



AGENDA

BOARD OF DIRECTORS MEETING

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAwUpSVUg3L1V5U1RoUXFrzd09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

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

Oral public comments will also be accepted during the meeting through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak for two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

WEDNESDAY, MARCH 3, 2021

2:00 PM

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
2. ROLL CALL

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

3. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Meeting of February 3, 2021
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending January 31, 2021
- c. Acceptance of Capital Projects Quarterly Status Report 2nd Quarter FY 2021
- d. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

5. REPORT OF THE CHAIR

6. REPORT OF THE GENERAL MANAGER/CEO

- a. Presentation of Operator and Maintenance Awards

7. BOARD MEMBER REQUESTS/COMMENTS

8. RECESS TO COMMITTEE MEETINGS

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

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of February 3, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Quarterly Dashboard Report – October-December 2020
7. Monthly Performance Report – January 2021
8. Adjourn

B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE*
(J. Powell, Chair, J. Gee, R. Guilbault)

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of February 3, 2021
3. Award of Contract for On-Call General Engineering Consultant Design Services
4. Authorize Amendments to Contracts for On-Call Program Management Oversight Services to Increase Maximum Aggregate Amount by \$465,000
5. Programming of Federal Transit Administration Formula Funds for Fiscal Year 2021
6. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of December 2, 2020

INFORMATIONAL

3. SamTrans Adaptation and Resilience Plan Study Findings and Recommendations
4. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of February 3, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

9. RECONVENE BOARD OF DIRECTORS MEETING

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Quarterly Dashboard Report – October-December 2020
- e. Monthly Performance Report – January 2021

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTIONS

- a. Awarding a Contract to Group 4 Architecture, Research + Planning, Inc. for On-Call General Engineering Consultant, Design Services for a Not-to-Exceed Amount of \$3,000,000 for a Seven-Year Term
- b. Authorizing Amendments to the On-Call Program Management Oversight Services Agreements with CPM Associates, Inc. and Jacobs Project Management Company to Increase the Maximum Aggregate Not-to-Exceed Amount by \$465,000
- c. Authorizing the Filing of Applications for Federal Transit Administration Formula and Surface Transportation Program Funding for SamTrans Capital and Operating Projects, Committing the Necessary Local Match for the Projects and Assuring Completion of the Projects

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

SUBJECT DISCUSSED

- a. SamTrans Adaptation and Resilience Plan Study Findings and Recommendations

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, April 7, 2021 at 2:00 pm, via Zoom teleconference

16. GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Mitchell Petrovich v. Itres Aly Mohamath, San Mateo County Transit District, and MV Transportation, Inc., Case No. 20-CIV-01791

17. ADJOURN

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

*Should Zoom not be operational, please check online

at: http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html for any updates or further instruction.

Public Comment

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF BOARD OF DIRECTORS MEETING
FEBRUARY 3, 2021**

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

MEMBERS ABSENT: None

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

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the meeting to order at 2:03 pm and led the Pledge of Allegiance.

2. SWEARING IN:

a. Representative for Northern Judicial Cities for a Term Ending 12-31-2024

Director Rico Medina was sworn into office with a term ending December 31, 2024.

3. ROLL CALL

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

4. CONSENT CALENDAR

a. Approval of Minutes of the Board of Directors Regular Meeting of January 6, 2021

**b. Acceptance of Statement of Revenues and Expenses for the Period Ending
December 31, 2020**

**c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and
Outlook for the Quarter Ended December 31, 2020**

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: None

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Daniel Barton commented on barbecuing.

6. REPORT OF THE CHAIR

a. Appointment of SamTrans Representative to the San Mateo County Transportation Authority

Chair Stone nominated newly appointed Director Rico Medina.

Motion/Second: Stone/Groom

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

Noes: None

Absent: None

b. Resolution of Appreciation for Karyl Matsumoto – Approved by Resolution No. 2021-5

Chair Stone read the resolution. The Board members expressed their appreciation for former Director Karyl Matsumoto's service. Jim Hartnett, General Manager/CEO, applauded former Director Matsumoto's service. He noted that she was not afraid to make tough decisions or express her opinion. Chair Stone noted former Director Matsumoto's integrity. Joan Cassman, Legal Counsel, expressed her appreciation of former Director Matsumoto in her many different roles.

Motion/Second: Gee/Pine

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

Noes: None

Absent: None

7. REPORT OF THE GENERAL MANAGER/CEO

Jim Hartnett, General Manager/CEO, said that the report was in the packet.

a. Blue Ribbon Transit Recovery Task Force Update

April Chan, Chief Officer, Planning, Grants/Transportation Authority, provided an update on the Task Force, noting that she had provided a presentation at the January 6 Board meeting which gave an overview of the Task Force's role. She said that Stone, Groom and Pine participated in the February 1 MTC (Metropolitan Transportation Commission) meeting.

Director Carole Groom said that the purpose of the Task Force was to have better communication and better coordination amongst agencies, rather than do a mass reorganization. Chair Stone said he would like to see more acknowledgment of the work of local agencies such as SamTrans and the TA in the future. Mr. Hartnett said the Task Force was slated to wrap up its work in June. He said that Task Force member Assemblymember David Chiu expressed his intent to submit legislation in the future.

Public Comment:

- Rick Nahass expressed his support of a coordinated transit agency.
- Adina Levin, Friends of Caltrain & Seamless Bay Area, commended the work of local transportation agencies.
- Roland Lebrun said the concept of a network manager emanates from the Seamless Bay Area group and not MTC.
- Joel Kohn said he hoped the regional effort would reduce wait times between transit modes.

Director Dave Pine said he was surprised at the momentum of the network manager concept by the Task Force.

Director Jeff Gee said that there are existing models in the region that acknowledge and address public needs. He said that ease of connectivity should be paramount, sharing the analogy of public college education in the state. Chair Stone said he also supported better coordination to allow riders to move around seamlessly using Bay Area transit.

8. BOARD MEMBER REQUESTS/COMMENTS

a. Report on the Reimagine SamTrans Ad Hoc Committee Meeting of January 20, 2021

Director Josh Powell provided a report-out on the most recent Reimagine SamTrans Ad Hoc Committee meeting, where they received additional information on the three network alternatives that are being developed: direct and frequent bus service focusing on trips within San Mateo County, better connections to rail in the region, and maintaining geographic coverage. He said the Board would hear more about the network alternatives at the March meeting.

Public Comment:

- Adina Levin commented that the alternatives should also include changing routes to ensure smooth connections and affordable fares for making those connections.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:57 pm.

10. RECONVENE BOARD OF DIRECTORS MEETING

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

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault reported on the following items:

SUBJECTS DISCUSSED:

- Accessible Services Update
- Paratransit Coordinating Council Update
- Citizens Advisory Committee Update
- Mobility Management Report – COVID-19 Update
- Monthly Performance Report – December 2020

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

Director Josh Powell reported on the following items:

SUBJECTS DISCUSSED:

- Fuel Hedging Update
- Final Pilot Report of the California Uniform Public Construction Cost Accounting Act (CUPCCAA) Pilot Program

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

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

MOTION:

- a. State and Federal Legislative Update and Approval of Legislative Proposals: Support ACA 1 and SB 44

Motion/Second: Fraser/Guilbault

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

Noes: None

Absent: None

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Stone announced the time and location of the next meeting as Wednesday, March 3, 2021 at 2:00 pm, with teleconference details to be provided prior to the meeting.

16. GENERAL COUNSEL REPORT

- a. **Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957 / Conference with Labor Negotiators Pursuant to Government Code Section 54957.6**

Agency-designated Representative: Board Chair

Title/Unrepresented Employee: General Manager/CEO Jim Hartnett

The Board adjourned into closed session at 3:56 pm

The Board reconvened into open session at 5:36 pm

Joan Cassman, Legal Counsel, reported that in light of Mr. Hartnett's intent to resign as of April 9, 2021 after completing six years as General Manager/CEO of SamTrans and as Executive Director of JPB and the TA, the Board reviewed his employment agreement and considered two actions.

1. Authorize payment of performance pay that the Board previously awarded based on the performance review conducted of Mr. Hartnett last year, which covered his April 2019 to March 2020 contract year:
 - On April 1, 2020, the Board concluded Mr. Hartnett's employee performance evaluation for his fifth year of employment and found Mr. Hartnett's performance to have exceeded expectations and satisfied all established goals, thereby entitling him to performance pay of \$50,000 for that 2019-2020 contract year.
 - However, at Mr. Hartnett's request, the Board deferred payment of this amount until the financial effect of the COVID-19 pandemic on the District and the region could be more fully understood and determined, with the understanding

that the Board would take additional action to authorize payment no later than March 15, 2021.

- Based on the Board's performance evaluations of Mr. Hartnett last spring and the evaluations at the closed sessions at the Board meetings last month and today, the Board is now prepared to take action to authorize payment of Mr. Hartnett's performance pay for the 2019-2020 contract year that was previously awarded on April 1, 2020.

Motion/Second: Fraser/Ratto

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

Noes: None

Absent: Powell

2. Approve the fifth amendment to Mr. Harnett's employment agreement that will:

- Accept with regret Mr. Hartnett's decision to resign effective April 9, 2021; and
- Recognize that Mr. Hartnett has not received and is waiving the 3 percent pay increase already awarded to him and granted to all other District employees as of July 1, 2019, and will not seek performance pay for his sixth full year of service ending in March 2021; and
- Authorize Mr. Hartnett to remain on the District's payroll in non-active employee status through December 30, 2021 while he exhausts approximately 1,400 hours of accrued paid time off (PTO) at his current cumulative pay rate of approximately \$193 per hour with the understanding that Mr. Hartnett:
 - Will remain available to assist the District, JPB, and the TA during this time; and
 - Will continue to accrue PTO credits at a lower base rate (\$143 per hour) and receive holidays and health benefits during this time period as required by law on the payroll.

