chair, provided a summary of the May 25 meeting,

8.a.6 Monthly Performance Report | April 2022

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

8.a.7 Adjourn

The meeting adjourned at 2:40 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

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

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

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of May 10, 2022 Meeting

ATTENDANCE:

Members:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA; Marie Violet, Dignity Health.
(Member attendance = 10/13, Quorum = Yes)

Guests:

Rich Hedges; David Koffman, Nelson\Nygaard; Evan Milburn, Consumer; Charles Posejpal, First Transit/Redi-Wheels; Henry Silvas, SamTrans; Lynn Spicer, SamTrans; Jane Stahl, PCC Staff
Cassie Villar, SMC Adult Protective Services

Absentees:

Judy Garcia, Consumer; Alex Madrid, Consumer; Scott McMullin, CoA

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:32 pm. The meeting was held via Zoom conference call service and a roll call taken.

APPROVAL OF APRIL MINUTES:

Mike Levinson moved to approve the April meeting minutes; Sammi Riley seconded the motion; Dinae Cruise abstained; the minutes were approved.

PUBLIC COMMENTS:

None.

PRESENTATION: San Mateo County Adult Protective Services

Cassie Villar, Adult Protective Services & EDAPT Training & Outreach Specialist, County of San Mateo gave a brief overview of Adult Protective Services (APS) and the resources they provide to the community. She covered instances where APS can help as well as the limits of their authority.

COMMITTEE REPORTS:

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

See below.

Grant/Budget Review – Sammi Riley, Chair

Sammi reported that she will present an update at the June meeting.

Education – Sammi Riley, Chair

- The May 6th meeting concentrated on edits to the Most Commonly Asked Questions video. The audio will need to be re-recorded and Marie Violet has volunteered to help with this.
- They were hoping that the Seniors on the Move event would be happening, but nothing has been heard.
- The committee discussed distribution of the Commission on Disability's survey on paratransit.

Executive – Ben McMullan, Chair

- An application for membership was received from Evan Milburn. He is a commissioner with the CoD.
- They discussed the schedule of presentations at upcoming PCC meetings. The June meeting will include an update on Reimagine SamTrans and a presentation on driver training. Richard Weiner will follow up with Lyft to see if they are interested in presenting.
- The Nelson\Nygaard contract is being addressed.
- The Transit Recovery Committee is looking into a study of different agency management models for paratransit rides.

Nominations/Membership – TBD, Chair

No report. The Nominations/Membership committee chair is still vacant but hope to fill the position soon.

OPERATIONAL REPORTS

Tina reported that:

- Carole Groom was inducted into the San Mateo County Women's Hall of Fame on May 10th.
- SamTrans has upgraded its website. Please send her any additional comments.
- Some replacement paratransit vehicles are planned.

PERFORMANCE REPORT

Tina reviewed preliminary data for April.

- Ridership is increasing growing from 11,000 in April 2021, to 16,000 in April 2022.
- Trips performed were 14,000 compared to 10,000 in April 2021. Most of the growth is in advance reservations.
- Agency trips are inching up.
- Taxi trips are approximately 9.8% of total trips.

- The number of individuals riding is also higher with a few more inter-county trips.
- On time performance is excellent at 94.4%.
- Productivity is also increasing.

David Koffman questioned the low number of taxi trips. Tina responded that contractors are doing an excellent job at scheduling trips. Enrique Silvas advised that the contractor is required to minimize the number of taxis to under 15% which has resulted in increased productivity.

COMMENT STATISTICS REPORT

Tina reviewed the data for March. Many compliments were received with the majority coming in through the Customer Service Center. There were more Comment Cards than in past months and response time is good.

SAFETY REPORT

Charles Posejpal reported that there were five incidents in April, two were preventable.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Marie is continuing to reach out to agencies as they reopen although many are still meeting on Zoom. The Education Committee is preparing information on Redi-Wheels rides to give to the Centers to spread the word.

ERC – Mike Levinson

Tina reported that she hopes to have some specific information soon.

Commission on Disabilities (CoD) – Ben McMullan

CoD is working on the Accessibility Transportation Committee survey and have asked the PCC to assist with its distribution.

Center for Independence (CID) – Ben McMullan

CID is still working on ESPS emergency preparedness and the strategic plan.

Sandra asked if CID can help with installing a home ramp. Ben confirmed that they can install a variety of equipment.

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

- They have just completed an annual retreat and are beginning to reorganize to meet the new goals. They are also aligning county goals with the Department on Aging's goals.
- They are continuing to network with Age Friendly programs to help build an age friendly program in every city in the county.

- They are working with local senior agencies and Departments of Parks & Recreation on coordination of activities.
- The new Help at Home booklet is being printed and will be available online and in hard copy.
- They are supporting the Age Forward Coalition, a coalition of community agencies serving seniors in San Mateo County, with their request to the Board of Supervisors for increased countywide funding for senior programs.

Coastside Transportation Committee (CTC) – Tina Dubost

No updates.

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

The Citizens Advisory Committee of the Transit Authority met on May 2nd by Zoom. They received an update on the 101 Express Lanes project.

OTHER BUSINESS

The meeting adjourned at 2:52pm. The next meeting will be on June 14th at 1:30pm.

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

A roll call was taken. The minutes from the April PAL meeting were included in the meeting packet. Ben McMullan moved to approve the minutes; Mike Levinson seconded the motion; Dinae Cruise abstained. The minutes were approved with no corrections.

Advocacy

Transit Recovery Update – Tina Dubost

The TSA is no longer requiring face coverings on public transit; however, the CDC is recommending that they are still worn.

Transit ridership is increasing and is about 50% higher than April 2021. Other agencies are reporting comparable increases and there is increased ridership on SamTrans and Caltrain.

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

Policy Issues:

Mike reported that the MTC Regional PCC conference via Zoom is scheduled for either June 9th, 10th or 15th, from 10am-2:00pm. Drennen Shelton (MTC) will be coordinating the conference. More information to follow.

The SamTrans Board of Directors and the Citizens Advisory Committee are starting to meet in a hybrid format. The board/committee members are in person, but audience/members of the public can still participate remotely.

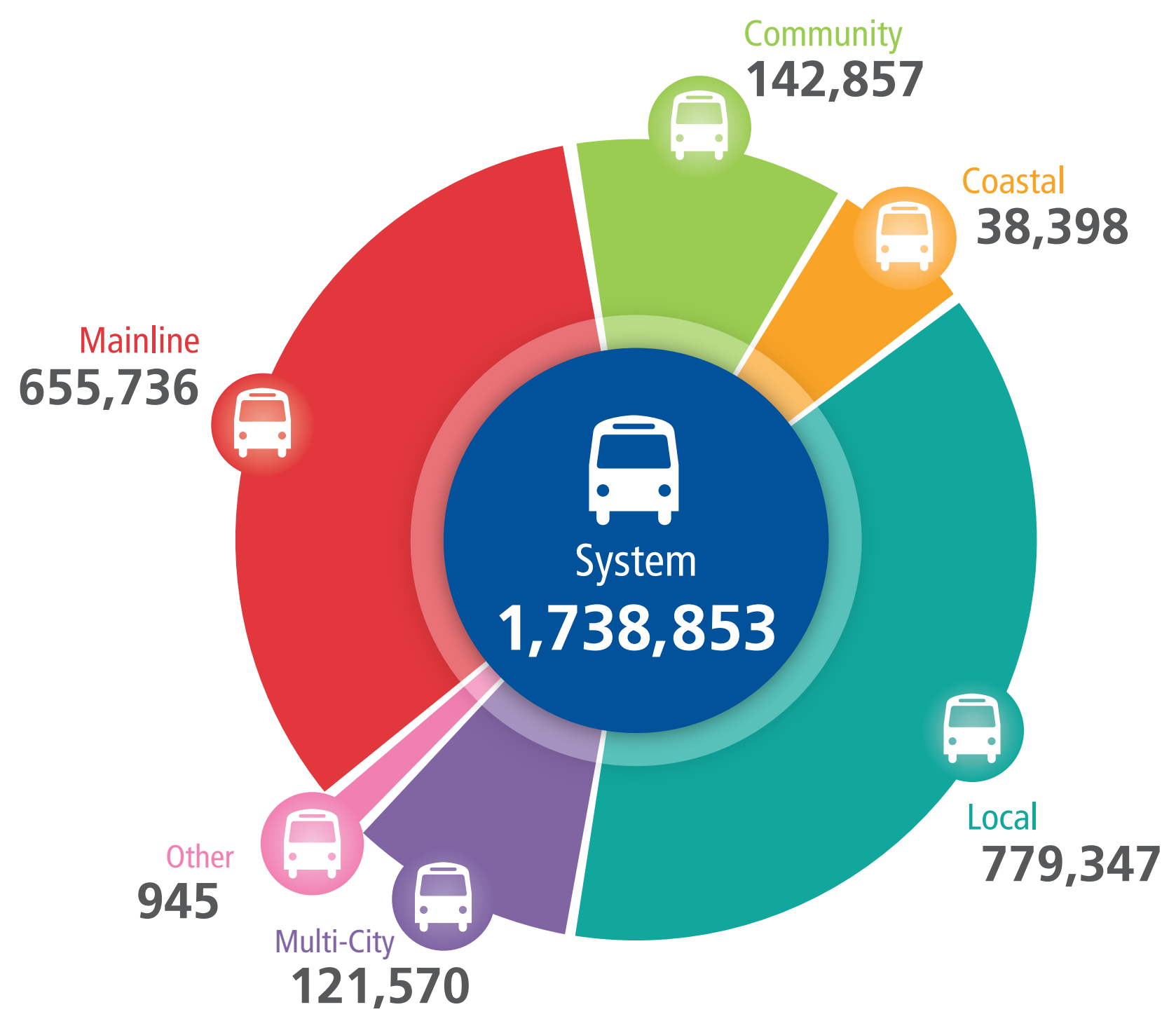
The next PAL meeting will be on June 14th, 2022.



FY22 SamTrans Service Statistics

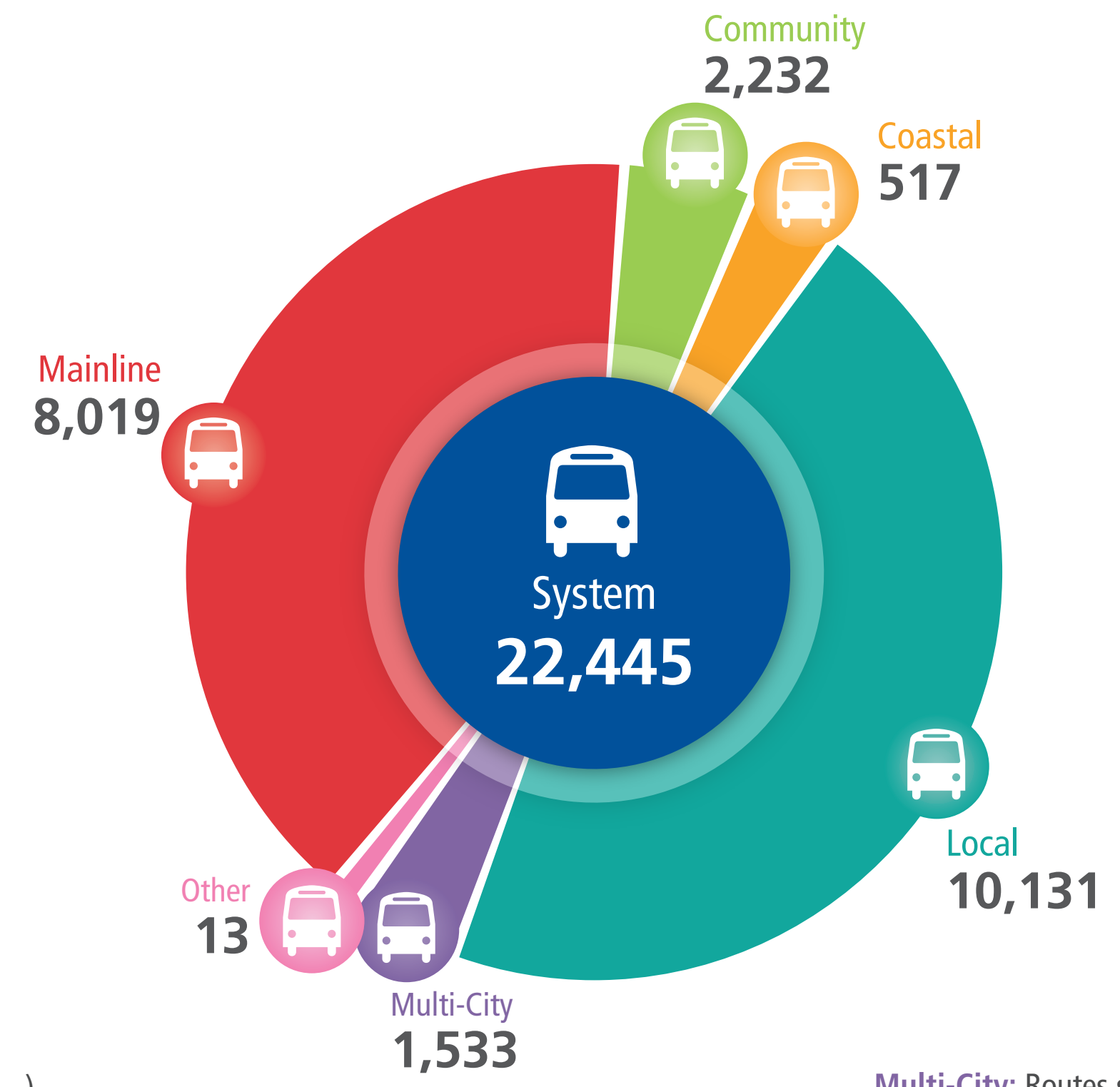
Quarterly Report (Jan-Mar)