Public Comment:

Roland Lebrun commented that he was speechless.

Motion/Second: Ratto/Fraser

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

Noes: None

Absent: Powell

17. ADJOURN

The Board meeting adjourned at 5:46 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

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

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

SIGNIFICANCE

Annual Forecast: The annual forecast was updated based on actual revenue and expense trends through January 2021. 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 18) are forecast \$29.8 million higher than budget primarily due to CARES funding (page 1, line 4), Sales Tax revenues (page 1, line 10 & 11), and Other Interest, Rent, & Other Income (page 1, line 13). Sales Tax revenues reflects the latest projection which continues to show improvement in recovery of sales tax driven primarily by massive shift and growth of ecommerce. Other Interest, Rent, & Other Income is due to an insurance reimbursement from damages to Dumbarton Bridge in Jun 2019.

Forecast Expenses: Total Uses of Funds (page 1, line 39) are forecast \$8.4 million lower than budget. This is driven both by a Re-baseline effort to reset baseline costs in addition to updated spend projections. Staff has recently reviewed the Baseline Budgets that were first established 3 years ago. As part of that review, certain costs were re-evaluated to determine a revised baseline that will be used for both the development of the FY2021

Forecast as well as the FY2022 Budget. Motor Bus (page 1, line 22) expense is lower than budget due to Re-Baseline effort and lower expenses in CUB (page 3, line 43), Claims, Reserves, and Payments (page 3, line 22) and professional services (page3, line 7). This is partially offset by higher Wages & Benefits (page 3, line 1) which reflects higher overhead costs as SAMTR operating share of AIA increased with the new ICAP methodology effective January 2021. A.D.A. Programs (page 1, line 23) is lower than budget primarily due to Re-baseline effort and reduced demand for our services driven by the pandemic.

Year to Date Revenues: As of January year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$21.7 million higher than the prior year. This is primarily driven by the CARES Act funds (page 1, line 4). The increase was partially offset by decreases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), District Sales Tax (Page 1, line 10), and PCJPB, SMCTA and SAMTR capital wages and benefits (Page 1, line 14).

Year to Date Expenses: As of January year-to-date actual, the Total Uses of Funds (page 1, line 39) are \$3.8 million higher than the prior year-to-date actual. This is primarily due to increase in Sales Tax Allocation for Capital Programs (page 1, line 35). The increase is partially offset by the decreases in PCJPB, SMCTA and SAMTR Capital Wages and Benefits (page1, line 21), and Motor Bus (page 1, line 22).

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By: Maria Pascual, Accountant II
Jennifer Ye, Manager, General Ledger

650-508-6288
650-622-7890

**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2021
JANUARY 2021**

% OF YEAR ELAPSED: 58.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	9,415,713	2,729,202	(6,686,511)	(71.0%)	5,260,150	5,260,150	-
2 Local TDA and STA Funds	34,851,993	25,380,475	(9,471,519)	(27.2%)	45,138,493	45,138,493	-
3 Pass through to Other Agencies	184,333	221,868	37,535	20.4%	580,345	580,345	-
4 CARES Act Funds	-	42,108,358	42,108,358	100.0%	25,547,295	42,108,358	16,561,063
5 Operating Grants	1,742,132	1,261,704	(480,428)	(27.6%)	3,338,767	3,338,767	-
6 SMCTA Measure A	7,464,405	7,879,440	415,035	5.6%	10,597,344	10,597,344	-
7 AB434 Funds, TA Funded Shuttle & Other	242,225	393,786	151,561	62.6%	452,000	452,000	-
8 Subtotal - Operating Revenues	53,900,801	79,974,832	26,074,031	48.4%	90,914,394	107,475,457	16,561,063
Other Revenue Sources							
10 District Sales Tax	56,517,591	53,675,230	(2,842,361)	(5.0%)	80,000,000	87,720,193	7,720,193
11 Measure W Sales Tax	26,388,387	27,109,600	721,213	100.0%	40,000,000	43,874,656	3,874,656
12 Investment Income	2,248,385	2,035,912	(212,473)	(9.5%)	3,630,000	3,630,000	-
13 Other Interest, Rent & Other Income	5,250,309	4,766,944	(483,365)	(9.2%)	6,902,350	8,521,350	1,619,000
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	14,244,696	12,729,014	(1,515,682)	(10.6%)	31,950,189	31,950,189	-
15							
16 Subtotal - Other Revenues	104,649,368	100,316,700	(4,332,668)	(4.1%)	162,482,539	175,696,388	13,213,849
17 Total Revenues	158,550,169	180,291,532	21,741,362	13.7%	253,396,933	283,171,845	29,774,912
18 Total Sources of Funds	158,550,169	180,291,532	21,741,362	13.7%	253,396,933	283,171,845	29,774,912
19							
USES OF FUNDS							
21 PCJPB, SMCTA & SAMTR Capital W&B	14,244,696	12,729,014	(1,515,682)	(10.6%)	31,950,189	31,950,189	-
22 Motor Bus	79,532,402	75,535,439	(3,996,963)	(5.0%)	146,116,387	141,055,568	(5,060,819)
23 A. D. A. Programs	7,443,037	8,693,941	1,250,904	16.8%	19,085,192	16,049,114	(3,036,078)
24 Caltrain	5,341,072	5,992,773	651,701	(36.6%)	8,876,887	8,876,887	-
25 Other Multi-modal Programs	1,761,043	1,255,459	(505,584)	(28.7%)	2,692,340	2,386,890	(305,450)
26 Pass through to Other Agencies	184,333	221,868	37,535	20.4%	580,345	580,345	-
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
28 Total Operating Expense	108,506,582	104,428,494	(4,078,089)	(3.8%)	209,396,751	200,994,404	(8,402,347)
29							
30 Total Operating Surplus / (Deficit)	50,043,587	75,863,038	25,819,451	51.6%	44,000,182	82,177,441	38,177,259
31							
32 District Sales Tax Capital	4,954,903	3,263,272	(1,691,631)	(34.1%)	5,594,180	5,594,180	-
33 Measure W Sales Tax Capital	1,420,417	583,333	(837,083)	100.0%	1,000,000	1,000,000	-
34 Reserves for Future Capital Allocation	-	10,649,953	10,649,953	100.0%	18,257,063	18,257,063	-
35 Sales Tax Allocation - Capital Program	6,375,319	14,496,558	8,121,239	127.4%	24,851,243	24,851,243	-
36							
37 Total Debt Service	5,446,835	5,172,289	(274,546)	(5.0%)	19,148,939	19,148,939	-
38							
39 Total Uses of Funds	120,328,737	124,097,341	3,768,605	3.1%	253,396,933	244,994,586	(8,402,347)
40							
41 NET SURPLUS / (DEFICIT)	38,221,433	56,194,190	17,972,758	47.0%	(0)	38,177,259	38,177,259

SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2021
JANUARY 2021

% OF YEAR ELAPSED: **58.3%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
OPERATING REVENUES - MOTOR BUS								
1 PASSENGER FARES	8,901,563	2,640,933	(6,260,630)	(70.3%)	5,071,876	5,071,876	-	0.0%
2								
3 LOCAL (TDA) TRANSIT FUND	26,605,386	21,880,740	(4,724,646)	(17.8%)	39,059,834	39,059,834	-	0.0%
4								
5 STATE TRANSIT ASSISTANCE	5,837,312	2,065,079	(3,772,233)	(64.6%)	3,540,136	3,540,136	-	0.0%
6								
7 OPERATING GRANTS	1,742,132	1,033,348	(708,784)	(40.7%)	1,256,231	1,256,231	-	0.0%
8								
9 DISTRICT SALES TAX REVENUE	31,493,421	43,129,852	11,636,431	36.9%	90,606,856	83,646,037	(6,960,819)	0.0%
10								
11 INVESTMENT INTEREST INCOME	1,913,530	1,634,781	(278,750)	(14.6%)	3,125,000	3,125,000	-	0.0%
12								
13 OTHER REVENUE SOURCES:								
14 Rental Income	1,138,868	845,963	(292,905)	(25.7%)	1,451,492	1,451,492	-	0.0%
15 Advertising Income	995,494	56,854	(938,640)	(94.3%)	804,549	804,549	-	0.0%
16 Other Income	980,589	2,247,890	1,267,301	129.2%	1,200,413	3,100,413	1,900,000	158.3%
17 TOTAL OTHER REVENUES	3,114,951	3,150,707	35,756	1.1%	3,456,454	5,356,454	1,900,000	55.0%
18								
19 TOTAL MOTOR BUS	79,608,296	75,535,439	(4,072,857)	(5.1%)	146,116,387	141,055,568	(5,060,819)	(3.5%)
20								
21 AMERICAN DISABILITIES ACT:								
22 Passenger Fares Redi-Wheels	514,150	88,269	(425,881)	(82.8%)	188,274	188,274	-	0.0%
23 Local TDA 4.5 Redi-Wheels	1,441,851	1,157,081	(284,771)	(19.8%)	2,062,681	2,062,681	-	0.0%
24 Local STA - Paratransit	967,444	277,575	(689,869)	(40.2%)	475,842	475,842	-	0.0%
25 Operating Grants	-	228,356	228,356	100.0%	2,082,536	2,082,536	-	0.0%
26 Sales Tax Revenue - ADA	4,051,611	3,857,509	(194,102)	(4.8%)	8,986,309	5,934,781	(3,051,528)	(34.0%)
27 Interest Income - Paratransit Fund	334,855	401,131	66,277	19.8%	505,000	505,000	-	0.0%
28 SMCTA Measure A Redi-Wheels	2,123,333	1,886,667	(236,667)	(11.1%)	3,200,000	3,200,000	-	0.0%
29 SM County Measure K	-	-	-	100.0%	-	-	-	0.0%
30 Measure M Paratransit	506,760	797,354	290,594	57.3%	1,600,000	1,600,000	-	0.0%
31 TOTAL ADA PROGRAMS	9,940,004	8,693,941	(1,246,062)	(12.5%)	19,100,642	16,049,114	(3,051,528)	(16.0%)
32								
33 MULTI-MODAL TRANSIT PROGRAMS:								
34								
35 Transfer from SMCTA for Caltrain	5,341,072	5,129,706	(211,365)	(4.0%)	7,397,344	7,397,344	-	0.0%
36 Other Sources - Caltrain	-	863,067	863,067	100.0%	1,479,543	1,479,543	-	0.0%
37 AB434 Funds-SamTrans Shuttle	242,225	393,786	151,561	62.6%	452,000	452,000	-	0.0%
38 Employer SamTrans Shuttle Funds	1,205,102	525,312	(679,791)	(56.4%)	1,554,500	1,273,500	(281,000)	(18.1%)
39 Dumbarton Rental Income	-	293,572	293,572	100.0%	291,396	291,396	-	0.0%
40 Sales Tax Revenue - Gen. Operating Asst.	487,861	42,790	(445,071)	(91.2%)	378,994	369,994	(9,000)	(2.4%)
41								
42 TOTAL MULTIMODAL	7,276,260	7,248,231	(28,029)	(0.4%)	11,553,777	11,263,777	(290,000)	(2.5%)
43								
44 TOTAL REVENUES	96,824,559	91,477,612	(5,346,947)	(5.5%)	176,770,806	168,368,459	(8,402,347)	(4.8%)

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

% OF YEAR ELAPSED: **58.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
DISTRICT OPERATED BUSES								
1 Motor Bus Wages & Benefits	45,071,967	42,783,217	(2,288,750)	(5.1%)	76,459,126	78,425,307	1,966,181	2.6%
2								
3 Services:								
4 Board of Directors	69,275	69,956	681	1.0%	122,366	108,366	(14,000)	(11.4%)
5 Contracted Vehicle Maintenance	745,945	523,074	(222,871)	(29.9%)	1,277,216	1,228,216	(49,000)	(3.8%)
6 Property Maintenance	733,456	813,603	80,147	10.9%	1,833,000	1,743,000	(90,000)	(4.9%)
7 Professional Services	1,752,371	1,785,035	32,664	1.9%	5,520,982	4,987,982	(533,000)	(9.7%)
8 Technical Services	4,195,409	4,578,536	383,127	9.1%	10,725,112	9,875,112	(850,000)	(7.9%)
9 Other Services	1,611,685	1,632,841	21,156	1.3%	4,197,236	3,816,236	(381,000)	(9.1%)
10 Materials & Supply:								
11 Fuel and Lubricants	1,924,594	974,808	(949,786)	(49.3%)	2,567,023	2,087,023	(480,000)	(18.7%)
12 Bus Parts and Materials	976,511	1,268,251	291,740	29.9%	2,149,404	2,017,404	(132,000)	(6.1%)
13 Uniforms and Driver Expense	182,335	181,705	(630)	(0.3%)	712,678	554,678	(158,000)	(22.2%)
14 Timetables and Tickets	49,036	-	(49,036)	(100.0%)	215,000	82,000	(133,000)	(61.9%)
15 Office Supplies / Printing	267,839	322,344	54,505	20.3%	665,791	583,791	(82,000)	(12.3%)
16 Other Materials and Supply	75,043	121,177	46,134	61.5%	142,800	126,800	(16,000)	(11.2%)
17								
18 Utilities:								
19 Telephone	291,518	324,971	33,453	11.5%	667,500	665,500	(2,000)	(0.3%)
20 Other Utilities	657,504	744,273	86,769	13.2%	1,778,540	1,709,540	(69,000)	(3.9%)
21 Insurance	890,627	1,972,095	1,081,468	121.4%	2,202,982	2,202,982	-	0.0%
22 Claims Reserves and Payments	551,553	99,602	(451,951)	100.0%	1,455,563	655,563	(800,000)	(55.0%)
23 Workers' Compensation	1,884,017	1,765,019	(118,998)	(6.3%)	3,817,674	3,696,674	(121,000)	(3.2%)
24 Taxes and License Fees	526,172	407,700	(118,471)	(22.5%)	836,273	792,273	(44,000)	(5.3%)
25 Leases and Rentals	71,385	36,403	(34,982)	(49.0%)	71,800	71,800	-	0.0%
26 Promotional and Legal Advertising	360,440	85,937	(274,503)	(76.2%)	1,098,250	881,250	(217,000)	(19.8%)
27 Training and Business Travel	192,078	138,699	(53,379)	(27.8%)	472,432	447,432	(25,000)	(5.3%)
28 Dues and Membership	43,105	115,476	72,371	167.9%	201,853	182,853	(19,000)	(9.4%)
29 Postage and Other	73,383	66,627	(6,756)	(9.2%)	216,580	154,580	(62,000)	(28.6%)
30								
31 Total District Operated Buses	63,197,247	60,811,348	(2,385,899)	(3.8%)	119,407,181	117,096,362	(2,310,819)	(1.9%)
32								
33 CONTRACTED BUS SERVICES								
34 Contracted Urban Bus Service	13,005,167	12,080,282	(924,884)	(7.1%)	22,704,800	20,204,800	(2,500,000)	(11.0%)
35 Coastside Services	940,016	918,485	(21,531)	(2.3%)	1,754,000	1,600,000	(154,000)	(8.8%)
36 Redi Coast Non-ADA	142,566	119,862	(22,704)	(15.9%)	260,800	219,800	(41,000)	(15.7%)
37 La Honda - Pescadero	28,088	-	(28,088)	(100.0%)	55,130	52,130	(3,000)	(5.4%)
38 SamCoast - Pescadero	54,214	25,477	(28,737)	(53.0%)	149,000	108,000	(41,000)	(27.5%)
39 CUB Related Wages & Benefits	185,407	196,587	11,181	100.0%	440,419	440,419	-	0.0%
40 CUB Related Other Support	60,877	59,524	(1,353)	(2.2%)	109,200	98,200	(11,000)	(10.1%)
41 CUB Insurance	268,403	892,330	623,927	232.5%	1,017,457	1,017,457	-	0.0%
42 CUB Claims Reserves & Payments	1,726,313	431,545	(1,294,768)	100.0%	218,400	218,400	-	0.0%
43 Total Contracted Bus Service	16,411,049	14,724,092	(1,686,958)	(10.3%)	26,709,206	23,959,206	(2,750,000)	(10.3%)
44								
45 TOTAL MOTOR BUS	79,608,296	75,535,439	(4,072,857)	(5.1%)	146,116,387	141,055,568	(5,060,819)	(3.5%)

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

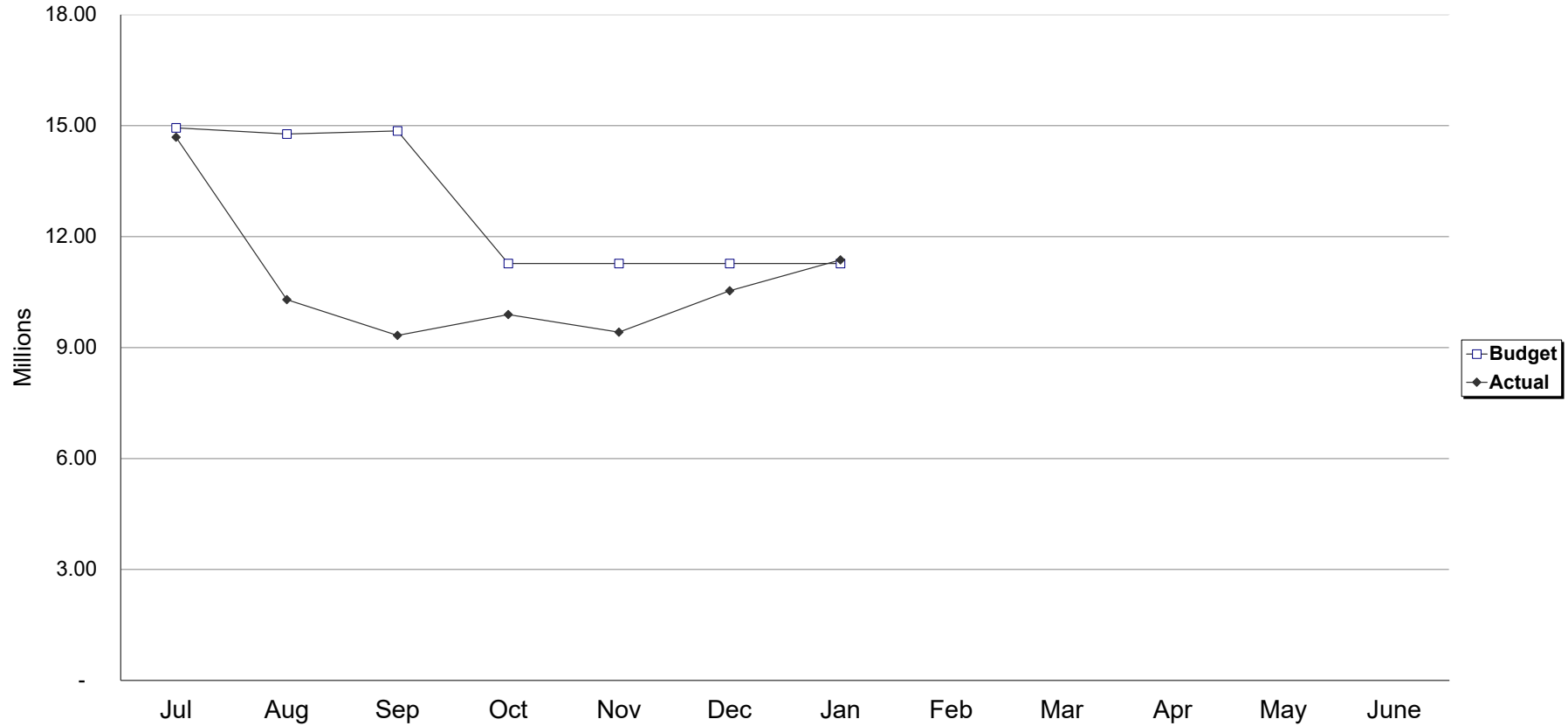
% OF YEAR ELAPSED: **58.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	3,083,105	3,954,683	871,578	28.3%	6,929,800	6,754,800	(175,000)	(2.5%)
ADA Sedans/ Taxi Service	3,384,471	1,074,938	(2,309,533)	(68.2%)	3,629,400	1,929,400	(1,700,000)	(46.8%)
Coastside ADA	1,110,181	669,988	(440,193)	(39.7%)	2,032,900	1,897,900	(135,000)	(6.6%)
ADA Related Wages & Benefits	1,386,785	1,582,337	195,552	14.1%	2,649,599	2,649,599	-	0.0%
ADA Related Other Support	802,225	673,823	(128,401)	(16.0%)	2,863,778	1,822,250	(1,041,528)	(36.4%)
ADA Insurance	226,638	743,844	517,206	228.2%	776,765	776,765	-	0.0%
ADA Claims Reserves & Payments	(53,401)	(5,672)	47,729	100.0%	218,400	218,400	-	0.0%
TOTAL ADA PROGRAMS	9,940,004	8,693,941	(1,246,062)	(12.5%)	19,100,642	16,049,114	(3,051,528)	(16.0%)
MULTI-MODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	5,341,072	5,992,773	651,701	12.2%	8,876,887	8,876,887	-	0.0%
Total Caltrain Service	5,341,072	5,992,773	651,701	12.2%	8,876,887	8,876,887	-	0.0%
OTHER SUPPORT								
SamTrans Shuttle Service	1,669,461	1,106,830	(562,632)	(33.7%)	2,101,500	1,820,500	(281,000)	(13.4%)
Shuttle Related Wages & Benefits	33,941	46,299	12,358	100.0%	92,875	92,875	-	0.0%
Dumbarton M.O.W.	140,204	20,080	(120,124)	100.0%	309,515	309,515	-	0.0%
Maintenance Multimodal Facilities	91,581	82,249	(9,332)	100.0%	173,000	164,000	(9,000)	(5.2%)
Total Other Support	1,935,188	1,255,459	(679,729)	(35.1%)	2,676,890	2,386,890	(290,000)	(10.8%)
TOTAL MULTI-MODAL PROGRAMS	7,276,260	7,248,231	(28,028)	(0.4%)	11,553,777	11,263,777	(290,000)	(2.5%)
TOTAL OPERATING EXPENSES	96,824,559	91,477,612	(5,346,947)	(5.5%)	176,770,806	168,368,460	(8,402,346)	(4.8%)