TOTAL PASSENGERS



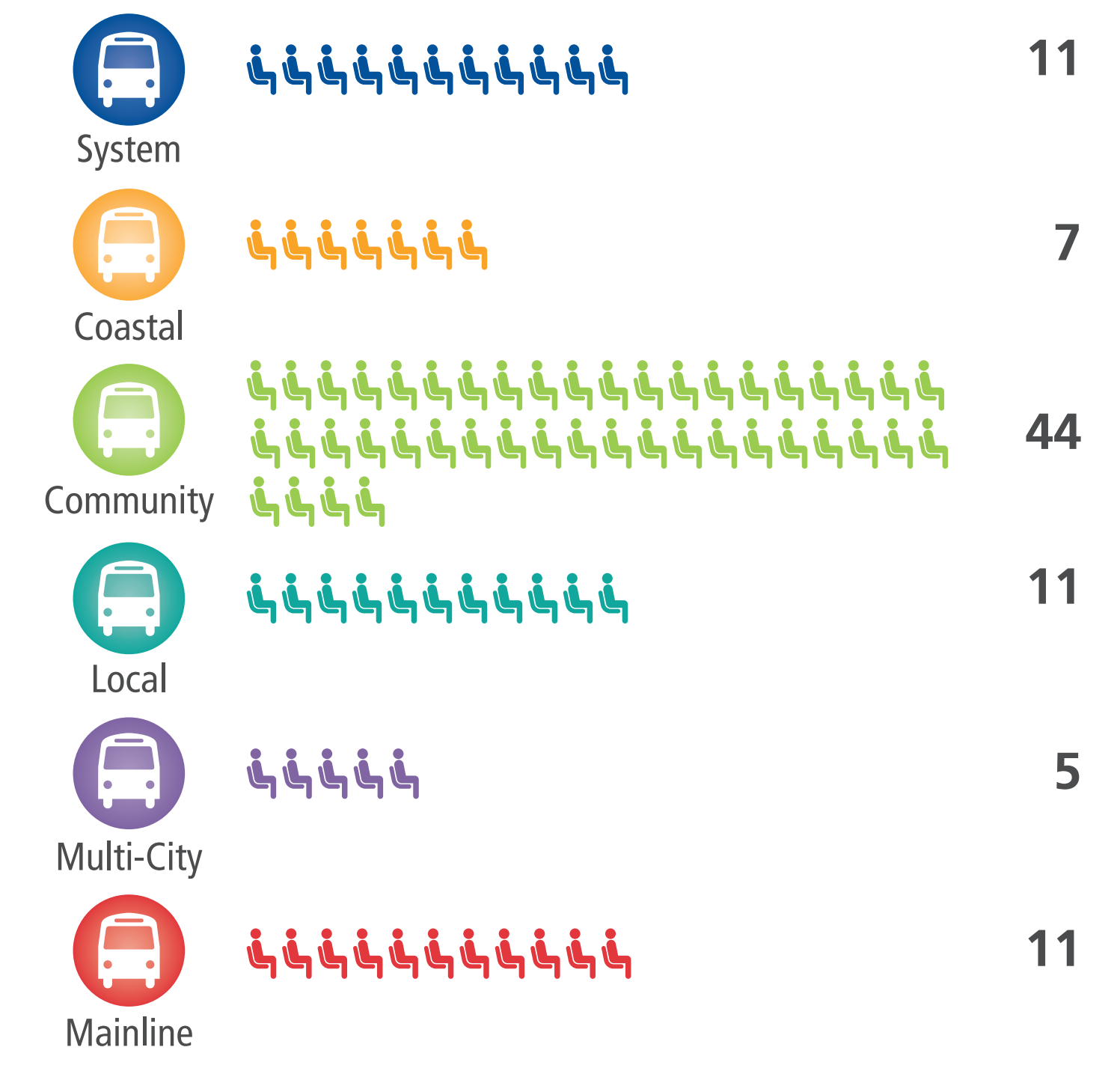
Coastal: Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 17, 294, etc...)
Community: Infrequent, community-specific routes which do not operate during off-peak hours. (Route 24, 38, 49, 60, etc...)
Local: Routes designed to carry passengers between major passenger hubs, employment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

AVERAGE WEEKDAY RIDERSHIP

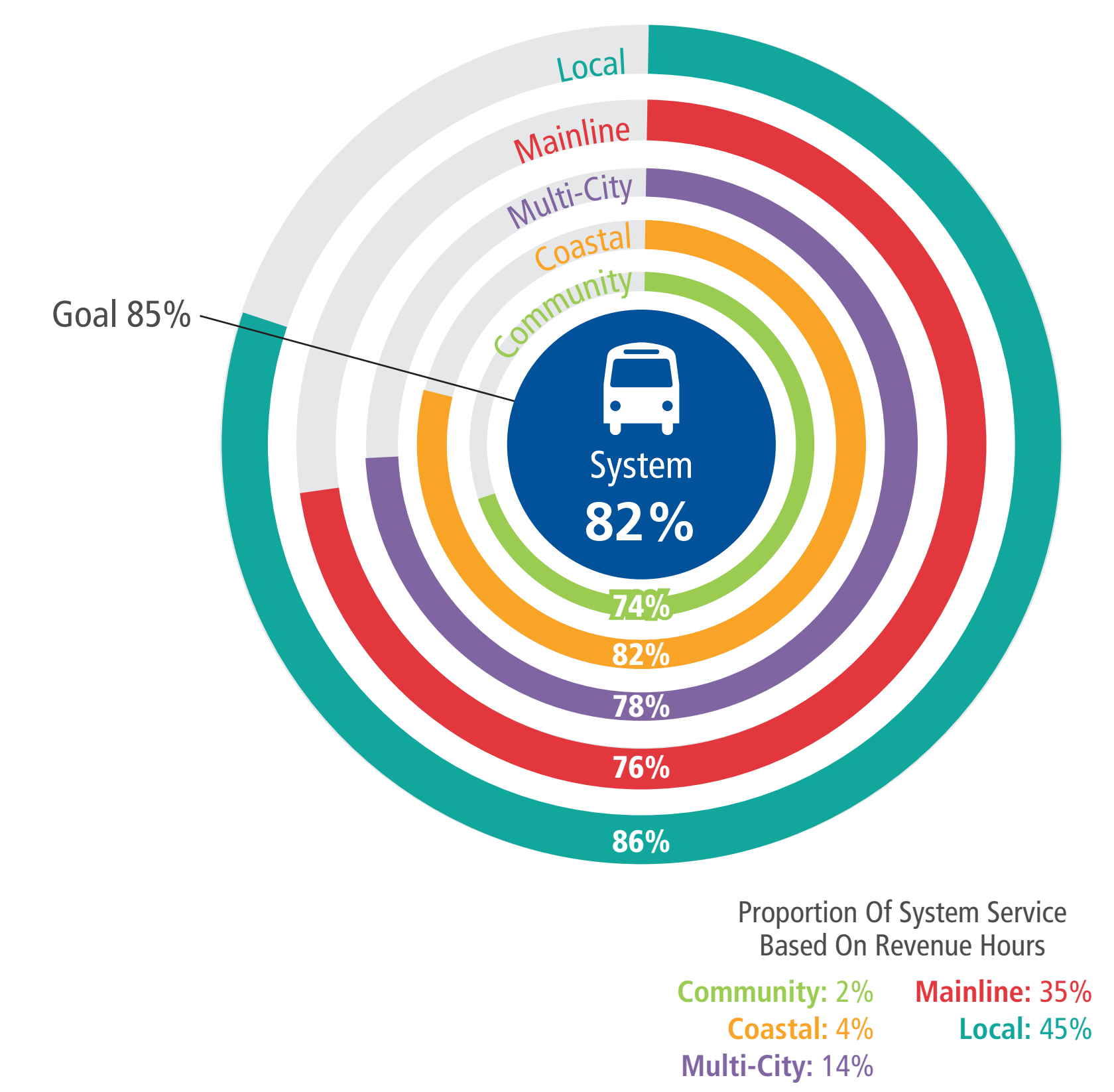


Multi-City: Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)
Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)
Other: Trippers, standby routes, and bus bridges.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

WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



WEEKDAY ON-TIME PERFORMANCE



TOTAL MILES TRAVELED



PREVENTABLE ACCIDENTS



MILES BETWEEN PREVENTABLE ACCIDENTS



SERVICE CALLS



MILES BETWEEN SERVICE CALLS



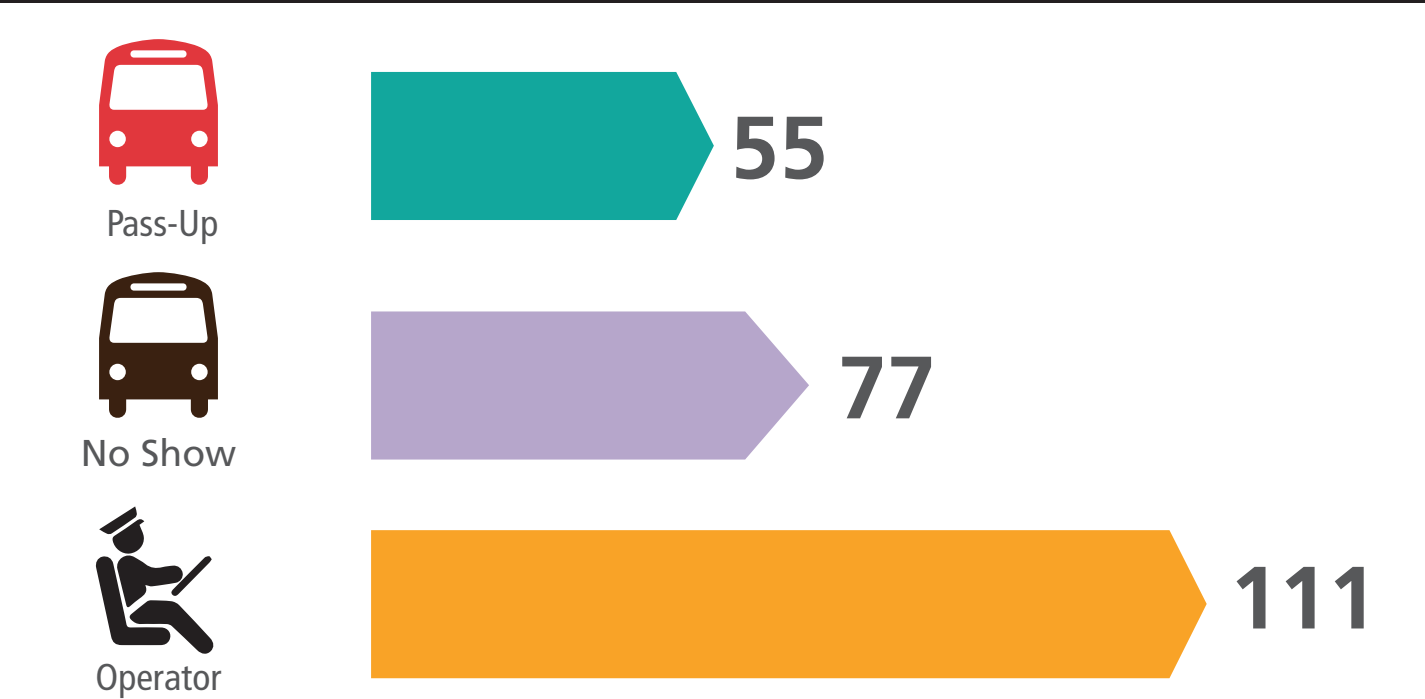
DID NOT OPERATE



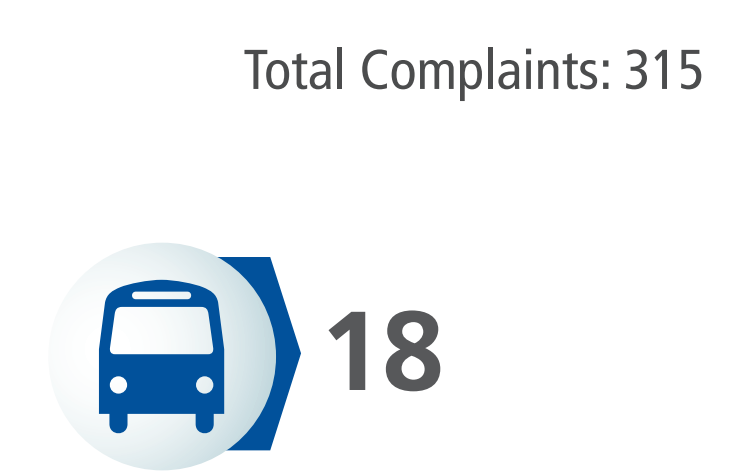
DID NOT OPERATE/100,000 Bus Trips



TOP 3 COMPLAINTS



COMPLAINTS/100,000 Boardings



FAREBOX RECOVERY RATIO



- On-Time-Performance (OTP) for May 2022 was below SamTrans' OTP goal of 85.0 percent at 80.0 percent. Staff continues to monitor traffic closely to understand on-going changing conditions. Schedule and service changes were implemented on June 19th to address changing traffic conditions and improve on time performance. Staff will continue to monitor on time performance and make further adjustments, if needed. Any additional adjustments will be incorporated into the August service change.
- In May 2022, there were 1,059 DNOs (trips that did not operate) – 483 more than in April 2022.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	May-20	May-21	May-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	8,747	15,834	25,662	62.1%	30,283	13,340	22,137	65.9%
Paratransit	279	460	622	35.2%	907	385	551	43.2%
Shuttles	929	843	1,591	88.7%	9,105	1,105	1,351	22.2%
Total	9,955	17,137	27,875	62.7%	40,295	14,831	24,040	62.1%

SAMTRANS Total Ridership								
Mode	May-20	May-21	May-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	246,932	434,247	668,240	53.9%	8,410,871	4,046,109	6,352,893	57.0%
Paratransit	7,118	11,549	15,913	37.8%	247,778	108,897	155,833	43.1%
Shuttles	19,124	16,766	33,511	99.9%	2,129,146	256,828	316,203	23.1%
Total	273,174	462,562	717,664	55.1%	10,787,795	4,411,834	6,824,929	54.7%

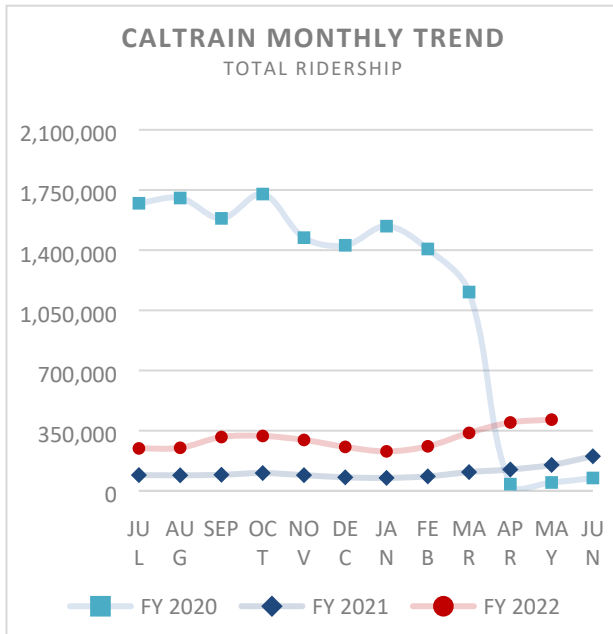
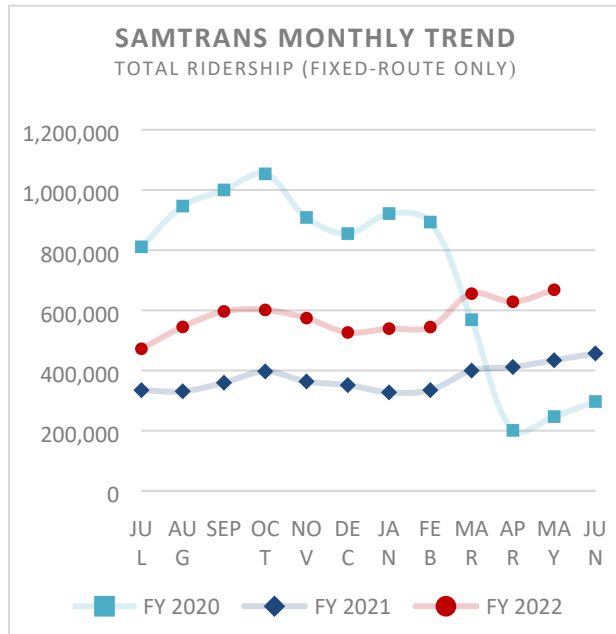
CALTRAIN Average Weekday Ridership								
Mode	May-20	May-21	May-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,936	5,521	15,757	185.4%	54,697	3,828	11,508	200.7%

CALTRAIN Total Ridership								
Mode	May-20	May-21	May-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	48,771	150,923	414,196	174.4%	13,778,965	1,095,004	3,319,327	203.1%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	May-20	May-21	May-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	47	43	78	82.0%	115	46	58	26.8%
BART (San Mateo County)	2,481	6,692	15,716	134.8%	34,915	4,859	12,024	147.4%

OTHER MODES in San Mateo County Total Ridership								
Mode	May-20	May-21	May-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	929	862	1,647	91.1%	26,750	10,718	13,573	26.6%
BART (San Mateo County)	61,762	185,116	436,841	136.0%	9,395,374	1,389,267	3,589,544	158.4%

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	May-20	May-21	May-22
Adult	-	266,220	377,372
Youth	-	30,092	127,741
Eligible Discount	-	138,581	162,943
Total	-	434,893	668,056

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). **Fare collection was suspended from March 25, 2020 through August 15, 2020.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	May-20	May-21	May-22
On-Time Performance	88.4%	86.7%	80.0%
Preventable Accidents	9	8	5
Service Calls	24	21	25
Trips Scheduled	24,314	36,612	38,493
Did Not Operate DNOs	0	18	1,059

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	May-20	May-21	May-22
Revenue Hours (Sched.)	34,029	48,034	46,551
Revenue Miles (Sched.)	360,395	512,103	521,023
Total Fleet Miles (Actual)	553,378	694,957	709,075

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 141,815 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 28,363 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	May-20	May-21	May-22
On-Time Performance (RW)	97.6%	97.3%	92.9%
On-Time Performance (RC)	95.4%	95.1%	94.1%
Preventable Accidents (RW)	1	0	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	2	6
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	May-20	May-21	May-22
Revenue Miles (RW)	53,237	101,365	129,198
Revenue Miles (RC)	9,529	13,460	15,644
Fleet Miles (RW)	61,898	115,402	143,607
Fleet Miles (RC)	11,033	17,080	20,628

SAMTRANS YOUTH UNLIMITED PILOT PROGRAM

SAMTRANS (BUS) Pass Usage			
KPI	Mar-22	Apr-22	May-22
Ridership	44,982	44,607	53,322

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

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	May-19	May-20	May-21	May-22	% ³
Bus	36,784	8,747	15,834	25,662	69.8%
Paratransit	1,148	279	460	622	54.2%
Shuttles	11,350	929	843	1,591	14.0%
Total	49,282	9,955	17,137	27,875	56.6%

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

%³ indicates the rate of ridership recovery, current year (FY2022) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 69.8% of pre-pandemic levels (2019) for this month of May 2022.

SAMTRANS Total Ridership					
Mode	May-19	May-20	May-21	May-22	% ³
Bus	953,450	246,932	434,247	668,240	70.1%
Paratransit	27,289	7,118	11,549	15,913	58.3%
Shuttles	255,435	19,124	16,766	33,511	13.1%
Total	1,236,174	273,174	462,562	717,664	58.1%

CALTRAIN Average Weekday Ridership					
Mode	May-19	May-20	May-21	May-22	% ³
Caltrain	68,326	1,936	5,521	15,757	23.1%

CALTRAIN Total Ridership					
Mode	May-19	May-20	May-21	May-22	% ³
Caltrain	1,618,825	48,771	150,923	414,196	25.6%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	May-19	May-20	May-21	May-22	% ³
Dumbarton	138	47	43	78	56.8%
BART (San Mateo County)	46,193	2,481	6,692	15,716	34.0%

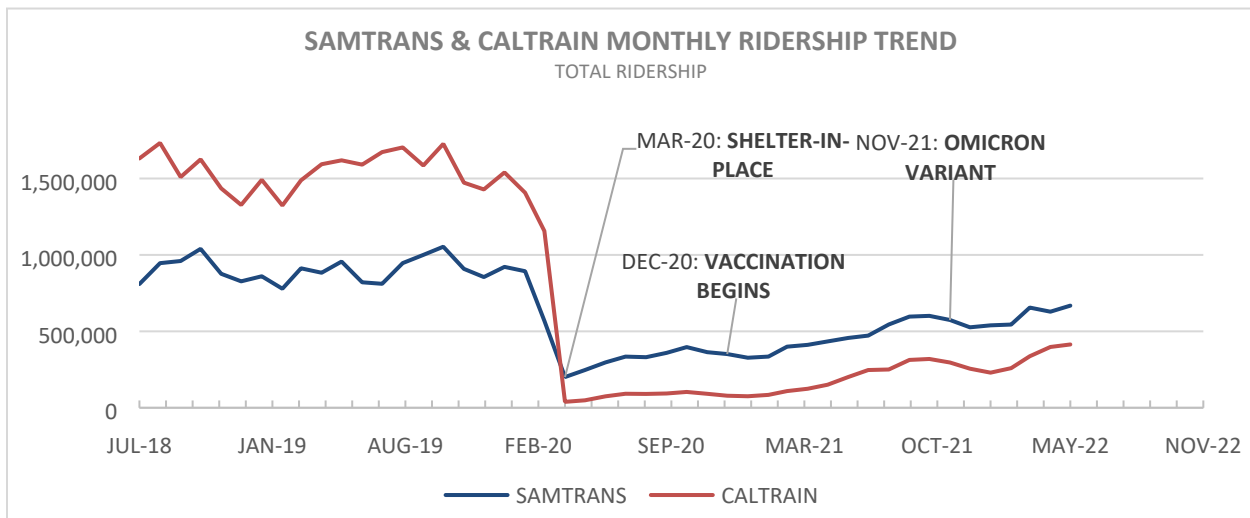
OTHER MODES in San Mateo County Total Ridership					
Mode	May-19	May-20	May-21	May-22	% ³
Dumbarton	3,041	929	862	1,647	54.2%
BART (San Mateo County)	1,174,154	61,762	185,116	436,841	37.2%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	May-19	May-20	May-21	May-22	% ³
Adult	496,454	-	266,220	377,372	76.0%
Youth	258,338	-	30,092	127,741	49.4%
Eligible Discount	246,091	-	138,581	162,943	66.2%
Total	1,000,883	-	434,893	668,056	66.7%

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

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	May-20	May-21	May-22
Complaints	83	71	108
Accessibility	12	12	12
Compliments	8	14	8
Service Requests	15	20	53
Reports Total	118	117	181

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 April (163) to May (181).

COMMUNICATIONS & MARKETING

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

- Summer Youth Pass Promo Campaign
- ECR Study Campaign
- Wi-Fi on Buses (ongoing)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans to Run Sunday Schedule on Memorial Day"
- Press Release: "SamTrans Summer Youth Pass On Sale Now"
- Press Release: "Wi-Fi Available on SamTrans Fleet"
- Press Release: "SamTrans Holding Community Meeting for ECR Study May 19"

Digital Communications Report:

The largest communication campaign for SamTrans was for the ECR Bus Speed and Reliability Study in preparation for the community meeting that occurred on May 19th.

May 2022 Highlights:

- ECR Bus Speed and Reliability Study continued
- Bike to Wherever Days
- Tech Operations Day - May 24th

Website Replacement Project:

The new website was launched on April 26th, 2022. Staff continues to monitor and fix customer issues.

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



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

CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

Finance Committee Committee of the Whole

San Mateo County Transit District

Wednesday, July 6, 2022 – 2:45 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|--|--------|
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of June 1, 2022 | Motion |
| 8.b.3. | Continued from June 1 Board Meeting: Award of Contract to Trapeze Software Group for Paratransit Scheduling Software and Services | Motion |
| 8.b.4. | Approval and Ratification of the Fiscal Year 2023 District Insurance Program | Motion |
| 8.b.5. | Authorize Filing Annual Claim with Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds | Motion |
| 8.b.6. | Adjourn | |

Committee Members: Marina Fraser (Chair), Jeff Gee, Rose Guilbault

Note:

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

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

**Minutes of Finance Committee Meeting /
Committee of the Whole**

June 1, 2022

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

Committee Members Absent: None

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

Other Board Members Absent: Pine

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

8.b.1 Call to Order

Committee Chair Marina Fraser called the meeting to order at 2:40 pm.

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

Motion/Second: Guilbault/Stone

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

Noes: None

Absent: Pine

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

Grace Martinez, Acting Chief Financial Officer, presented the staff report to increase the capital budget by 15 million for capital projects, which included replacement of old paratransit vehicles.

Motion/Second: Stone/Gee

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

Noes: None

Absent: Pine

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

Kevin Yin, Director, Contracts and Procurement, presented the staff report noting that the District had the opportunity to purchase paratransit vans that meet SamTrans' specific configuration. He also said that the funds for this contract and related expenses come from the FTA (Federal Transit Administration) and Measure W sales tax.

Director Carole Groom asked if the buses had been tested for wheelchair accessibility. Robert Sebez, Deputy Director, Safety and Security, confirmed that they had.

Public Comment:

Roland asked if the contract involved hydrogen fuel cell buses and if the District had a fuel cell infrastructure.

Motion/Second: Gee/Medina

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

Noes: None

Absent: Pine

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

Mr. Yin presented the staff report and noted the opportunity to purchase buses that meet SamTrans' specific configuration and are the best value. He also noted that the funds for this contract and related expenses come from the FTA and Measure W sales tax.

Public Comment:

Roland asked if the fuel cell infrastructure was in place.

Director Charles Stone asked if the goal was to determine which technology works better for SamTrans. Carter Mau, Acting General Manager/CEO, concurred and said that SamTrans was looking forward to putting both battery electric and fuel cell buses into service to help the District make a longer-term decision on the future of zero-emission buses.

Director Stone noted that the original plan has been to move to battery electric buses and said the public may be confused that that decision had already been made in regard to the Innovative Clean Transit plan. Mr. Mau pointed out that there have been some changes in the industry and that they are gathering more information to make the best possible decision about the cleanest, most reliable technology that meets the District's needs. He added that there are no plans to purchase any more diesel buses going forward.

Motion/Second: Stone/Guilbault

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

Noes: None

Absent: Pine

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

Mr. Yin presented the staff report and noted the opportunity to purchase buses that meet SamTrans' specific configuration and are the best value. He also noted that the funds for this contract and related expenses come from the FTA state and local partnership program and Measure W sales tax.

Motion/Second: Stone/Gee

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

Noes: None

Absent: Pine

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

Grace Martinez, Acting Chief Financial Officer, provided the presentation and highlighted changes between the preliminary and final proposed budget, which included the operating budget breaking even, vacancy savings, projected 2023 deficits, the second tranche of ARPA (American Rescue Plan Act) funds, and various budget assumptions.

Motion/Second: Groom/Gee

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

Noes: None

Absent: Pine

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

Mr. Yin presented the staff report, including a summary of the request for proposals process. He noted that the incumbent provider had the highest-ranked proposal, and said that award of the contract would ensure uninterrupted services to the District.

Public Comment:

Mike Levinson, Paratransit Coordinating Council (PCC), said that the PCC is not happy with the contract announcement because the service from supplier Trapeze has not been satisfactory.

Ben McMullan, PCC Chair, said they had asked for updates at their meetings, but they have not had any.

Director Charles Stone asked what was being done to accommodate the PCC's requests. Director Groom concurred and said that historically the PCC has been involved in the selection process. David Olmeda, Chief Operating Officer, Bus, said that Ana Rivas, Director of Bus Transportation, would provide the Board with a background of how the District made their selection.

Mr. Mau asked when the expiration date of the contract was. Mr. Yin said he would provide the date. Tina Dubost, Manager, Accessible Transit Services, said they did their due diligence and provided the reasons why they had chosen Trapeze as their software provider. She said they would be happy to discuss the reasons with the PCC.

Mr. Yin said the current contract is based on an old version of the software.

Mr. Mau suggested postponing awarding the contract until more information about the selection process could be shared with the Board.

The Board voted to continue the item to the July 6 Board meeting.

Motion/Second: Stone/Groom

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

Noes: None

Absent: Pine

8.b.9 Adjourn

The meeting adjourned at 3:23 pm.

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

DRAFT

Budget Impact

Funds to support the purchase of the software are included in the District's Fiscal Year 2023 Proposed Capital Budget, using Measure W sales tax revenues. Funds for the Services, including maintenance costs, will be included in future year operating budgets. If staff exercises the option years, the maintenance costs will be included in the operating budget for those years.

Background

While developing the scope of work for the RFP, staff met with the Paratransit Coordinating Council (PCC) to get their input and to add their comments to the scope of work. Staff reported to the PCC when the RFP was posted, when proposals were received and were being evaluated and when negotiations were in process. Staff met with the PCC on June 6, 2022 to discuss the software and their concerns.