SAN MATEO COUNTY TRANSIT DISTRICT

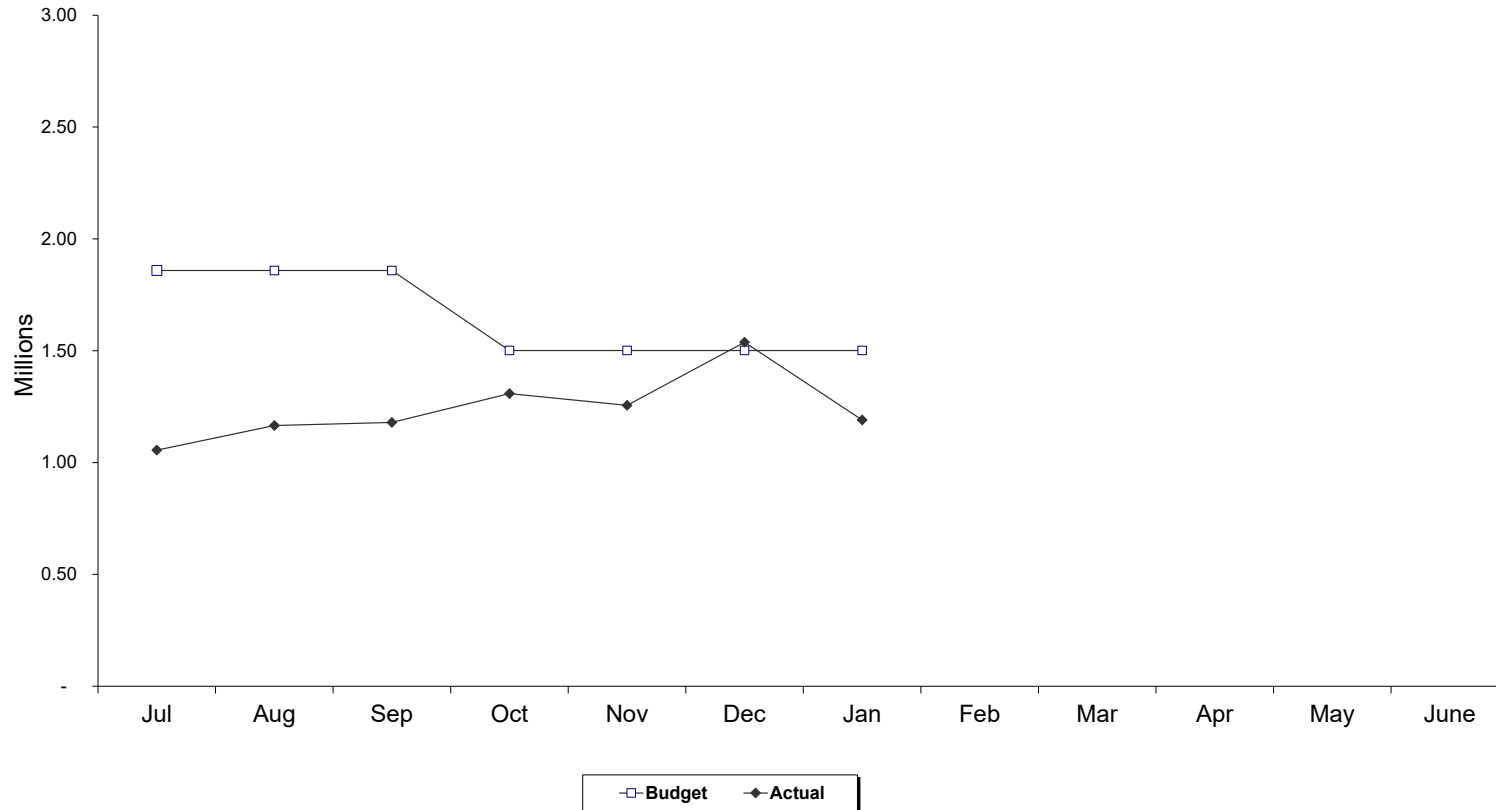
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2021



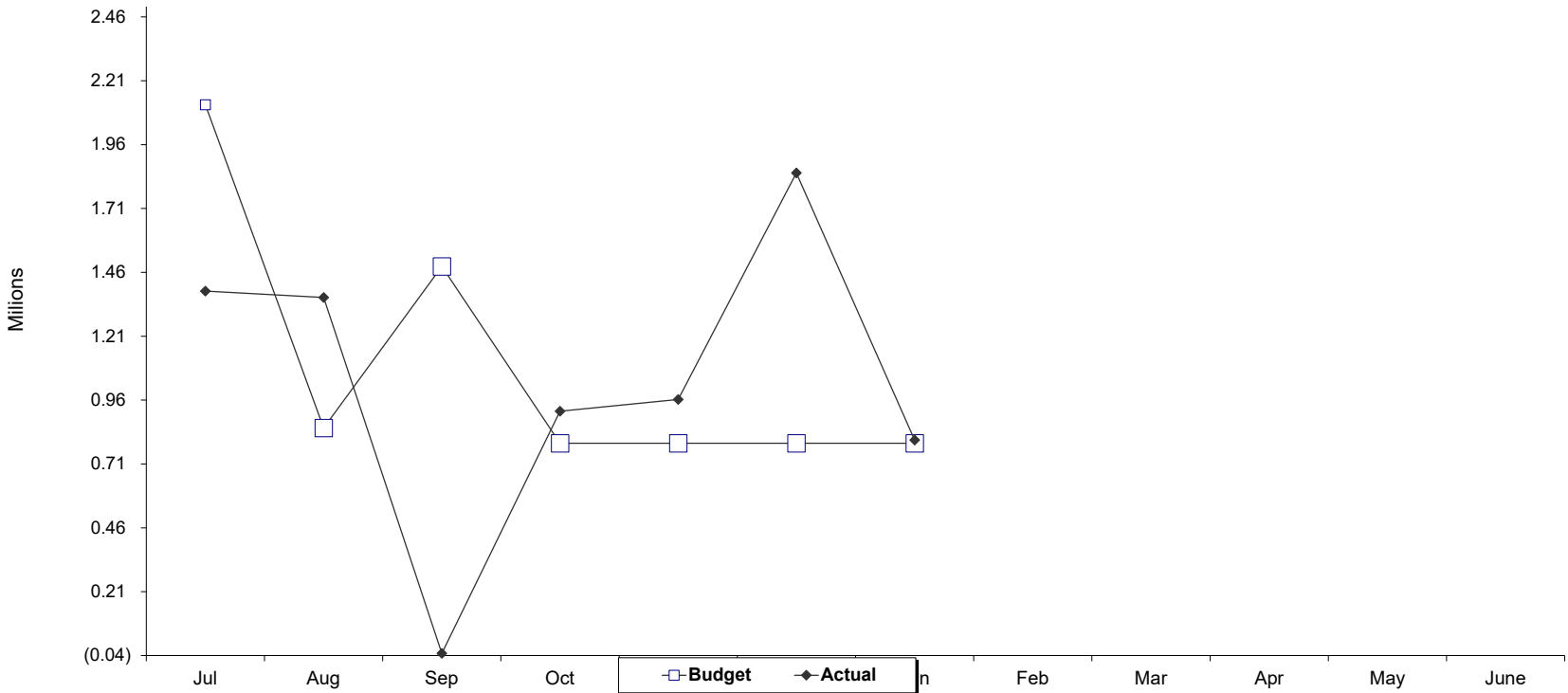
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	14,942,139	14,775,940	14,859,040	11,273,847	11,273,847	11,273,847	11,273,847					
Actual	14,687,367	10,297,742	9,329,172	9,894,653	9,417,603	10,537,814	11,371,089					
CUMULATIVE EXPENSES												
Budget	14,942,139	29,718,079	44,577,120	55,850,966	67,124,813	78,398,660	89,672,506					
Actual	14,687,367	24,985,109	34,314,281	44,208,934	53,626,536	64,164,350	75,535,439					
Variance - F(U)	254,773	4,732,971	10,262,839	11,642,032	13,498,276	14,234,310	14,137,067					
Variance %	1.7%	15.9%	23.0%	20.8%	20.1%	18.2%	15.8%					