The District issued Request for Proposals (RFP) 20-S-P-023 for the Software and Services on March 3, 2021. The solicitation was advertised on the District's e-procurement website. The District received six proposals:

1. Conduent Transport Solutions, Inc., Columbia, MD
2. Ecolane USA Inc., Wayne, PA
3. Kevadiya, Inc., Pontiac, MI
4. Routematch Software, LLC, Atlanta, GA
5. Trapeze Software Group, Inc. Cedar Rapids, IA
6. Via Mobility, LLC, New York, NY

A Selection Committee (Committee) comprised of qualified staff representing the District reviewed and scored the proposals in accordance with the following weighted criteria:

	Points
• Technical Approach to Providing Services	30
• Management Plan, Company Qualifications, Experience & References	30
• Qualifications and Experience of Key Personnel	25
• Reasonableness of Cost	15
• Small Business Enterprise (SBE) Preference	5

A five-point preference was available to the proposer with the highest SBE utilization. Trapeze provided the highest pledged participation of SBEs among all proposers with 1.486%, thereby entitling Trapeze to the full 5-point SBE preference point allocation.

Following the initial proposal review, the Committee found four firms were in the competitive range, and invited them to proceed with the next phase of the evaluation process, including interviews and software demonstrations. Additionally, staff performed extensive reference

checks. Upon completion of the interviews, demonstrations, and reference checks, the Committee identified Trapeze as the highest-ranked proposer. The Committee and District Information Technology (IT) staff conducted multiple discussions with Trapeze's IT team to address, clarify and resolve technology-related requirements and concerns. District IT staff completed a detailed analysis and further determined the Trapeze hosted solution is best-positioned to meet the District's needs, as detailed in the RFP scope of services and Trapeze's proposal. Staff formed a contract negotiation panel consisting of the Project Manager, IT staff and legal counsel to conduct and complete multiple rounds of contract negotiations with Trapeze.

The process to get to the point of a proposed contract award took longer than normal due to the complexity of the project. The RFP for the Software and Services was issued on March 3, 2021. Proposal evaluations started in May 2021. Interviews and demonstrations took place in late July 2021. Staff then conducted extensive due diligence to examine the information collected from interviews against the required specifications and the scope of the services. With award of the proposed contract, the District will be one of the first agencies to use Trapeze's hosted cloud environment for paratransit scheduling services, leading SamTrans information technology (IT) staff to conduct supplementary technology and security analyses, which added time to the process. Staff also conducted thorough reference checks. Prior to both parties entering into negotiations, Trapeze was aware of the timeline for contract award and agreed to honor its original cost proposal.

Staff and legal counsel have determined that the proposal submitted by Trapeze is responsive to the solicitation's requirements, and IT staff's analysis has concluded that Trapeze's prices are fair and reasonable.

Trapeze has provided paratransit scheduling software and maintenance support services to the District since 1999 with multiple upgrades and contract amendments. Trapeze's performance under the contract has been satisfactory.

Award of the new contract to Trapeze will ensure uninterrupted Services to the District.

Prepared By:	Terry Loo	Procurement Administrator II	650-508-7788
	Tina Dubost	Manager, Accessible Transit Services	650-508-6247

Resolution No. 2022-

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

* * *

Awarding a Contract to Trapeze Software Group for Paratransit Scheduling Software and Services for a Total Not-to-exceed Amount of \$683,298 for a Five-year Base Term

Whereas, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 20-S-P-023 to provide paratransit scheduling software and services (Software and Services), primarily consisting of installation, customization, training and software maintenance; and

Whereas, in response to the RFP, the District received six proposals; and

Whereas, a Selection Committee (Committee) comprised of qualified District staff reviewed, evaluated, scored and ranked these proposals in accordance with the criteria set forth in the RFP; and

Whereas, the Committee determined the proposal submitted by Trapeze Software Group, Inc. of Cedar Rapids, IA (Trapeze) to be the highest ranked proposal; and

Whereas, staff and legal counsel have reviewed Trapeze's proposal and have determined it complies with the requirements of the solicitation documents; and

Whereas, staff determined that Trapeze possesses the necessary qualifications and is fully capable of providing the specified Software and Services at prices that have been deemed fair and reasonable; and

Whereas, the Acting General Manager/CEO recommends that the Board of Directors of the San Mateo County Transit District (1) award a contract to Trapeze for provision of the Software and Services for a five-year term for a total not-to-exceed amount of \$683,298; (2) authorize the General Manager/CEO or designee to exercise up to four additional one-year option terms for an aggregate not-to-exceed amount of \$410,394, if in the best interest of the

District; and (3) authorize the General Manager/CEO or designee to exercise contingency authority up to an additional \$150,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Trapeze Software Group, Inc. to provide paratransit scheduling Software and Services, primarily consisting of installation, customization, training and software maintenance for a five-year term for a total not-to-exceed amount of \$683,298; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with Trapeze in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise up to four additional one-year option terms for an total not-to-exceed amount of \$410,394, if in the best interest of the District; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise contract contingency authority up to an additional \$150,000.

Regularly passed and adopted this 6th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Paratransit Scheduling Software



Topics

- Background
- Goals for Selecting New Paratransit Scheduling Software
- Benefits – Future Service Enhancements
- Process – PCC Involvement
- Evaluation Process
- Project Timeline



Background

- Interactive Voice Response (IVR) – project initiated approximately 11 years ago
 - To have same-day reminder calls within 5-20 minutes of actual vehicle arrival
- Solution – to make same-day calls based on scheduled time, rather than estimated arrival time



Goals of New Scheduling Software

- Provide riders with a high-quality experience
- Gain operational visibility and reporting transparency
- Upgrade outdated technology (cloud-based hosting)
- Provide same-day calls based on estimated arrival times (rather than scheduled arrival time)
- Maximize resources and improve service efficiency
- Offer service enhancements to customers (limited same day service)



Benefits – Future Service Enhancements

- Clipper interface with paratransit
- Same-day paratransit service
- Paratransit mobile app
- Integrated same-day call reminders based on estimated arrival times (rather than scheduled arrival time)



Process – PCC involvement

- PCC reviewed draft scope of work (February 2020)
- PCC was informed of the following:
 - Issuance of the RFP
 - Receipt and evaluations of proposals
 - Vendor selection and negotiations
- Staff met with PCC on June 6, 2022 to discuss software



Evaluation process

- Evaluation panel reviewed 6 proposals
- 4 vendors gave demonstrations and were interviewed
- Site visit and extensive reference checks
- Analysis
- IT department performed due diligence on web hosting and technical issues



Project Timeline

- RFP released – March 2021
- Proposals received – May 26, 2021
- Evaluation panel selected 4 potential vendors
- Product demonstrations and interviews – July and August 2021
- Analysis and reference checks - September-November 2021
- Analysis and Negotiation – November 2021 – May 2022
- Request Board Approval – July 2022
- Implementation early 2023



Thank You



Please email dubostc@samTrans.com with any questions.

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Approval and Ratification of the Fiscal Year 2023 District Insurance Program**

Action

Staff proposes that the Committee recommend that the Board of Directors (Board) approve and ratify the San Mateo County Transit District (District) Insurance Program obtained through the District's insurance broker, USI Insurance Services, for Fiscal Year (FY) 2023, at a total premium cost of \$5,364,332 inclusive of the following:

1. Excess Liability insurance with a total limit of \$99 million, inclusive of Public Officials' Liability coverage, at an annual premium of \$4,461,122.
2. Employment Practices Legal Liability policy with aggregate limits of \$5 million at an annual premium of \$134,930.
3. Non-liability policies, covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance, with annual premiums totaling \$768,280.

Significance

With the recent hardening of both liability and property markets over the past several years affecting all transportation agencies nationwide, the District, as with its sister agencies in the Bay Area, is experiencing some of the highest premium increases in decades. With a number of carriers pulling out of the market and the remaining carriers reducing limits, obtaining coverage at previous levels has never been more difficult. The first layer of coverage is traditionally the most difficult to place. Munich Re has carried the District's first layer of coverage the past few years with liability limits of \$5 million and a \$2 million self-insured retention (SIR). The District's \$2 million SIR is still considered low compared to the industry, and is a result of the District's exceptional loss experience.

The District continues to insure its older fleet of 2009 Gillig buses at Actual Cash Value rather than Replacement cost. As a result, the total insurable values have been scaled back from \$230 million three years ago to \$147 million, and the per occurrence loss limit remains at \$75 million. These limits make economic sense given the age of some of the buses and the reduced insurance capacity in the property market. The District's new bus fleet is still insured at Replacement cost.

The Cyber Liability Insurance market remains hardened as a result of claims these insurance carriers are paying nationwide. Consequently, cyber liability carriers are re-underwriting their existing policies, reducing capacity, increasing retentions and increasing information security requirements. Cyber liability carriers unfortunately perceive public entities to be a highly targeted, security deficient class of business to underwrite. Consequently, many insurance carriers have stopped writing Cyber insurance for public entities altogether. The District’s expiring Cyber Liability insurance carrier has chosen to non-renew and has been replaced at lower limits of \$2 million and \$100,000 for ransomware claims. Opportunity exists to increase limits provided additional information security measures are met.

Below is an overview of the District’s FY 2022 and FY 2023 premiums:

Program	Conditions	FY 2022 Premium	FY 2023 Premium
Liability, including: -Excess Liability -Public Officials' Liability	\$99 million excess liability \$2 million SIR	\$4,033,149	\$4,461,122
Employment Practices	\$5 million limit \$500,000 SIR	130,366	134,930
Non-Liability	Various	698,160	768,280
Environmental Liability*	\$6 million	79,408	0
TOTALS		\$4,941,083	\$5,364,332

*Environmental Liability policy is a 3-year, pre-paid policy that will expire FY 2025.

Budget Impact

Funds to pay the premiums associated with the recommended program were included in the FY 2023 Operating Budget adopted at the June 1, 2022 Board meeting.

Background

Liability Program

As a consequence of progressively higher liability settlements in the State of California and the transit industry as a whole, fewer insurers are providing insurance capacity for public bus transit in California, especially in the lower levels of the excess liability insurance tower. The District’s lead insurer, Munich Re, maintained its insurance limits of \$5 million and maintained its SIR requirement of \$2 million. The District retains its overall limit of \$99 million. Coverage for the Terrorism Recovery Insurance Extension Act (TRIEA) is included in the full \$99 million limits. Employment Practices legal liability and Public Officials’ liability are covered up to \$50 million, excess of a dedicated \$5 million Employment Practices legal liability/ Public Officials’ liability program written by AXA XL.

The liability insurance program covers all of the District's services, including District-operated revenue and non-revenue vehicles, Contracted Urban Bus service, Redi-Wheels, and the taxi and lift-van programs. Not surprisingly, all insurers include a Communicable Disease exclusion. In addition, the program contains a Sexual Abuse and Molestation exclusion above \$39 million.

The San Mateo County Transportation Authority (TA) is a named insured and afforded coverage under the District's insurance program that is in excess of the TA's dedicated insurance policies.

Employment Practices

Employment Practices legal liability coverage is primary to the excess coverage available in the general liability program and has a \$5 million limit with a \$500,000 SIR. This is typical of other California transit districts with similar claims experience. Coverage is provided by PGUI, written on AXA XL paper. Coverage includes Public Officials' Liability insurance and Hanson Bridgett is approved defense counsel for the District.

Non-Liability Program

The District's Non-Liability program includes coverage for Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Environmental, Cyber Liability, Fiduciary Liability, and Kidnap & Ransom coverage.

Bus Physical Damage

The Bus Physical Damage policy is written on a full-replacement-cost basis for nearly all active buses, and actual-cash-value basis for the active 2009 Gillig buses, non-revenue, inactive and retired buses. Coverage also includes a step-deductible feature so that deductibles are proportional to the value of the vehicle. A maximum deductible applies if multiple buses are damaged in a loss. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles. Terrorism coverage is included for all vehicles up to a \$100 million limit.

Property

Property loss limit per occurrence remains at \$90 million. The policy contains Boiler and Machinery coverage, business personal property, electronic data hardware and flood insurance coverage.

Crime Insurance

Crime coverage applies to the District, the TA and the Peninsula Corridor Joint Powers Board. This is the third year of a three-year program.

Environmental

The District's Environmental Liability coverage is in the second year of a three-year pre-paid program that carries a \$6 million limit and a \$50,000 deductible. The District changed insurance carriers from Chubb to AXON last year for broader coverage that includes full loss limits for Underground Storage Tanks and losses arising from Bioterrorism.

Cyber Liability

Prolific cyber-attacks to commercial industries and public agencies across the nation and worldwide has caused the market to change dramatically in 2022. As a result, many insurance carriers have stopped writing cyber insurance for public entities while others are increasing renewal premiums significantly by over 100 percent.

At-Bay non-renewed the District's cyber liability this year as they will no longer offer insurance for public entities as a class of business. The District is binding FY 2023 cyber liability coverage with Resilience with limits of \$2 million and \$100,000 for ransomware claims. Coverage is subject to a \$250,000 SIR. Resilience offers significant information security services.

Fiduciary Liability

Fiduciary Liability coverage is provided with limits of \$2 million for liabilities that the District could incur from the administration and management of employee benefit plans. That policy has a \$10,000 deductible.

Kidnap & Ransom

The District has \$1 million of Kidnap and Ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings.

Summary

The insurance industry is cyclical and we are currently experiencing a hard market not seen in decades. Placing coverage and filling capacity at affordable premiums has never been more difficult. It is unclear how long the markets will remain constricted. The unfortunate reality is, without insurance, the District's ability to operate as an agency could be dramatically impacted.

All coverage is written by insurers that meet the District's financial stability requirement of an A.M. Best's Rating of A X or better.

Prepared By: Marshall Rush, Insurance & Claims Administrator

650-508-7742

Resolution No. 2022-

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

* * *

**Approving and Ratifying the Insurance Program
for Fiscal Year 2023**

Whereas, the Acting General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2023 with premiums totaling \$5,364,332, the costs for which are included in the FY 2023 Operating Budget; and

Whereas, in conjunction with the expiration of the District's existing insurance program on June 30, 2022, District staff renewed its insurance program for FY 2023 based on the plan approved by the Acting General Manager/CEO, with the following significant elements:

1. Excess Liability insurance with a total limit of \$99 million, inclusive of Public Official's Liability coverage, at an annual premium of \$4,461,122.
2. Employment Practices Legal Liability policy with aggregate limits of \$5 million at an annual premium of \$134,930.
3. Non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, and Kidnap & Ransom insurance with annual premiums totaling \$768,280; and

Whereas, staff recommends, and the Finance Committee concurs, that the Board of Directors approve and ratify the renewal of the District's insurance program for FY 2023, as delineated above.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District’s insurance program for Fiscal Year 2023, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 6th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: Carter Mau
Acting General Manager/CEO

From: Grace Martinez
Acting Chief Financial Officer

Subject: **Authorize Filing Annual Claim with Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds**

Action

Staff proposes the Committee recommend the Board of Directors (Board) authorize filing a claim to receive Transportation Development Act (TDA) Article 4.0 and 4.5 funds, State Transit Assistance (STA) funds, including funds from the State of Good Repair Program for capital projects, and Regional Measure 2 (RM2) funds for Fiscal Year 2022-23 (FY2023). The total amount to be claimed and received by SamTrans is \$75,693,014. SamTrans is also claiming STA and State of Good Repair capital funds on behalf of the Peninsula Corridor Joint Powers Board, and then pass the funds through to Caltrain. The total amount to be claimed by SamTrans and then pass through to Caltrain is \$12,824,935.

Based on the Metropolitan Transportation Commission’s (MTC) latest estimates, the San Mateo County Transit District (District) is allowed to claim the following amounts for FY2023:

Funding Source	FY 2023 MTC Claims	
<u>Transportation Development Act (TDA)</u>		
TDA Article 4.0 (SamTrans Bus)	\$	53,028,002
TDA Article 4.5 (Paratransit)		2,790,948
TDA Total	\$	55,818,950
<u>State Transit Assistance (STA)</u>		
Revenue Based		9,095,193
Caltrain Row Payment		8,000,000
Population Based		972,312
STA Total	\$	18,067,505
Total SamTrans Operating TDA & STA	\$	73,886,455
RM2 (SamTrans Owl Service)	\$	265,275

Funding Source	FY 2023 MTC Claims	
SamTrans State Of Good Repair Capital Funding	\$	1,541,284
Peninsula Corridor Joint Powers Board (JPB)		
STA Revenue Based	\$	11,288,161
State Of Good Repair Capital Funding	\$	1,536,774

Significance

TDA and STA funding allocated by the MTC supports the District’s fixed-route bus and paratransit services for San Mateo County residents. In addition, the District claims STA capital funds from the State of Good Repair Program established through Senate Bill 1 in April 2017. Furthermore, the District claims STA funds on behalf of the Peninsula Corridor Joint Powers Board (JPB), which funds will be used to support the JPB operating and capital budgets.

This year’s claim includes a one-time payment from the MTC representing a partial repayment of the funds SamTrans advanced on behalf of the two other Member Agencies of the Peninsula Corridor Joint Powers Board for the purchase of the Caltrain right-of-way (ROW) in 1991. As part of the current Caltrain governance discussions and settlement amongst the Caltrain partners, and consistent with the prior agreements made with the Caltrain partners and MTC in 2008, SamTrans is still owed a remaining balance of \$19.6 million from MTC for the funds SamTrans advanced to cover the local share for the ROW procurement back in 1991. At MTC’s June 22, 2022 meeting, MTC approved programming of \$19.6 million to SamTrans as follows: \$8 million in STA funds, \$4.6 million in State Low Carbon Transit Operations Program (LCTOP) funds, and \$7 million in Federal One Bay Area Grant (OBAG) funds. The current FY2023 Annual Claim to the MTC will include the \$8 million in STA funds. Under separate actions, staff will be submitting applications to receive the LCTOP and OBAG funds from Caltrans and the Federal Transit Administration respectively.

In addition to TDA and STA funds, the MTC allocates RM2 bridge toll revenues. The District’s RM2 claim will offset operating costs for Route 397, which provides late-night Owl Service from the Palo Alto Caltrain Station to the San Francisco International Airport and then to the Transbay Terminal in San Francisco.

The District must submit an application to the MTC each year to receive the allocations outlined above.

Budget Impact

The District’s FY2023 Operating Budget includes TDA funding in the amount of \$55.8 million, STA funding in the amount of \$10.1 million, and RM2 funding in the amount of \$0.2 million. The District’s FY2023 Capital Budget includes State of Good Repair funding in the amount of \$1.5 million. Additionally, the JPB’s FY2023 Operating Budget includes STA funding in the amount of \$11.3 million and STA State of Good Repair Capital funding in the amount of \$1.5 million.

Staff plans to present to the Board a request to amend the operating budget to reflect \$8 million in STA funds for the Caltrain ROW repayment from the MTC.

The STA claim filed on behalf of the JPB have no impact on the District's budget. While JPB is eligible to receive STA funds, the District, as an eligible TDA recipient, must claim the funds.

Background

TDA funding provides a significant share of the District's operating revenues. TDA and STA dollar amounts cited are estimates from the MTC and are subject to adjustment if actual receipts differ from projections over the course of the fiscal year.

Prepared By: Jeannie Chen

Manager, Budgets

650-508-6259

Resolution No. 2022-

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

* * *

**Authorizing the Filing of an Application with the Metropolitan Transportation
Commission for Transportation Development Act, State Transit Assistance
and Regional Measure 2 Funds for Fiscal Year 2022-23**

Whereas, the Metropolitan Transportation Commission (MTC) is the transportation planning agency for the nine county San Francisco Bay Area and, as such, distributes assorted federal and state transit and transportation planning funds to cities, counties, and other entities to spend, including funds authorized by the Transportation Development Act of 1971 (TDA) and Regional Measure 2 (RM2), as set forth below; and

Whereas, the TDA (Public Utilities Code §§ 99200 et seq.) provides for the disbursement of TDA Article 4.0 and 4.5 Funds, and State Transit Assistance (STA) Funds (Public Utilities Code §§ 99310 et seq.); and

Whereas, RM2 (Streets and Highway Code §§ 30921, 30914 and 30914.5) was adopted by the voters of seven Bay Area counties in 2004 to provide funding for new transit options in the Bay Area's toll bridge corridors, to relieve traffic congestion and bottlenecks, and to build secondary transit connections, with funds available to specific recipients subject to application to the MTC; and

Whereas, the San Mateo County Transit District (District) acts as managing agency for the Peninsula Corridor Joint Powers Board (JPB); and

Whereas, for technical reasons, the JPB is not eligible to apply for funds under these three sources, but the District can apply for funds on behalf of the JPB; and

Whereas, the District is an eligible claimant for funds under the sources described above to support transit operations and planning, and to pass through funds to other entities including the JPB, San Mateo County, the City/County Association of Governments of San Mateo County, cities in San Mateo County, and the entity responsible for administering the Paratransit Coordinating Council (Public Utilities Code §§ 99260(a), 99260.2, 99260.6 and 99275; Resolution Nos. 2012-26 and 2012-28, dated June 13, 2012, and District's Opinion of Counsel dated May 9, 2013); and

Whereas, the MTC has provided the District with estimates of its share of TDA and STA funds for Fiscal Year 2022-23 (FY2023), subject to adjustment if actual receipts differ from projections over the course of the fiscal year; and

Whereas, in addition, the District can claim \$8.0 million in STA Regional Coordination Program funds in FY2023 to partially repay the District for its purchase of the Caltrain right-of-way in 1991; and

Whereas, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) authorize the Acting General Manager/CEO, or designee, to apply to the MTC for funds for FY2023 from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (SamTrans Bus): \$53,028,002
2. TDA Article 4.5 (Paratransit): \$2,790,948
3. STA Revenue Based (SamTrans Bus General Operating Expense): \$9,095,193
4. STA Regional Coordination Program (Caltrain ROW Payment): \$8,000,000
5. STA Population Based – American Rescue Plan (ARP): \$972,312
6. RM2 (SamTrans Owl Service): \$265,275
7. STA State of Good Repair SamTrans Capital: \$1,541,284
8. STA JPB Operating: \$11,288,161
9. STA State of Good Repair JPB Capital: \$1,536,774

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the Acting General Manager/CEO, or designee, hereby is authorized and directed to file appropriate claims for Transportation Development Act Article 4.0 and 4.5 Funds, State Transit Assistance Funds, and Regional Measure 2 Funds, together with all necessary supporting documents, with the Metropolitan Transportation Commission for Fiscal Year 2023 as listed above; and

Be It Further Resolved, that the Acting General Manager/CEO, or designee, is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board and attendant funding requirements during FY2023, as may be adopted from time to time by the Board; and

Be It Further Resolved, that the District indemnifies and holds harmless the MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the District, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under the allocation of RM2 funds. In addition to any other remedy authorized by law, the MTC may retain as much of the funding due under the allocation of RM2 funds as shall reasonably be considered necessary by the MTC until disposition has been made of any claim for damages; and

Be It Further Resolved, that the Acting General Manager/CEO, or designee, is authorized and directed to transmit an executed copy of this Resolution to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and to request that the MTC concur in these fundings and grant the allocation of funds as specified.

Regularly passed and adopted this 6th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

Strategic Planning, Development, and Sustainability Committee Committee of the Whole

San Mateo County Transit District

Wednesday, July 6, 2022 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|---|--------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 1, 2022 | Motion |
| 8.c.3. | Amendment of Fare Structure to Include Youth Unlimited Pass and All-Agency Regional Pass Pilot, and to Make Other Minor Revisions | Motion |
| 8.c.4. | 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**

June 1, 2022

Committee Members Present: C. Groom (Chair), J. Gee

Committee Members Absent: D. Pine

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

Other Board Members Absent: None

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

8.c.1 Call to Order

Committee Chair Carole Groom called the meeting to order at 3:23 pm.

8.c.2 Approval of Minutes of Committee Meeting of May 4, 2022

Motion/Second: Stone/Fraser

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

Noes: None

Absent: Pine

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

Christy Wegener, Director of Planning, provided the presentation with an overview of the District's participation in the Regional Institutional Pass Pilot and the Fare Coordination and Integration Study, including fare integration objectives, vision statement, and roadmap.

Committee Member Jeff Gee asked what the time lag was for Clipper data. Ms. Wegener said the dashboard Clipper data was relatively current.

Public Comment:

Don Scatena, Director of Student Services for San Mateo County Community College District and the Middle College program, expressed his support for the Youth Unlimited program.

Alexander Melendrez expressed his support of the regional pilot program.

Adina Levin said the program was an opportunity to provide more equitable access to mobility for people.

Jeremy Levine, Policy Manager, Housing Leadership Council, said he uses transit to commute to San Mateo County from the East Bay. He said increasing accessibility to transit was a great step forward for a seamless Bay Area.

Salim said he hoped the Board would support the program.

8.c.4 SamTrans Youth Unlimited Pilot Program Evaluation

Gwen Buckley, Senior Planner, provided the presentation with a review of the pilot program that offers fee fares for qualifying low-income students, noting that the initial six-month program was extended through August. She said that they have worked very closely with the San Mateo County Office of Education to ensure that all the schools and school districts distribute passes and the survey to eligible students. Director Charles Stone asked if they had explored expanding the program. Ms. Buckley said they wanted to focus on supporting the schools and reaching out to all potentially eligible demographics.

Director Jeff Gee asked if the District had an idea of the number of students served by the program. Ms. Buckley said the pool of eligible students is approximately 30,000. She said there is a lot of opportunity to get the passes into more hands. Director Gee suggested expanding the reach of the current program before expanding the program itself. Carter Mau, General Manager/CEO, noted the proposal for free fares for youth across the state, which he said they were monitoring in terms of its impact on SamTrans.

Director Stone thanked staff for their efforts and said he looked forward to the program's continued expansion.

Public Comment:

Adina Levin, TEAMC, said that she was pleased to see the results of the program evaluation.

8.c.5 Adjourn

The meeting adjourned at 3:58 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, and Sustainability Committee
Through: Carter Mau, Acting General Manager/CEO
From: April Chan, Acting Deputy General Manager/CEO
Subject: **Amendment of Fare Structure to Include Youth Unlimited Pass and All-Agency Regional Pass Pilot, and to Make Other Minor Revisions**

Action

Staff proposes the Committee recommend the Board:

1. Make the Youth Unlimited Pass a permanent fare product;
2. Approve the Title VI fare equity analysis for the Youth Unlimited Pass;
3. Authorize the San Mateo County Transit District (District) to participate in the Regional All-Agency Pass Pilot Program; and
4. Update the fare structure to reflect the fare changes associated with the Youth Unlimited Pass and Regional All-Agency Pass Pilot Program, and make other minor revisions, as further discussed below.

Significance

Youth Unlimited Pass

The Youth Unlimited Pass pilot program has provided free SamTrans bus fares for socioeconomically disadvantaged (SED) students, as defined by the California Department of Education, since January 1, 2022. "SED students" includes students who are eligible for the free and reduced-price meal program, students experiencing homelessness, foster youth, migrant students, and students whose parents did not graduate from high school. There are approximately 30,000 SED students in San Mateo County.

The Youth Unlimited Pass pilot program, operated in partnership with San Mateo County Office of Education, was originally planned for a duration of six months; however, it was extended for an additional two months (through August 2022) to cover the summer break.

Staff has evaluated the pilot program and now suggests that the Board of Directors make the Youth Unlimited Pass a permanent fare product. The evaluation used performance metrics established at the beginning of the pilot program, with results summarized below.

Performance Metric	Achieved	Results
Distribute >5,000 passes	Yes	Over 9,600 distributed
Increase in new riders	Yes	25% of respondents were not riding SamTrans prior to receiving the pass.
Provide economic benefit to participants and their families	Yes	39% of respondents said the pass helped them save money
Increase in trip frequency of participants	Yes	62% of respondents indicated that they are currently riding more than before receiving the pass
Improve school attendance	Yes	28% of survey respondents indicated that it improved their school attendance
Crowding on school routes not to exceed 150%	Yes	No capacity issues on school routes during pilot

Staff presented initial findings on the Youth Unlimited Pass pilot program evaluation at the June 1 Board meeting. Due to the success of the pilot program in achieving or exceeding the established evaluation metrics, staff now recommends making the Youth Unlimited Pass a permanent fare product for distribution to SED students. The full evaluation report is available at <https://www.samtrans.com/rider-information/youth-unlimited-program>.

Prior to adoption of the permanent Youth Unlimited Pass fare product, Federal Transit Administration Circular 4702.1B and District Title VI policies require the Board to review and consider approval of a fare equity analysis that considers potential impacts to minority and low-income riders. In summary, the analysis prepared by staff and presented for Board approval demonstrates that the proposed fare change will not result in a disparate adverse impact on minority populations nor present a disproportionate burden on low-income passengers. Rather, the analysis concludes that adding the Youth Unlimited Pass to the SamTrans fare structure will disproportionately benefit minority and low-income passengers. The Title VI report is available for review at <https://www.samtrans.com/rider-information/title-vi>.

Regional All-Agency Pass Pilot Program

The Clipper Executive Board established a Fare Integration Task Force (FITF) to oversee and manage all aspects of the regional Fare Coordination and Integration Study (FCIS). After an 18-month effort, the recommendations from the FCIS include a policy vision statement adopted by the FITF in fall 2021. The first action identified in the policy vision statement is to advance the development of a pilot, all-agency, regional institutional pass.