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,858,824	1,858,824	1,858,824	1,500,969	1,500,969	1,500,969	1,500,969					
Actual	1,055,479	1,165,787	1,179,597	1,308,562	1,256,126	1,537,890	1,190,500					
CUMULATIVE EXPENSES												
Budget	1,858,824	3,717,648	5,576,472	7,077,441	8,578,409	10,079,378	11,580,347					
Actual	1,055,479	2,221,267	3,400,863	4,709,426	5,965,552	7,503,442	8,693,941					
Variance - F(U)	803,345	1,496,381	2,175,608	2,368,015	2,612,857	2,575,937	2,886,406					
Variance %	43.2%	40.3%	39.0%	33.5%	30.5%	25.6%	24.9%					

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,116,061	850,520	1,483,290	791,040	791,040	791,040	791,040					
Actual	1,386,629	1,361,441	(31,577)	916,322	962,548	1,849,080	803,790					
CUMULATIVE EXPENSES												
Budget	2,116,061	2,966,581	4,449,871	5,240,911	6,031,950	6,822,990	7,614,029					
Actual	1,386,629	2,748,070	2,716,492	3,632,814	4,595,362	6,444,442	7,248,231					
Variance - F(U)	729,432	218,511	1,733,379	1,608,097	1,436,589	378,548	365,798					
Variance %	34.5%	7.4%	39.0%	30.7%	23.8%	5.5%	4.8%					

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

	<u>1/31/2021</u>
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America Checking	33,536,537.71
Bank of America Checking (Restricted)	9,682,066.25
Wells Fargo	0.00
LAIF	74,911,139.43
<u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+ Accrued interest)*	185,502,724.80
MMF - US Bank Custodian Account	10,320,913.17
Debt Service Reserves Held By Trustee	8,357,901.67
	<hr/>
TOTAL	<u><u>322,311,283.03</u></u>

* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary

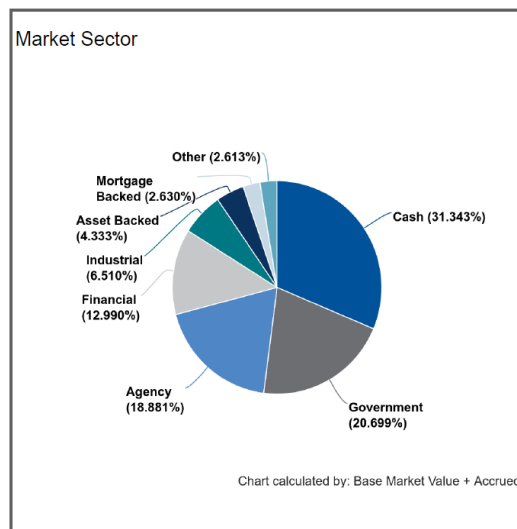
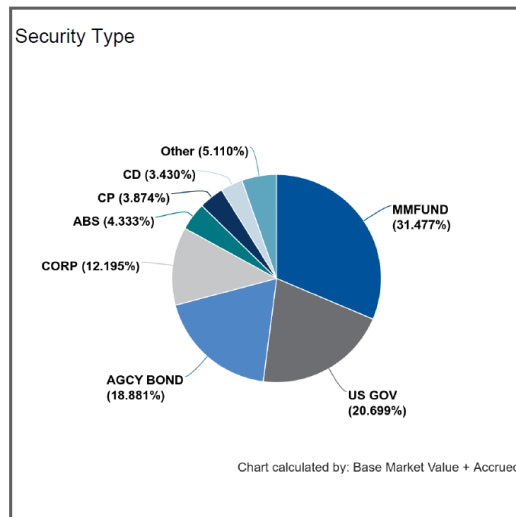
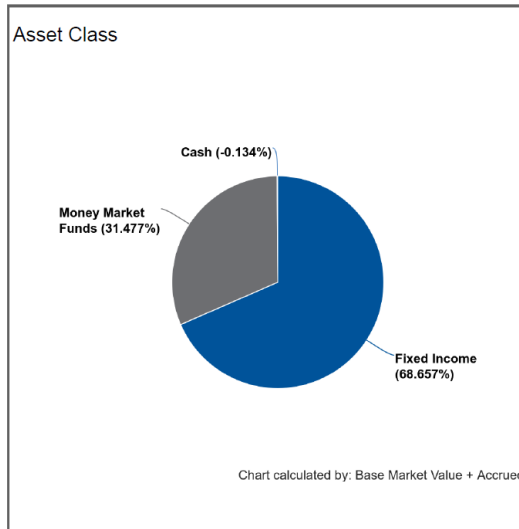
<i>Risk Metric</i>	<i>Value</i>
Cash	-363,400.00
MMFund (incl LAIF)	85,232,052.60
Fixed Income	185,866,124.80
Duration	2.179
Convexity	0.076
WAL	1.603
Years to Final Maturity	1.836
Years to Effective Maturity	1.602
Yield	0.292
Book Yield	0.877
Avg Credit Rating	AA-/Aa3/AA-

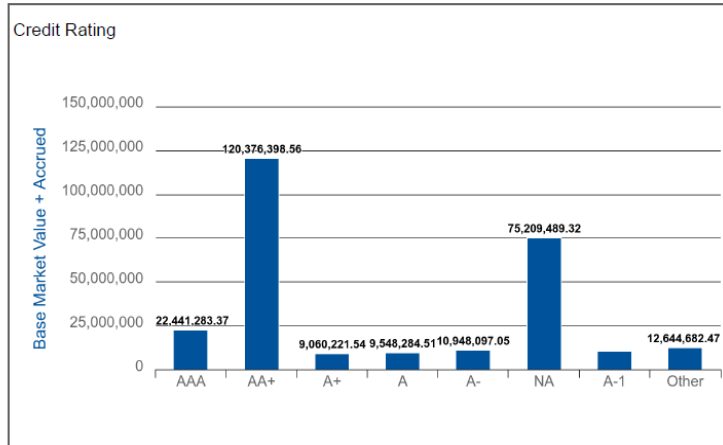
Issuer Concentration

<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	27.665%
Other	23.945%
United States	20.699%
Freddie Mac	15.347%
U.S. Bancorp	4.518%
Federal National Mortgage Association	4.250%
Federal Home Loan Banks	1.915%
Sumitomo Mitsui Trust Holdings, Inc.	1.661%

100.000%

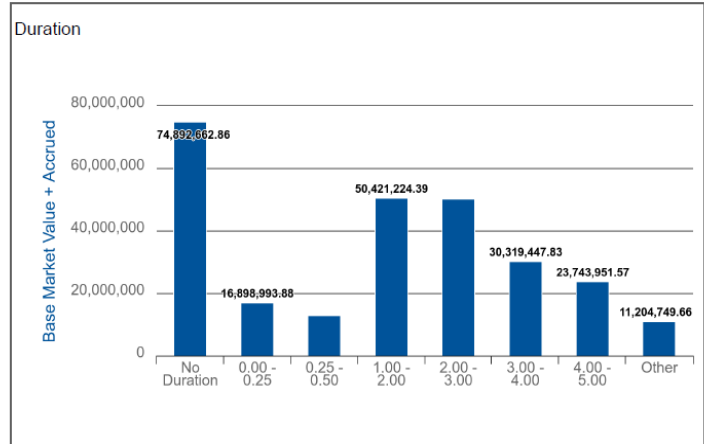
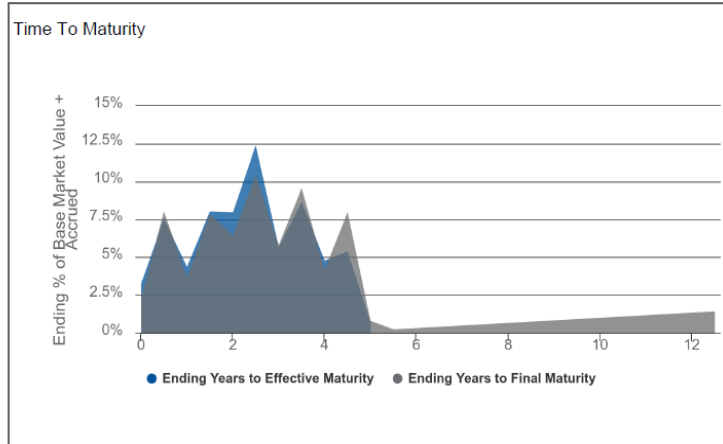
Footnotes: 1,2





Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.039%	2.447%	1.525%	0.278%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.448%	13.801%	14.567%	6.664%	8.288%	0.000%	0.000%	0.000%	0.000%
A	6.276%	2.376%	2.337%	3.319%	0.483%	0.000%	0.000%	0.000%	0.000%
BBB	0.430%	0.000%	0.000%	0.938%	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%	0.000%	0.117%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