The objective of the pilot program is to evaluate the degree to which an institutional transit pass covering fares on all public transit systems in the region may increase transit ridership and better meet the needs of users and institutions, as compared to current passes. The pilot

program is focused on institutions already participating in a transit pass program and designed to (i) evaluate the benefits of expanding access to all agencies and (ii) collect data that could be used as the basis of a revenue model for a potential permanent program.

The pilot program is proposed to be structured in two phases:

- Pilot phase 1 (target of 8/2022): Make the pass available through educational institutions and affordable housing properties, including San Francisco State University, San Jose State University, UC Berkeley, Santa Rosa Junior College, and Midpen Housing (for low-income housing developments at three San Mateo County properties).
- Pilot phase 2 (2023): Make the pass available through employers in transit-rich locations such as downtown San Francisco, Oakland, and San Jose.

Staff provided an informational presentation on the Regional All Agency Pass Pilot Program at the June 1 Board meeting.

Fare Structure Amendments

Proposed amendments to the Fare Structure include addition of the Youth Unlimited Pass and the Regional All-Agency Pass Pilot as well as the following:

- Addition of a "Local 31-Day Ticket" to the Fare Structure to replace limited paper versions of the Local Monthly Pass. The prices and payment options would remain the same. The only change would be the validity period; while the Local Monthly Pass is valid for a calendar month, the Local 31-Day Ticket would be valid for a rolling-start 31-day period.
- Removal of the Discounted Youth Local Monthly Pass, which would be made duplication and obsolete with the adoption of the Youth Unlimited Pass and the Local 31-Day Ticket.

Budget Impact

Youth Unlimited Pass

Staff estimates the total annual revenue loss from implementation of the Youth Unlimited Pass would be approximately \$300,000 to \$450,000.

Regional All-Agency Pass Pilot Program

This pilot program is being proposed, managed and funded at a regional level. The Metropolitan Transportation Commission (MTC) has budgeted \$4.5 million to offset transit operators' Phase 1 revenue impacts, a portion of which will be provided to the District to make up for lost fares. These funds would be distributed in two steps:

- Step 1: MTC will distribute \$2.2 million to operators in advance based on each operator's share of regional fare revenue in Fiscal Year 2018-19
- Step 2: MTC will hold \$2.2 million in reserve as a "top up" to distribute in year 2 of the pilot program based on actual year 1 results and estimated year 2 results

The District is expected to receive approximately \$35,000 for the first year of the pilot program. Reimbursements to be paid during Step 2 will depend on foregone revenues.

Background

In 1982, the Board of Directors adopted a Codified Tariff (currently known as the "Fare Structure") to outline the classifications, costs and regulations of SamTrans services and fare media. The Board has the authority to modify the Fare Structure to change fares and implement policy or administrative changes to SamTrans service. Changes to the Fare Structure must be approved by the Board at a public meeting and any new fare programs lasting more than six months must be added to the Fare Structure. The Fare Structure was last updated on August 4, 2021.

Prepared By:	Gwen Buckley	Senior Planner	650-508-7913
	Bruce Thompson	Manager, Fare Programs	650-551-6106

Resolution No. 2022 –

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

* * *

**Amending the Fare Structure to Make the Youth Unlimited Pass a Permanent Fare Product,
Add the Regional All-Agency Pass Pilot Program and Make Other Minor Revisions, and
Approving the
Title VI Analysis of the Youth Unlimited Pass**

Whereas, pursuant to Resolution No. 1982-27, dated April 28, 1982, the Board of Directors (Board) of the San Mateo County Transit District (District) adopted a Codified Tariff (currently known as the "Fare Structure") to outline the classifications, costs and regulations of SamTrans services and fare media; and

Whereas, the Board has the authority to modify the Fare Structure in order to change fares and implement policy or administrative changes to SamTrans service; and

Whereas, pursuant to Resolution No. 2019-4, the Board adopted the SamTrans Fare Policy (Fare Policy), which establishes high-level guidelines for staff and the Board to consider when modifying fares; and

Whereas, the District last took action to modify the Fare Structure on August 4, 2021; and

Whereas, the Youth Unlimited Pilot Program launched on January 1, 2022 in partnership with the San Mateo County Office of Education to provide free SamTrans bus fares for socioeconomically disadvantaged (SED) students, as defined by the California Department of Education; and

Whereas, due to the success of the pilot program in achieving or exceeding the established evaluation metrics, staff recommends implementing the Youth Unlimited Pass as a permanent program for SED students effective August 2022 and reflecting this change in the Fare Structure; and

Whereas, under Title VI of the Civil Rights Act of 1964 and its implementing regulations, including Federal Transit Administration Circular C 4702.1 B, the District is required to perform a Title VI Fare Equity Analysis in conjunction with certain proposed fare changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

Whereas, on March 13, 2013, by Resolution No. 2013-99, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disparate impacts or disproportionate burdens on minority or low-income populations; and

Whereas, staff has prepared a Title VI Equity Analysis that assesses the potential effects of adding the Youth Unlimited Pass to the Fare Structure, and has concluded that the fare change would result in no disparate impacts on minority passengers nor disproportionate burdens on low-income passengers; and

Whereas, the objective of the Regional All-Agency Pass Pilot Program is to evaluate the degree to which an institutional transit pass covering fares on all transit services in the region would increase transit ridership and better meet the needs of transit users and institutions such as employers, colleges and residential housing developers; and

Whereas, the Regional All-Agency Pass Pilot Program is being managed by staff from the Metropolitan Transportation Commission (MTC) and Bay Area Rapid Transit District (BART) under the continued oversight of the multi-agency Fare Integration Task Force; and

Whereas, staff recommends the District participate in the Regional All-Agency Pilot Program; and

Whereas, staff recommends amending the Fare Structure to add the Youth Unlimited Pass and All-Agency Regional Pass Pilot Program, as well as to replace limited paper Local Monthly Passes with a Local 31-Day Ticket and make other minor changes as shown in the attached Fare Structure; and

Whereas, staff has determined that the proposed revisions to the Fare Structure are consistent with the District's Fare Policy; and

Whereas, staff recommends that the Board of Directors approve the Title VI Equity Analysis for the Youth Unlimited Program; authorize participation in the Regional All-Agency Pass Pilot Program; amend the Fare Structure to implement the actions described in these recitals; and authorize the Acting General Manager/CEO, or designee, to take all actions necessary to implement this Resolution.

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

1. Approves staff's recommendation to make the Youth Unlimited Pass a permanent program;
2. Authorizes the District to participate in the Regional All-Agency Pass Pilot Program;

3. Finds pursuant to Title VI of the Civil Rights Act of 1964 that adding the Youth Unlimited Pass to the Fare Structure will not have a disparate impact on minority populations nor impose a disproportionate burden on low-income populations;
4. Approves the Title VI Equity Analysis of the Youth Unlimited Program; and
5. Amends the Fare Structure, attached as Attachment A and incorporated herein by this reference.

Regularly passed and adopted this 6th day of July, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Adopted – May 26, 1976
Revised – August 4, 2021
Effective – August 4, 2021
Proposed for Amendment – July 6, 2022

**San Mateo County Transit District
State of California
* * ***

Fare Structure

I. FARE PRICES

Fixed-route Service

Product	Payment Options	Category	Current
Local One-way (2-hour transfer on Clipper and Mobile app)	Cash, Mobile app, Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth/Eligible Discount/ Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult/Youth/ Eligible Discount/ Adult Means-based	One free transfer
Local Day Pass	Cash, Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
Local Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Express One-way (2-hour transfer on Clipper and Mobile app)	Cash, Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.25
	Clipper	Adult	\$4.00
		Youth/Eligible Discount/ Adult Means-based	\$2.00
	Transfer upgrade from One-way Local (Mobile), Day Pass (Paper/Mobile), Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.00
	Transfer upgrade from Local Monthly Pass (Clipper), Summer Youth Pass, One-way Local transfer (Clipper)	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
Express Monthly Pass	Clipper	Adult	\$130.00
		Youth/Eligible Discount*	

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

* Youth and Eligible Discount may purchase the Adult Express Monthly Pass by using an Adult Clipper card or may use a Youth or Eligible Discount Local Monthly Pass and pay an upgrade.

Other Products

Product	Payment Options	Category	Current
Local 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local One-way 10-Ticket Book Pack	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
		Eligible Discount	\$11.00
Discounted Youth-Local Monthly Pass	Limited Paper Pass thru School Lunch Program	Youth	\$22.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile app, www.samtrans.com , SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreements with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)
Regional All-Agency Pass Pilot	To be determined through Regional Fare Coordination and Integration Study		

Demand Response Services

Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Book Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips thru through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastsides On-demand One-way (non-ADA)	Cash, Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips thru through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit Pilot Program	Same as Local fixed-route	Adult/Youth/ Eligible Discount	Local fixed-route Fare Structure applies

Parking

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com , SamTrans Administrative Office	\$63.00

II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

A. Fare Types:

1. **Local One-way (with Transfers).** Available through Clipper[®], the SamTrans mobile app, cash, Token or Ticket. Valid on Local service. Effective January 1, 2020, for customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local service for 120 minutes.
2. **Local Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local Monthly Pass.** Available through Clipper ~~and limited paper passes distributed through Social Services agencies and schools.~~ Valid on Local service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app, www.samtrans.com or advance purchase at SamTrans Administrative Office. Valid ~~for~~ on Local service ~~during June, July and August~~ from 12:01 a.m. on June 1 until 2:00 a.m. on September 1. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. ~~**Discount Youth Local Monthly Pass.** Available through public school districts to qualified low income students as identified through the school lunch program. Valid on Local service. Effective January 1, 2020, Youth will pay an upgrade when riding Express service.~~
Local 31-Day Ticket. Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
6. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
7. **Express One-way.** Available through Clipper, SamTrans mobile app or cash. Customers using Clipper or SamTrans mobile app: includes free transfers for 120 minutes valid on Express and Local SamTrans services.
8. **Express Monthly Pass.** Available through Clipper only for Adult fare category. Youth and Eligible Discount fare categories may use a Local Day Pass, Local Monthly Pass, Local 31-Day Ticket or Summer Youth Pass for Express service with payment of an Express

Service Upgrade. Youth and Eligible Discount also may choose to purchase an Express Monthly Pass on an Adult Clipper card.

9. **Express Service Upgrade.** To pay for the difference between Local and Express fares. For use with: (i) 120-minute Local service transfers (Clipper and SamTrans mobile app); (ii) Tokens and Tickets; (iii) Local Day Passes; (iv) Local Monthly Passes; (v) [Local 31-Day Ticket](#); (vi) Summer Youth Passes.
10. **Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
 - a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
 - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
 - c. Residential complexes: all residents age 5 years or older
11. **Regional All-Agency Pass Pilot.** [Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.](#)

B. Fare Categories:

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Means-based Fare Pilot Program.** SamTrans' participation in the Regional Means-Based Fare Pilot Program (Clipper START Pilot Program), administered by the Metropolitan Transportation Commission, began in January 2021 and will run through June 2023.

The Means-Based Fare is available only to participants who apply, are accepted and enroll in the Pilot Program. Participation is limited to adults aged 19 through 64, who are current

residents in one of the nine San Francisco Bay Area counties, and who have an annual household income level at or below 200 percent of the Federal Poverty Level. Information about the application process is posted on SamTrans' website at www.samtrans.com.

C. Waived Fares.

Local, ~~Out of San Francisco~~ and Express Bus fares are waived for the following categories of passengers with proper identification or fare media:

- a. Peace Officers. Uniformed and non-uniformed, sworn peace officers showing proper identification.
- b. Military Personnel. Active military personnel in uniform showing proper identification.
- c. Employees/Retirees. San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18) showing their employee identification or family transportation pass.
- d. Board of Directors and Citizens Advisory Committee Members. Board of Directors and Citizens Advisory Committee members showing their District identification.
- e. ADA Paratransit-eligible Passengers. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, showing valid Redi-Wheels or RediCoast identification cards.

III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

A. ADA Paratransit: Redi-Wheels and RediCoast

1. Regular Redi-Wheels and RediCoast. For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in ~~booklets~~ sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. Lifeline Redi-Wheels and RediCoast. For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in ~~booklets~~ sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. Service Agency-sponsored Group Trips. For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies

are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care. Sponsor is billed by the District after the trip.

B. Non-ADA Paratransit: 5311 Coastside Demand Response

1. **Regular and Lifeline 5311 Coastside Demand Response.** For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi- Cal. Sponsor is billed by the District after the trip.

IV. FARE PAYMENT

- A. **Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No ~~cash~~ change is provided in case of overpayment. ~~Through June 30, 2020, change may be provided in the form of Change Cards issued through the farebox.~~
- B. **Local One-way Token or Ticket.** Available to Adult and Youth as Tokens through June 30, 2020, and as Tickets effective July 1, 2020. Available to Eligible Discount as Tickets. Sold only in packages of 10. Each Token or Ticket is valid for one Local ride. Multiple Tokens or Tickets may be combined for ~~Out of San Francisco or~~ Express service (but no ~~Change~~ Card is provided). Tokens will be accepted on SamTrans buses through June 30, 2021 (after which point only Tickets will be accepted).
- C. **Clipper®.** Use of Clipper requires customers to “tag” the card at the Card Interface Device on-board buses. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. **Mobile Ticketing Application Pilot Program.** Customers may purchase via the SamTrans Mobile App: (i) Local, ~~Out of San Francisco~~ and Express One-way; (ii) Local Day Pass; (iii) Express Upgrade; (iv) Paratransit Redi-Wheels/RediCoast One- way (ADA); and (v) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA) and (vi) Summer Youth Pass. Credit and debit cards are accepted.

E. Inter-agency Transfers

Transfers from certain transit systems to SamTrans will receive one Local fare credit; available only on Clipper. Effective January 1, 2020, Upgrade will be charged for Express service.

AC Transit 31-day Ticket	Local Fare Credit within two hours of tagging Clipper on home system
Caltrain Monthly Pass, two or more zones	Local Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local Fare Credit within two hours of tagging Clipper on home system
Santa Clara Valley Transportation Authority	Local Fare Credit within two hours of tagging Clipper on home system

F. Institutional Agreements. The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.

G. Special Promotional Fares. From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

H. Rules and Regulations. All Passes, Tokens and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass, Token or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass, Token or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes, Tokens, and Tickets ~~and Change Cards~~ are not subject to refund or replacement.