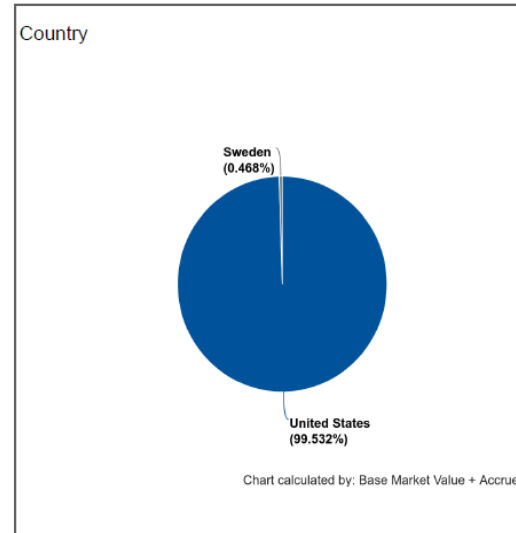
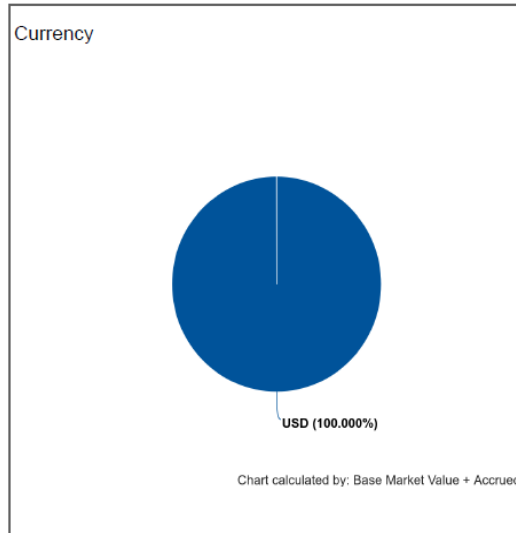
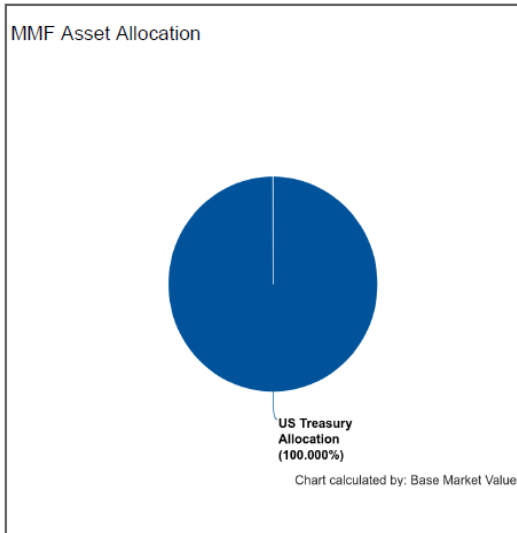
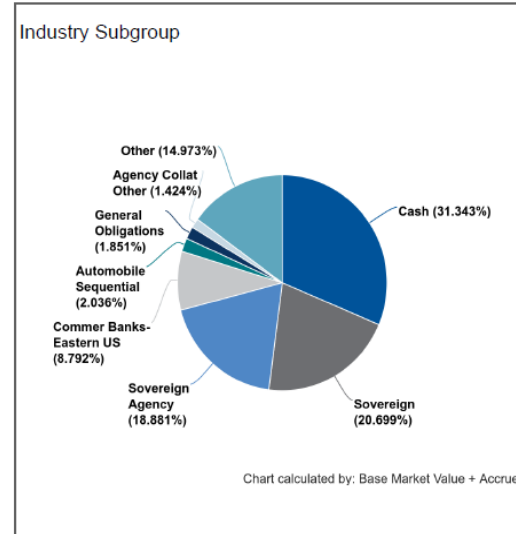
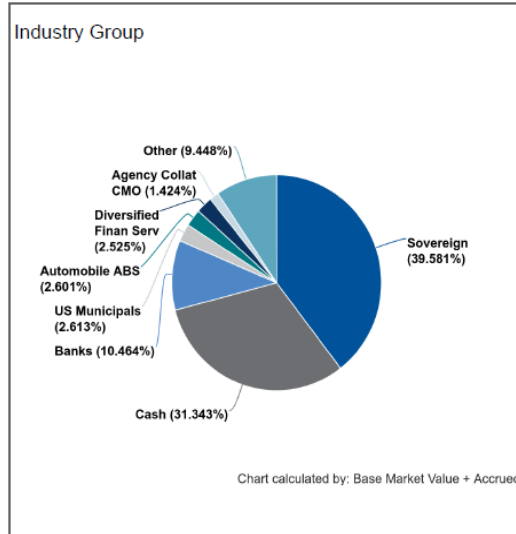
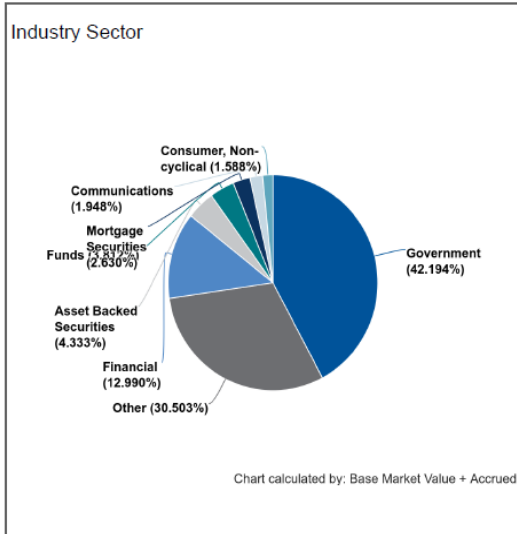


Risk Summary

01/01/2021 - 01/31/2021

SAM Transit District Agg (136232)

Dated: 02/10/2021



clearwater

Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 01/31/2021
Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	---	01/31/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND			8,441,313.06			8,441,313.06	0.00	8,441,313.06	8,441,313.06

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

clearwater

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 01/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	186,207.35	04/30/2018	11/15/2022	186,173.54	241.66	187,465.48	187,707.13
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	316,367.36	316,392.56
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,698,641.99	1,699,910.97
ABS	14313FAD1	CARMX 2018-3 A3	254,258.53	07/25/2018	06/15/2023	254,223.88	353.70	258,367.27	258,720.97
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	452,773.33	452,897.33
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	426,939.04	427,033.49
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	9.63	255,138.34	255,147.97
ABS	36255JAD6	GMCAR 2018-3 A3	201,635.83	07/18/2018	05/16/2023	201,588.81	253.73	204,242.33	204,496.05
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	301,424.28	301,471.03
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	702,422.61	702,553.86
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	400,934.36	400,997.70
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,252,479.20	1,252,690.31
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,655.16	250,711.83
ABS	47788CAC6	JDOT 2018 A3	21,498.33	02/28/2018	04/18/2022	21,496.79	25.42	21,542.07	21,567.48
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	97.78	401,875.01	401,972.79
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	943,306.43	943,490.25
ABS	89238BAD4	TAOT 2018-A A3	89,580.26	01/31/2018	05/16/2022	89,579.23	93.56	89,896.67	89,990.24
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,035,328.17	1,035,476.09
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	484,435.68	484,704.19
ABS			9,603,180.31			9,601,430.54	3,697.45	9,684,234.78	9,687,932.23

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	1,434.38	2,712,730.50	2,714,164.88
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,486.11	1,004,805.00	1,006,291.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	802.08	548,011.75	548,813.83
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	4,048.61	11,019,745.00	11,023,793.61
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,718.75	1,010,063.00	1,011,781.75
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	611.11	1,003,699.00	1,004,310.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	2,085.42	1,295,326.50	1,297,411.92
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,316.67	1,201,432.80	1,202,749.47
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	527.08	1,151,831.95	1,152,359.03
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	8,684.03	1,534,616.65	1,543,300.68
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	2,704.86	477,995.35	480,700.21
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	1,312.50	921,523.50	922,836.00
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	851.04	954,669.25	955,520.29
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	243.06	1,002,225.00	1,002,468.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	166.67	1,596,486.40	1,596,653.07
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,777.78	2,505,537.50	2,508,315.28
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,122.92	1,102,187.90	1,103,310.82
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,531.25	1,502,983.50	1,504,514.75
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,706.25	1,295,247.20	1,296,953.45
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	437.50	1,198,107.60	1,198,545.10
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	776.39	1,302,028.00	1,302,804.39
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	3,166.67	8,010,560.00	8,013,726.67
AGCY BOND			44,250,000.00			44,190,770.95	39,511.11	44,351,813.35	44,391,324.46

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(330,000.00)	---	01/31/2021	(330,000.00)	0.00	(330,000.00)	(330,000.00)
CASH	CCYUSD	RECEIVABLE	21,600.00	---	01/31/2021	21,600.00	0.00	21,600.00	21,600.00
CASH			(308,400.00)			(308,400.00)	0.00	(308,400.00)	(308,400.00)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	21,295.75	925,945.20	947,240.95
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	950,000.00	08/07/2020	02/01/2022	950,000.00	2,442.56	951,680.55	954,123.11
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	3,283.83	982,235.40	985,519.23
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	7,762.29	974,789.30	982,551.59
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	7,290.00	1,516,983.00	1,524,273.00
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	7,804.25	974,937.50	982,741.75
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	3,535.00	903,823.20	907,358.20
CD			7,100,000.00			7,100,000.00	53,413.68	7,230,394.15	7,283,807.83

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	5,185.00	971,299.80	976,484.80
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	6,243.75	905,757.30	912,001.05
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	2,040.00	954,813.60	956,853.60
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	2,500.00	1,022,503.00	1,025,003.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	2,500.00	1,022,503.00	1,025,003.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,750.00	715,752.10	717,502.10
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	11,250.00	959,948.10	971,198.10
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	15,500.00	903,152.00	918,652.00
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	743.75	100,501.40	101,245.15
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	1,798.10	252,253.75	254,051.85
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	14,116.67	1,461,720.40	1,475,837.07
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	2,121.88	396,960.75	399,082.63
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	2,829.17	529,281.00	532,110.17
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	1,000,000.00	12/22/2020	08/15/2025	1,138,460.00	17,868.06	1,130,462.00	1,148,330.06
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	314.17	729,495.73	729,809.89
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	385.31	225,245.93	225,631.24
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	3,108.00	927,898.20	931,006.20
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	13,228.13	933,827.85	947,055.98
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	828.13	460,069.20	460,897.33
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	326.67	179,871.13	180,197.79
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	6,973.26	987,923.05	994,896.31
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	8,328.38	944,981.10	953,309.48
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	2,213.75	985,575.60	987,789.35
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	2,356.00	362,973.24	365,329.24
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	11,660.00	900,191.70	911,851.70
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	780.00	505,555.20	506,335.20
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	8,719.55	960,443.10	969,162.65
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	9,621.00	929,175.30	938,796.30
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	4,108.33	376,269.00	380,377.33
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	5,642.11	516,742.76	522,384.87
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	700.00	979,747.20	980,447.20
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,859.38	333,911.50	337,770.88
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	652.85	394,966.43	395,619.27
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	3,533.33	601,350.00	604,883.33
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	3,602.08	573,854.91	577,456.99
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,780.00	469,024.65	472,804.65
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	1,176.00	145,918.78	147,094.78
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	1,134.00	140,707.40	141,841.40
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	7,144.27	727,494.73	734,639.00
CORP	91159HHX1	U.S. BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	120.00	1,909,807.20	1,909,927.20
CORP			27,240,000.00			28,182,409.10	190,741.05	28,529,929.06	28,720,670.11

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
CP	62479LWH4	MUFG Bank Ltd. (New York Branch)	4,500,000.00	12/22/2020	09/17/2021	4,491,257.50	0.00	4,493,686.50	4,493,686.50
CP	63873JWH9	NATIXIS, NEW YORK BRANCH	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,497,991.50	1,497,991.50
CP	86563GTE2	SUMITOMO MITSUI TRUST BANK LTD. (NEW YORK BRANCH)	4,500,000.00	12/17/2020	06/14/2021	4,494,406.25	0.00	4,496,166.00	4,496,166.00
CP			10,500,000.00			10,483,207.08	0.00	10,487,844.00	10,487,844.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	710,866.00	712,524.58
FHLMC	3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	463,131.00	464,289.75
FHLMC	3137F62S5	FHMS K-J31 A1	527,122.22	10/29/2020	05/25/2026	527,111.67	249.94	527,818.02	528,067.96
FHLMC	3137FKK39	FHMS K-P05 A	60,195.14	12/17/2018	07/25/2023	60,194.96	160.67	61,730.11	61,890.78
FHLMC	3137FQ3V3	FHMS K-J27 A1	275,337.64	11/26/2019	07/25/2024	275,331.03	480.01	284,470.59	284,950.59
FHLMC			1,962,654.99			1,998,665.00	3,707.95	2,048,015.72	2,051,723.67

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	2,333,577.26	12/29/2020	09/25/2033	2,366,575.51	1,944.65	2,334,208.96	2,336,153.61
FHLMC CMO	3137F7DH5	FHR 5048 B	1,247,278.75	11/30/2020	05/25/2033	1,263,064.61	1,039.40	1,253,495.83	1,254,535.23
FHLMC CMO			3,580,856.01			3,629,640.12	2,984.05	3,587,704.80	3,590,688.84

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	437,168.90	12/15/2016	05/25/2021	446,014.74	975.80	438,773.31	439,749.11
FNMA	3136B1XP4	FNA 2018-M5 A2	85,528.83	04/30/2018	09/25/2021	87,230.08	253.74	86,397.80	86,651.54
FNMA			522,697.73			533,244.82	1,229.54	525,171.11	526,400.65

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,454,969.25	---	01/31/2021	1,454,969.25	0.00	1,454,969.25	1,454,969.25
MMFUND			1,454,969.25			1,454,969.25	0.00	1,454,969.25	1,454,969.25

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	313.86	260,301.45	260,615.31
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,416.15	241,569.00	243,985.15
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	366.92	359,954.00	360,320.92
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	681.42	668,486.00	669,167.42
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	262.08	257,110.00	257,372.08
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	956.59	552,260.50	553,217.09
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,870.00	751,665.00	753,535.00
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,105.65	408,713.85	409,819.50
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	0.00	333,329.70	333,329.70
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	1,469.33	1,611,152.00	1,612,621.33
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,031.55	573,240.50	574,272.05
MUNI			5,945,000.00			5,948,878.00	10,473.55	6,017,782.00	6,028,255.55

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	3,897.79	2,154,109.38	2,158,007.17
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	11,082.87	6,124,937.50	6,136,020.37
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	5,635.36	3,114,375.00	3,120,010.36
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	5,793.23	1,645,125.00	1,650,918.23
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	8,156.25	2,999,687.50	3,007,843.75
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	2,671.88	982,656.25	985,328.13
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	4,781.25	1,758,437.50	1,763,218.75
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	832.93	351,476.56	352,309.50
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	12,315.44	3,068,460.94	3,080,776.37
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	9,601.86	2,392,359.38	2,401,961.24
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	18,766.98	2,558,203.13	2,576,970.11
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	17,822.86	3,781,515.63	3,799,338.48
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	8,839.78	5,300,781.25	5,309,621.03
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	2,607.73	1,563,730.47	1,566,338.20
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	1,149.17	689,101.56	690,250.73
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	795.58	477,070.31	477,865.89
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	2,386.74	1,431,210.94	1,433,597.68
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	1,314.92	898,078.13	899,393.04
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	552.49	2,487,500.00	2,488,052.49
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	247.25	1,497,656.25	1,497,903.50
US GOV			43,740,000.00			43,365,096.90	119,252.37	45,276,472.66	45,395,725.02

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
			155,590,958.29			156,179,911.76	425,010.75	158,885,930.87	159,310,941.62

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

clearwater

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 01/31/2021
 Base Currenc USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	52,997.48	04/30/2018	11/15/2022	52,987.85	68.78	53,355.56	53,424.34
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,390.67	90,397.87
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	486,057.20	486,420.31
ABS	14313FAD1	CARMX 2018-3 A3	66,591.52	07/25/2018	06/15/2023	66,582.45	92.64	67,667.62	67,760.26
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,801.18	130,837.01
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	100,456.25	100,478.47
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	1.70	45,024.41	45,026.11
ABS	36255JAD6	GMCAR 2018-3 A3	60,490.75	07/18/2018	05/16/2023	60,476.64	76.12	61,272.70	61,348.82
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,308.59	65,318.72
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	85,198.55	85,212.01
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	275,545.42	275,591.87
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,157.24	60,170.84
ABS	47788CAC6	JDOT 2018 A3	6,034.62	02/28/2018	04/18/2022	6,034.19	7.13	6,046.90	6,054.03
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	26.89	110,515.63	110,542.52
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,351.75	100,371.30
ABS	89238BAD4	TAOT 2018-A A3	24,883.41	01/31/2018	05/16/2022	24,883.12	25.99	24,971.30	24,997.29
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,775.95	150,797.49
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,483.07	127,553.73
ABS			2,020,997.77			2,020,628.10	922.99	2,041,379.99	2,042,302.98

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	276.25	522,451.80	522,728.05
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	408.68	276,321.38	276,730.06
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	167.71	114,584.28	114,751.98
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	472.66	277,767.33	278,239.98
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	168.06	276,017.23	276,185.28
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	441.15	274,011.38	274,452.52
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	301.74	275,328.35	275,630.09
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	114.58	250,398.25	250,512.83
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	797.22	140,882.84	141,680.06
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	2,619.44	462,900.76	465,520.20
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	364.58	255,978.75	256,343.33
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	246.35	276,351.63	276,597.98
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	66.84	275,611.88	275,678.72
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	36.46	349,231.40	349,267.86
AGCY BOND	3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	888.89	801,772.00	802,660.89
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	347.08	340,676.26	341,023.34
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	469.58	460,914.94	461,384.52
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	721.88	547,989.20	548,711.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	94.79	259,589.98	259,684.77
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	164.24	275,429.00	275,593.24
AGCY BOND			6,695,000.00			6,677,474.68	9,168.18	6,714,208.61	6,723,376.78

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(55,000.00)	---	01/31/2021	(55,000.00)	0.00	(55,000.00)	(55,000.00)
CASH			(55,000.00)			(55,000.00)	0.00	(55,000.00)	(55,000.00)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	5,915.49	257,207.00	263,122.49
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	08/07/2020	02/01/2022	200,000.00	514.22	200,353.80	200,868.02
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	950.58	284,331.30	285,281.88
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	2,246.98	282,175.85	284,422.83
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	2,065.50	429,811.85	431,877.35
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	2,259.13	282,218.75	284,477.88
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	981.94	251,062.00	252,043.94
CD			1,950,000.00			1,950,000.00	14,933.84	1,987,160.55	2,002,094.39