The individual ride value of a Pass shall be valid for any route that has a fare for the specified ride value or less. The single-ride value of a Pass may be applied to the fare for any route with a higher individual ride value by paying the difference in cash, Tokens or, Tickets or Change Cards. Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

V. SERVICE CLASSIFICATIONS

A. Local Service

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

B. Express Service

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

C. ADA and non-ADA Paratransit Service

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.

The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.

The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.

Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.

2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

D. Microtransit On-demand Program Service

Microtransit is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use microtransit may request a ride using a mobile app or by phone. The service is facilitated by a cloud-based platform that receives trip requests and dynamically routes the transit vehicle to serve the customers. Local fares apply.

VI. PARKING

A. Fees

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via www.samtrans.com. The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

B. Restrictions

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.



BOARD OF DIRECTORS 2022

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CARTER MAU
ACTING GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, July 6, 2022 – 3:15 pm

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

- | | | |
|--------|---|--------|
| 8.d.1. | Call to Order | |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of June 1, 2022 | Motion |
| 8.d.3. | State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1919 (Holden) | Motion |
| 8.d.4. | Adjourn | |

Committee Members: Rico E. Medina (Chair), Carole Groom, Charles Stone

Note:

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

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

**Minutes of Legislative Committee /
Committee of the Whole**

June 1, 2022

Committee Members Present: R. Medina (Chair), C. Groom, C. Stone (left at 3:45 pm)

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, J. Gee, R. Guilbault, J. Powell, P. Ratto

Other Board Members Absent: D. Pine

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

8.d.1 Call to Order

Committee Chair Rico Medina called the meeting to order at 3:59 pm.

8.d.2 Approval of Minutes of Committee Meeting of May 4, 2022

Motion/Second: Stone/Fraser

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

Noes: None

Absent: Pine

8.d.3 State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She said that they are monitoring the Fiscal Year 2023 appropriations process. At the state level, she said the Governor just released the May revise with approximately \$5 billion set aside for transportation. She noted that California High-Speed Rail needs to be included in the final package. She said there is potentially a new state speaker, which would change whoever is in charge of budget negotiations.

Jessica Epstein, Manager, Government and Community Affairs, reviewed the state bills that are relevant to SamTrans, including SB (Senate Bill) 917 on seamless transit, and noted that staff has continued to work with other legislative staff and agencies around the Bay Area on this matter.

8.d.4 Adjourn

The meeting adjourned at 4:10 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: Carter Mau, Acting General Manager/CEO
From: Casey Fromson, Chief
Communications Officer
Subject: **State and Federal Legislative Update and Approval of Legislative Proposal:
Support Assembly Bill (AB) 1919 (Holden)**

Action

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transit District (District) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

Significance

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Michaela Petrik	Government and Community Affairs Officer	650-730-4951

SamTrans Federal Report As of June 13, 2022

Congressional Update

Secretary Buttigieg Testifies on the Department of Transportation (DOT)'s FY 2023 Budget Priorities

- On May 12, the House Appropriations Subcommittee on the Departments of Transportation, and Housing and Urban Development, and Related Agencies held a [hearing](#) on DOT's FY 2023 budget request. DOT Secretary Pete Buttigieg appeared before the subcommittee, gave [testimony](#), and answered members' questions.
- Sec. Buttigieg provided a general overview of his department's actions and an update on critical issues.
- Subcommittee Chairman David Price (D-NC) applauded DOT for its work to faithfully distribute the \$143 billion in FY 2022 that Congress provided through the Infrastructure Investment and Jobs Act (IIJA). He thanked the Subcommittee's Ranking Member, Mario Diaz-Balart (R-FL), for working with him to fund infrastructure programs.
- Ranking Member Diaz-Balart voiced his concern regarding "excessive spending" and pledged to conduct a thoughtful review of DOT's budget request. He questioned the Biden Administration's efforts to integrate environmental concerns with its distribution of federal funding for infrastructure programs. Sec. Buttigieg explained that DOT is committed to streamlining infrastructure projects and reviewing them appropriately.

House Begins Appropriations Markups

- The House Appropriations Committee will begin markups of the FY 2023 spending bills the week of June 13.
- The House Appropriations Subcommittee on the Departments of Transportation, and Housing and Urban Development, and Related Agencies will mark up its bill on June 23. The full House Appropriations Committee will pass the bill on June 30.
- The Senate Appropriations Committee does not yet have a schedule for consideration of its appropriations bills yet. It is unlikely that Congress will be able to pass all 12 appropriations bills before the end of the fiscal year, September 30, so they will have to pass a continuing resolution (CR) to continue to fund the federal government.

Department of Transportation Update

DOT Announces Safe Streets Grant Funding Opportunity

- On May 16, President Biden and DOT Secretary Buttigieg [announced \\$1 billion in available funding](#) for local communities as part of the [Safe Streets and Roads for All \(SS4A\) Grant Program](#). The program was created in the IIJA and provides dedicated funding to support plans, projects, and strategies that will prevent roadway deaths and severe injuries. The law directed DOT to "support local initiatives to prevent death and serious injury on roads and streets." When selecting projects under the program, the law also requires DOT to consider other factors in addition to safety, including equitable investment in the safety needs of underserved communities.
- Eligible applicants include local governments, Metropolitan Planning Organizations (MPOs), special districts that are subdivisions of a state, transit agencies, federally recognized tribal governments, and multijurisdictional groups. Applicants have until September 15 to apply for funding. The NOFO is [here](#).

FTA Announces Grant Program for Transit-Oriented Development

- On May 26, the Federal Transit Administration (FTA) announced the availability of the FY 2022 Pilot Program for Transit-Oriented Development (TOD) Planning Grant Program. Authorized and funded under the IIJA, the grant reflects the Biden Administration's focus on comprehensive urban planning by integrating local land use, housing, and transportation planning with transit projects.
- The goal of TOD is to focus growth around transit stations and capitalize on public investments in transit to facilitate the revitalization of neighborhoods, private sector development, and community engagement. The IIJA allocated \$68 million over five years to support pilot projects for TOD. Recipients may use funds to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.
- For this year, the FTA has made \$13.1 million available. Eligible applicants are state or local governmental authorities that are FTA grant recipients. Applicants have until July 25 to apply for funding. The NOFO [here](#).

Temporary Waiver Released for Buy America

- On May 20, DOT released a Buy America waiver for construction materials. Buy America provisions are included in the IIJA and mandate that recipients of IIJA funds must source their project materials domestically. Specifically, the Buy America preference refers only to the materials used to build infrastructure projects, not tools,

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Holland & Knight LLP | www.hklaw.com

equipment, and supplies. Eligible goods under Buy America provisions cover iron, steel, and manufactured products.

- Citing the public interest clause within the Buy America guidance, DOT issued a waiver for construction materials. The temporary public interest waiver will last for 180 days, beginning on May 14, and expire on November 10. Awards obligated within this timeframe will qualify under the waiver's protections.

Round-Up of Open Grant Opportunities

- [FY 2022 Pilot Program for Transit-Oriented Development \(TOD\) Planning](#): \$13.1 million available. All applications due by July 25, 2022
- [Safe Streets and Roads for All Discretionary Grant Program](#): \$1 billion available. All applications due by September 15, 2022.
- [Bridge Investment Program](#): \$12.5 billion available. All applications due by July 25.



June 14, 2022

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – July 2022**

General Update

The Legislature completed its first round of policy and fiscal committee hearings to meet the May 27 legislative deadline for passing bills out of their house of origin. Bills that successfully made it to their second house are now being set for policy committee hearings. Additionally, work continues to finalize the Fiscal Year 2022-23 budget to meet the June 15 constitutional deadline for the Legislature to pass a balanced budget.

On June 1, Senate President pro Tempore Toni Atkins, Assembly Speaker Anthony Rendon, Senate Budget Committee Chair Nancy Skinner, and Assembly Budget Committee Chair Phil Ting released a [Joint Legislative Budget Agreement](#), representing the Legislature's priorities for the Fiscal Year 2022-23 budget.

The budget agreement responds to Governor Newsom's proposed budget (captured most recently in the May Revise), is currently light in details but identifies \$10.9 billion in General Fund revenue for a transportation package to fund investments in transit, freight, active transportation, climate adaptation, and "other purposes." The exact breakdown of funding across purposes is still subject to negotiations between legislative leaders and will be the focus of "three-party" negotiations between legislative leaders and Governor Newsom. Importantly, as we have represented previously, funds for the transportation package would flow to these purposes only if legislative leaders and Governor Newsom reach an agreement on the approval of Proposition 1A revenue for the California high-speed rail project.

The budget agreement also identifies \$21 billion for a climate and energy package to fund investments that address water-drought resiliency, wildfire resilience, sea level rise, extreme heat, biodiversity and outdoor access and that support zero-emission vehicles as well as other climate-related actions. Finally, the budget agreement rejects in full Governor Newsom's relief package, including funding for fare free transit. Key elements of the budget agreement, exclusive of the transportation and climate packages, are now represented in [AB 154](#) and [SB 154](#).

On June 14, the Legislature approved SB 154 and sent it to the Governor by the constitutional deadline. However, this does not represent the final budget agreement and the leaders continue to negotiate. There will be additional trailer bills or a "Budget Bill Jr.," which address policy and investments ancillary

to a balanced budget, like investments in a transportation package or climate package, and are not bound by the constitutional deadline.

As a reminder, the Governor released his May Revise earlier this year and maintained the following **one-time** investments in transportation infrastructure:

- **Priority Transit and Rail Projects** – \$2 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- **Southern California Mobility Projects** – \$1.25 billion to deliver critical projects in Southern California.
- **Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure** – \$935 million to deploy 1,000 zero-emission short-haul (drayage) trucks and 1,700 zero-emission transit buses and \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure.
- **High Priority Grade Separations and Grade Crossing Improvements** – \$500 million to support critical safety improvements throughout the state.
- **High-Speed Rail** – \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage federal funds.
- **Active Transportation** – \$1.25 billion to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals. The level of proposed investment in active transportation is revised up from the \$750 million proposed in the Governor’s January budget.
- **Climate Adaptation** – \$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.
- **Emerging Opportunities** – \$200 million to invest in demonstration and pilot projects in high carbon-emitting sectors, such as maritime, aviation, rail, and other off-road applications, as well as support for vehicle grid integration at scale.

We will continue to keep you apprised of budget developments as they unfold.

Bills with Recommended Action

AB 1919 (Holden) Youth Transit Pass Pilot Program: Free Youth Transit Passes: Eligibility for State Funding.

This bill has been substantially amended and would now create the Youth Transit Pass Pilot Program, an elective program offering free youth transit passes to students. Transit agencies can partner with educational institutions to apply for grants for free fare programs, and grant funds to be used to maintain, subsidize, or expand an existing fare free program. Previously, the bill, as introduced, would have required all agencies in the state to provide free transit passes to individuals 25 years of age and under as a precondition for accessing state funding. **We recommend SamTrans SUPPORT this measure.**

Bills of Interest

AB 455 (Wicks) Bay Bridge Fast Forward Program.

This bill has been substantially amended and would now require Caltrans, in consultation with the Metropolitan Transportation Commission, the Bay Area Toll Authority, relevant transit operators, and relevant local transportation agencies, to submit a report to the Legislature no later than December 1, 2024, that identifies a strategy for achieving bus speed and reliability performance targets in the Bay Bridge corridor.

AB 2237 (Friedman) Sustainable Communities Strategies Implementation

This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity.

AB 2357 (Ting) Surplus Lands Act

This bill proposes several changes to the Surplus Lands Act (SLA), mainly surrounding a local agency's action related to declaring land either surplus or exempt surplus. Since recent changes were made to the SLA, transit agencies have found various aspects of the law a challenge to implement or that unnecessarily target transit agencies as special districts. As such, transit agencies, through the California Transit Association, have worked to propose a set of amendments to the author for consideration that would resolve many of the challenges. SamTrans staff have been actively participating in the Association's efforts. This bill is unlikely to move forward this year.

SB 917 (Becker) Seamless

Existing law creates the Metropolitan Transportation Commission to provide comprehensive regional transportation planning. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards. The bill would require the region's transit agencies to comply.

Grants for Zero-Emission Buses and Infrastructure

On Friday, November 19, the California Air Resources Board approved the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#). The plan includes \$340 million, which can be accessed by transit agencies, through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project, inclusive of \$70 million earmarked specifically for transit agencies.

On Monday, November 15, the California Energy Commission approved the [2021-2023 Investment Plan Update for the Clean Transportation Program](#). The plan includes \$88.5 million for transit bus infrastructure and \$282 million for medium- and heavy-duty vehicles and infrastructure for fiscal years 2021-22 through 2023-23. A portion of the funding for medium- and heavy-duty vehicles and infrastructure will also be available to transit agencies; however, the exact amount is unknown at this time.

More details on these grant opportunities are below.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks

and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 remains open](#)

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (TBD in FY 2021-22) – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 is expected to be available in Q1/Q2 2022

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

Status: [Initial funding cycle for FY 2021-22 is now closed; second funding cycle for FY 2021-22 focused on hydrogen to open on June 30](#)

Vehicles and Infrastructure:

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5) – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

Current Guidelines: Found [here](#)

Status: [Funding cycle closed; project applications were due March 3, 2022](#)

Low Carbon Transit Operations Program (\$163 million in FY 2021-22) – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Current Guidelines: Found [here](#)

Status: Funding cycle closed; project applications were due March 25, 2022

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies

and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

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

Status: [Funding cycle open](#)

Carl Moyer (Projected \$40 million in FY 2021-22) - The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Other Grants

The CTC oversees three SB 1 programs – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#).

Additionally, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 final guidelines and [call for projects](#) in late-2021. CalSTA anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27.

Grant applications were due March 3, 2022, with awards in June 2022.

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Bill ID/Topic	Location	Summary	Position
<p>AB 117 Boerner Horvath D</p> <p>Air Quality Improvement Program: electric bicycles.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2022, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.</p>	<p>Watch</p>
<p>AB 154 Ting D</p> <p>Budget Act of 2022.</p>	<p>In the Senate Budget & Fiscal Review Committee.</p>	<p>This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	<p>Watch.</p>
<p>AB 371 Jones-Sawyer D</p> <p>Shared mobility devices: insurance and tracking.</p>	<p>In the Senate Insurance Committee.</p>	<p>Existing law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Existing law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Wicks D</p> <p>San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates 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 makes the department 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 require the department, in consultation with the commission, the authority, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets no later than July 1, 2024, for buses traveling in the eastbound and westbound directions through the San Francisco-Oakland Bay Bridge corridor. The bill would require the department to establish an online reporting process, in consultation with relevant transit operators, to publicly share bus speed and reliability performance results relative to the performance targets on no less than a quarterly basis. The bill would require the department, in consultation with the commission, the authority, relevant transit operators, and relevant local transportation agencies, to submit a report to the Legislature no later than December 1, 2024, that identifies a strategy for achieving bus speed and reliability performance targets in the Bay Bridge corridor. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/22

Bill ID/Topic	Location	Summary	Position
<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>
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1001 Garcia, Cristina D</p> <p>Environment: mitigation measures for air quality impacts: environmental justice.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects. The bill would require all public agencies, in implementing CEQA, to give consideration to the principles of environmental justice, as provided, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1047 Daly D</p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1049 Davies R</p> <p>Public Transportation Account: loan repayment.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1091 Berman D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided. The bill would repeal these provisions establishing and setting forth the powers and duties of the ombudsperson as of January 1, 2027.This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/13/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1226 McCarty D</p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p>	<p>Watch</p>
<p>AB 1626 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1638 Kiley R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1644 Flora R</p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 requires the state board to work with the Labor and Workforce Development Agency to update, n or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Existing law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1680 Lee D</p> <p>Transportation: prohibition orders.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Existing law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer’s decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer’s decision is delivered if an administrative hearing was timely requested.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1721 Rodriguez D</p> <p>Seismic retrofitting: soft story multifamily housing.</p>	<p>In the Senate Governmental Organization Committee.</p>	<p>Existing law establishes the California Earthquake Authority (CEA), administered under the authority of the Insurance Commissioner and governed by a 3-member board, to transact insurance in this state as necessary to sell policies of basic residential earthquake insurance. This bill would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the implementation of the program. The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1751 Daly D</p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. Existing law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Existing law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Existing law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Existing law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill would extend the above-described provisions relating to COVID-19 until January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/13/22**

Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Garcia, Cristina D</p> <p>State transportation funding: freeway projects: poverty and pollution: Department of Transportation.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 40th percentile on the housing and environmental variables analyzed through the index, as provided.</p>	<p>Watch</p>
<p>AB 1909 Friedman D</p> <p>Vehicles: bicycle omnibus bill.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law generally regulates the operation of bicycles upon a highway. A violation of these provisions, generally, is punishable as an infraction. Existing law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Existing law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1919 Holden D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided.</p>	<p>Recommend Support</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1938 Friedman D</p> <p>Transit and Intercity Rail Recovery Task Force.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services. The bill would require the secretary to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws. This bill will soon be gutted and amended to address another policy matter.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1944 Lee D</p> <p>Local government: open and public meetings.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1949 Low D</p> <p>Employees: bereavement leave.</p>	<p>In the Senate Judiciary Committee.</p>	<p>Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1993 Wicks D</p> <p>Employment: COVID-19 vaccination requirements.</p>	<p>This bill is dead.</p>	<p>Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to the enforcement of civil rights laws with respect to housing and employment. This bill would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1975 Nazarian D</p> <p>Local government: bus shelters.</p>	<p>This bill is dead.</p>	<p>Existing law sets forth provisions that govern the use of real property belonging to local agencies, as provided. This bill would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2097 Friedman D</p> <p>Residential, commercial, or other development types: parking requirements.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element, and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on any of specified residential, commercial, or other development types if the project is located within 1/2 mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill, notwithstanding the above provisions, would also require the development project to provide parking, as required by local ordinance, for employees and other workers of hotels, motels, bed and breakfast inns, transient lodgings, and event centers. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2197 Mullin D</p> <p>Caltrain electrification project: funding.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	<p>Supported March 2022</p>
<p>AB 2206 Lee D</p> <p>Nonattainment basins: employee parking: parking cash-out program.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Existing law defines “parking cash-out program” as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Existing law defines a “parking subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” The bill would require a lessor that enters into or renews a lease on or after January 1, 2023, with a lessee that is an employer and that offers parking to the employer to list the market-rate parking costs as a separate line item in the lease, as provided, or to provide a list of parking costs to the employer within 30 days after the lease is entered into or renewed. The bill would require an employer to offer a parking cash-out program even if the employer’s lease does not comply with these requirements.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2237 Friedman D</p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity. This bill has been referred to the Senate Rules Committee.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 2357 Ting D Surplus land.	In the Senate Governance & Finance Committee.	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2410 Chen R</p> <p>Local educational agencies: home-to-school transportation.</p>	<p>This bill is dead.</p>	<p>Existing law establishes a system of public elementary and secondary schools in this state and authorizes local educational agencies throughout the state to operate schools, provide instruction, and provide home-to-school transportation to pupils in kindergarten and grades 1 to 12, inclusive. This bill would prohibit a school district, county office of education, or charter school from contracting with a provider of home-to-school transportation, as defined, or making payments to a contractor for home-to-school transportation services, unless the contractor, and any subcontractors, are properly insured and licensed to provide home-to-school transportation services and the contractor certifies that each driver who will perform home-to-school transportation meets certain requirements, as provided. The bill would also impose requirements for those vehicles used by contractors for home-to-school transportation, as provided. The bill would apply these provisions only to contracts entered into or renewed after January 1, 2023. The bill would grant the State Department of Education sole regulatory authority to enforce those provisions and would require the department to conduct an investigation every 2 years of both home-to-school transportation contractors and local educational agencies, as provided.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2419 Bryan D</p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>Existing law establishes the Strategic Growth Council consisting of specified state agency members and members of the public. Existing law requires the council, among other things, to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation’s infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2438 Friedman D</p> <p>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2441 Kalra D</p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>On the Senate Floor.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, to engage in collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2449 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise and recast those teleconferencing provisions and, until January 1, 2028, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, the bill would authorize a member to participate remotely only under specified circumstances and for a period of three consecutive months. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2454 Jones-Sawyer D</p> <p>Public contracts: protests: joint labor-management committee.</p>	<p>In the Senate Governmental Organization Committee.</p>	<p>Existing law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Existing law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Existing law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Existing law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a written protest to a contract that is not to be awarded to the lowest bidder. If, prior to making the award, a joint labor-management committee files a protest with the department against the awarding of the contract on the ground that the lowest responsible bidder does not meet the specifications set forth under the definition of responsible, the bill would require that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest.</p>	<p>Watch</p>
<p>AB 2556 O'Donnell D</p> <p>Local public employee organizations.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2594 Ting D</p> <p>Vehicle registration and toll charges.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires a person who, after applying for or receiving a driver’s license, moves to a new residence, or acquires a new mailing address different from the address shown in the application or in the license, to notify the Department of Motor Vehicles of both the old and new address within 10 days. This bill would require the department, at the time a person notifies the department of a change of residence or mailing address for purposes of their driver’s license, to inform the person that they may also need to change their address for purposes of their vehicle registration, and would require the department to provide instructions on how to update vehicle registration information. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2622 Mullin D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2647 Levine D</p> <p>Local government: open meetings.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Existing law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Existing law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Existing law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Existing law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Existing law authorizes a local agency to post the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency’s internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2677 Gabriel D</p> <p>Information Practices Act of 1977.</p>	<p>In the Senate Judiciary Committee.</p>	<p>Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to include, among other things, genetic information, IP address, online browsing history, and location information within the definition of “personal information” for the act’s purposes. The bill would make other technical, nonsubstantive, and conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2693 Reyes D</p> <p>COVID-19: exposure.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law, the California Occupational Safety and Health Act of 1973, authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Existing law requires a notice of the prohibition to be posted in a conspicuous location at the place of employment and makes violating the prohibition or removing the notice, except as specified, a crime. Existing law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power, renewable natural gas, or water. Existing law requires that these provisions not prevent the entry or use, with the division’s knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would extend those provisions until January 1, 2025. By expanding the scope of a crime, this bill imposes a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2700 McCarty D</p> <p>Transportation electrification: electrical distribution grid upgrades.</p>	<p>In the Senate Transportation Committee.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. Existing law requires the Energy Commission, working with the state board and the PUC, to prepare, at least once every 2 years, a statewide assessment of the electrical vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet certain goals. This bill would require the State Air Resources Board to annually gather fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors from entities subject to its regulations and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to incorporate fleet data produced by the State Air Resources Board pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state’s anticipated level of electric vehicle charging, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2703 Muratsuchi D</p> <p>Zero-emission fueling station reliability standards: transportation: low-income and disadvantaged community financial assistance.</p>	<p>In the Senate Energy, Utilities and Communications Committee.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare and update, as provided, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would require a person who receives state funding or other incentives to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the Energy Commission, as specified. The bill would require the commission to publish data on compliance with the reliability standards as part of the above-described assessment and to protect the confidential information of an entity subject to the reliability standards by anonymizing and aggregating the compliance data in the assessment. The bill would also require the Energy Commission, upon appropriation by the Legislature, to develop a program to provide financial assistance to low-income and disadvantaged community members to use electric vehicle charging stations, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>
<p>SB 18 Skinner D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>This is a Two-Year Bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state’s other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board’s internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 45 Portantino D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.</p>	<p>Watch</p>
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 114 Committee on Budget and Fiscal Review</p> <p>Employment: COVID-19: supplemental paid sick leave.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations. Existing law requires the Labor Commissioner to enforce the act and provides for procedures, including investigation and hearing, and for remedies and penalties. This bill, beginning January 1, 2022, until September 30, 2022, would provide for COVID-19 supplemental paid sick leave for covered employees who are unable to work or telework due to certain reasons related to COVID-19, including that the employee is attending a COVID-19 vaccine or vaccine booster appointment for themselves or a family member, or is experiencing symptoms, or caring for a family member experiencing symptoms, related to a COVID-19 vaccine or vaccine booster. The bill would entitle a covered employee to 40 hours of COVID-19 supplemental paid sick leave if that employee works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 154 Skinner D</p> <p>Budget Act of 2022.</p>	<p>On the Assembly Floor.</p>	<p>This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 542 Limón D</p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>In the Assembly Revenue and Taxation Committee.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define "qualified motor vehicle" as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 563 Allen D</p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be</p>	<p>Watch</p>

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		<p>used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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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>This is a Two-Year Bill.</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
SB 849 Umberg D Surplus land.	This bill is dead.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law requires, after the disposing agency has received a notice of interest from an entity desiring to purchase or lease the land on terms that comply with existing law, that the disposing agency and the entity enter into good faith negotiations to determine a mutually satisfactory sales price and terms or lease terms. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land. By adding to the duties of local officials with respect to the disposal of surplus land, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 852 Dodd D</p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 867 Laird D</p> <p>Sea level rise planning: database.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to address sea level rise planning and adaptation through either a local coastal program, as defined, or a San Francisco Bay shoreline coastal resiliency plan, as applicable, by January 1, 2026, and to update that planning and adaptation every 5 years, as prescribed. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require, on or before December 31, 2023, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 873 Newman D</p> <p>California Transportation Commission: state transportation improvement program: capital outlay support.</p>	<p>This bill is dead.</p>	<p>Existing law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Existing law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Existing law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. The bill would require the commission to establish a threshold for requiring a supplemental project allocation and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would authorize commission to provide exceptions in the guidelines to the supplemental project allocation threshold requirement to ensure that projects are not unnecessarily delayed. The bill would exempt the guidelines adopted by the commission under these provisions from the Administrative Procedure Act.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 878 Skinner D</p> <p>School transportation.</p>	<p>In the Assembly Educational Committee.</p>	<p>Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Existing law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2027–28 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. The bill would authorize the governing board or body of those local educational agencies to receive a state reimbursement for transporting preschool or nursery school pupils if funding for that travel has been appropriated in the annual budget act or another statute for this purpose. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 917 Becker D</p> <p>Seamless Transit Transformation Act.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region’s transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 922 Wiener D</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>
<p>SB 932 Portantino D</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law states the Legislature’s intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 942 Newman D</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements. This bill contains other related provisions and other existing laws.</p>	<p>Supported March, 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1049 Dodd D</p> <p>Transportation Resilience Program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Existing law provides for allocation of certain other transportation capital improvement funds outside the state transportation improvement program process, including funds set aside for state highway rehabilitation under the state highway operation and protection program and funds from various other sources. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1078 Allen D</p> <p>Sea Level Rise Revolving Loan Pilot Program.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>Existing law establishes in state government the Ocean Protection Council. Existing law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state’s coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions, as defined, for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as defined, located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1100 Cortese D</p> <p>Open meetings: orderly conduct.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Existing law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body’s consideration of the item, that is within the subject matter jurisdiction of the legislative body. Existing law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Existing law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning to the individual by the presiding member of the legislative body or their designee that the individual’s behavior is disrupting the meeting and that the individual’s failure to cease their behavior may result in their removal. The bill would authorize the presiding member or their designee to then remove the individual if the individual does not promptly cease their disruptive behavior. The bill would define “disrupting” for this purpose. 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 1121 Gonzalez D</p> <p>State and local transportation system: needs assessment.</p>	<p>In the Assembly Transportation Committee</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.</p>	<p>Watch</p>
<p>SB 1156 Grove R</p> <p>Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1161 Min D</p> <p>Transit districts: street harassment initiatives.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1168 Cortese D</p> <p>Public employees' retirement: beneficiary payment.</p>	<p>In the Assembly Public Employment and Retirement Committee.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS) to provide defined benefits to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERS is administered by its board of administration. Existing law, applicable to agencies that contract with PERS to provide benefits to their employees, requires a payment of \$500 to be made to a beneficiary upon the death of a member after retirement and while receiving a retirement allowance from PERS, unless otherwise provided. This bill, for a death occurring on or after July 1, 2023, would increase the amount of the above-described benefit to \$2,000.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1217 Allen D</p> <p>State-Regional Collaborative for Climate, Equity, and Resilience.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the state board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1230 Limón D</p> <p>Zero-emission and near-zero emission vehicle incentive programs: requirements.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under existing law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. The state board, in partnership with the Beneficial State Foundation, also administers the Clean Vehicle Assistance Program, funded by the California Climate Investments cap-and-trade program, to provide grants and affordable financing to help income-qualified state residents purchase or lease a clean vehicle. This bill would, on or before July 1, 2023, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs. The bill would also authorize the state board to limit the combined total amount of incentives provided under these programs, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
SB 1263 Hertzberg D School district governing boards: pupil transportation.	Introduced in the Senate.	Existing law prohibits the governing board of a school district from requiring any pupil to be transported for any purpose without the written permission of the parent or guardian, except as specified. This bill would make nonsubstantive changes to that provision.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 1410 Caballero D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. This bill contains other existing laws.</p>	<p>Watch</p>