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	1,734.38	251,599.25	253,333.63
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	566.67	265,226.00	265,792.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	687.50	281,188.33	281,875.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	3,125.00	266,652.25	269,777.25
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	185.94	25,125.35	25,311.29
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	539.43	75,676.13	76,215.55
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	565.83	105,856.20	106,422.03
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	86.67	201,240.20	201,326.87
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	211.63	117,573.24	117,784.87
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	93.33	51,391.75	51,485.08
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,981.88	280,778.13	282,760.01
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	614.93	273,771.00	274,385.93
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	654.44	100,825.90	101,480.34
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	3,238.89	250,053.25	253,292.14
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	2,672.50	258,104.25	260,776.75
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	244.88	100,581.40	100,826.28
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	1,095.56	100,338.40	101,433.96
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	1,643.33	150,507.60	152,150.93
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	194.44	272,152.00	272,346.44
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,187.50	102,742.00	103,929.50
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	971.67	165,371.25	166,342.92
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	1,011.11	161,082.08	162,093.19
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	1,050.00	130,284.63	131,334.63
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	420.00	52,113.85	52,533.85
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	210.00	26,056.93	26,266.93
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,970.83	200,688.20	202,659.03
CORP			4,135,000.00			4,147,848.45	26,958.33	4,266,979.55	4,293,937.88

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	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	191,387.00	191,833.54
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	133,793.40	134,128.15
FHLMC	3137F62S5	FHMS K-J31 A1	124,321.28	10/29/2020	05/25/2026	124,318.79	58.95	124,485.38	124,544.33
FHLMC	3137FKK39	FHMS K-P05 A	17,100.89	12/17/2018	07/25/2023	17,100.84	45.65	17,536.96	17,582.61
FHLMC	3137FQ3V3	FHMS K-J27 A1	71,516.27	11/26/2019	07/25/2024	71,514.55	124.68	73,888.46	74,013.14
FHLMC			517,938.44			527,709.19	1,010.56	541,091.21	542,101.77

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 CMC	3137F7DH5	FHR 5048 B	263,847.43	11/30/2020	05/25/2033	267,186.75	219.87	265,162.58	265,382.45
FHLMC CMO			263,847.43			267,186.75	219.87	265,162.58	265,382.45

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	3136AJ7G5	FNA 2014-M6 A2	120,221.45	12/15/2016	05/25/2021	122,654.05	268.35	120,662.66	120,931.01
FNMA	3136B1XP4	FNA 2018-M5 A2	23,520.43	04/30/2018	09/25/2021	23,988.27	69.78	23,759.40	23,829.17
FNMA			143,741.88			146,642.33	338.12	144,422.06	144,760.18

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	424,630.86	---	01/31/2021	424,630.86	0.00	424,630.86	424,630.86
MMFUND			424,630.86			424,630.86	0.00	424,630.86	424,630.86

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	67.70	56,143.45	56,211.15
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	630.30	63,018.00	63,648.30
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	57.66	56,564.20	56,621.86
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	78.63	77,133.00	77,211.63
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	136.28	133,697.20	133,833.48
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	200.01	115,472.65	115,672.66
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	232.05	85,779.45	86,011.50
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	0.00	55,554.95	55,554.95
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	252.54	276,916.75	277,169.29
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	224.25	124,617.50	124,841.75
MUNI			1,030,000.00			1,030,886.10	1,879.42	1,044,897.15	1,046,776.57

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	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	1,488.95	175,246.09	176,735.04
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	1,314.92	726,687.50	728,002.42
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	3,005.52	1,661,000.00	1,664,005.52
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	1,596.69	882,406.25	884,002.94
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	653.50	185,578.13	186,231.63
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	562.50	206,875.00	207,437.50
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	1,546.88	568,906.25	570,453.13
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	3,548.52	884,132.81	887,681.33
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	2,609.20	650,097.66	652,706.86
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	5,254.76	716,296.88	721,551.63
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	6,262.09	1,328,640.63	1,334,902.71
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	1,856.35	1,113,164.06	1,115,020.42
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	751.38	450,566.41	451,317.79
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	220.99	132,519.53	132,740.53
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	309.39	185,527.34	185,836.74
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	795.58	477,070.31	477,865.89
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	386.74	264,140.63	264,527.37
US GOV			10,210,000.00			10,138,744.92	32,163.96	10,608,855.47	10,641,019.43

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			27,336,156.37			27,276,751.37	87,595.27	27,983,788.02	28,071,383.29

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

clearwater

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 01/01/2021 - 01/31/2021
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	477,984.47	0.000	Buy	---	---	01/31/2021	477,984.47	0.00	(477,984.47)
31846V534	FIRST AMER:US TRS MM Y	(256,084.01)	0.000	Sell	01/27/2021	01/27/2021	01/31/2021	(256,084.01)	0.00	256,084.01
31846V534	FIRST AMER:US TRS MM Y	106,836.84	0.000	Buy	---	---	01/31/2021	106,836.84	0.00	(106,836.84)
31846V534	FIRST AMER:US TRS MM Y	(44,991.11)	0.000	Sell	01/27/2021	01/27/2021	01/31/2021	(44,991.11)	0.00	44,991.11
14316NAC3	CARMX 2021-1 A3	255,000.00	0.340	Buy	01/20/2021	01/27/2021	12/15/2025	254,949.61	0.00	(254,949.61)
14316NAC3	CARMX 2021-1 A3	45,000.00	0.340	Buy	01/20/2021	01/27/2021	12/15/2025	44,991.11	0.00	(44,991.11)
3137F62S5	FHMS K-J31 A1	(935.91)	0.569	Principal Paydown	01/01/2021	01/01/2021	05/25/2026	(935.91)	0.00	935.91
3137F62S5	FHMS K-J31 A1	(220.73)	0.569	Principal Paydown	01/01/2021	01/01/2021	05/25/2026	(220.73)	0.00	220.73
3137F7DH5	FHR 5048 B	(31,983.87)	1.000	Principal Paydown	01/01/2021	01/01/2021	05/25/2033	(31,983.87)	0.00	31,983.87
3133Q5GZ3	FHS 370 A3	(66,422.74)	1.000	Principal Paydown	01/01/2021	01/01/2021	09/25/2033	(66,422.74)	0.00	66,422.74
3137F7DH5	FHR 5048 B	(6,765.82)	1.000	Principal Paydown	01/01/2021	01/01/2021	05/25/2033	(6,765.82)	0.00	6,765.82
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	1.047	Buy	01/22/2021	02/04/2021	01/01/2026	330,000.00	0.00	(330,000.00)
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	1.047	Buy	01/22/2021	02/04/2021	01/01/2026	55,000.00	0.00	(55,000.00)
3137FQ3V3	FHMS K-J27 A1	(497.45)	2.092	Principal Paydown	01/01/2021	01/01/2021	07/25/2024	(497.45)	0.00	497.45
3137FQ3V3	FHMS K-J27 A1	(129.21)	2.092	Principal Paydown	01/01/2021	01/01/2021	07/25/2024	(129.21)	0.00	129.21
89238BAD4	TAOT 2018-A A3	(21,523.75)	2.350	Principal Paydown	01/15/2021	01/15/2021	05/16/2022	(21,523.75)	0.00	21,523.75
89238BAD4	TAOT 2018-A A3	(5,978.82)	2.350	Principal Paydown	01/15/2021	01/15/2021	05/16/2022	(5,978.82)	0.00	5,978.82
47788CAC6	JDOT 2018 A3	(13,765.01)	2.660	Principal Paydown	01/15/2021	01/15/2021	04/18/2022	(13,765.01)	0.00	13,765.01
47788CAC6	JDOT 2018 A3	(3,863.86)	2.660	Principal Paydown	01/15/2021	01/15/2021	04/18/2022	(3,863.86)	0.00	3,863.86
3136AJ7G5	FNA 2014-M6 A2	(29,140.02)	2.679	Principal Paydown	01/01/2021	01/01/2021	05/25/2021	(29,140.02)	0.00	29,140.02
3136AJ7G5	FNA 2014-M6 A2	(8,013.51)	2.679	Principal Paydown	01/01/2021	01/01/2021	05/25/2021	(8,013.51)	0.00	8,013.51
02004VAC7	ALLYA 2018-2 A3	(31,841.33)	2.920	Principal Paydown	01/15/2021	01/15/2021	11/15/2022	(31,841.33)	0.00	31,841.33
02004VAC7	ALLYA 2018-2 A3	(9,062.53)	2.920	Principal Paydown	01/15/2021	01/15/2021	11/15/2022	(9,062.53)	0.00	9,062.53
36255JAD6	GMCAR 2018-3 A3	(20,244.99)	3.020	Principal Paydown	01/16/2021	01/16/2021	05/16/2023	(20,244.98)	0.00	20,244.98
36255JAD6	GMCAR 2018-3 A3	(6,073.50)	3.020	Principal Paydown	01/16/2021	01/16/2021	05/16/2023	(6,073.50)	0.00	6,073.50
14313FAD1	CARMX 2018-3 A3	(21,650.98)	3.130	Principal Paydown	01/15/2021	01/15/2021	06/15/2023	(21,650.98)	0.00	21,650.98
14313FAD1	CARMX 2018-3 A3	(5,670.50)	3.130	Principal Paydown	01/15/2021	01/15/2021	06/15/2023	(5,670.50)	0.00	5,670.50
3137FKK39	FHMS K-P05 A	(81.27)	3.203	Principal Paydown	01/01/2021	01/01/2021	07/25/2023	(81.28)	0.00	81.28
3137FKK39	FHMS K-P05 A	(23.09)	3.203	Principal Paydown	01/01/2021	01/01/2021	07/25/2023	(23.09)	0.00	23.09
3136B1XP4	FNA 2018-M5 A2	(132,720.64)	3.560	Principal Paydown	01/01/2021	01/01/2021	09/25/2021	(132,720.64)	0.00	132,720.64
3136B1XP4	FNA 2018-M5 A2	(36,498.17)	3.560	Principal Paydown	01/01/2021	01/01/2021	09/25/2021	(36,498.17)	0.00	36,498.17
---	---	515,638.49						515,579.21	0.00	(515,579.21)

* 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 payout.

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 JANUARY 2021

BUDGET AMENDMENTS

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

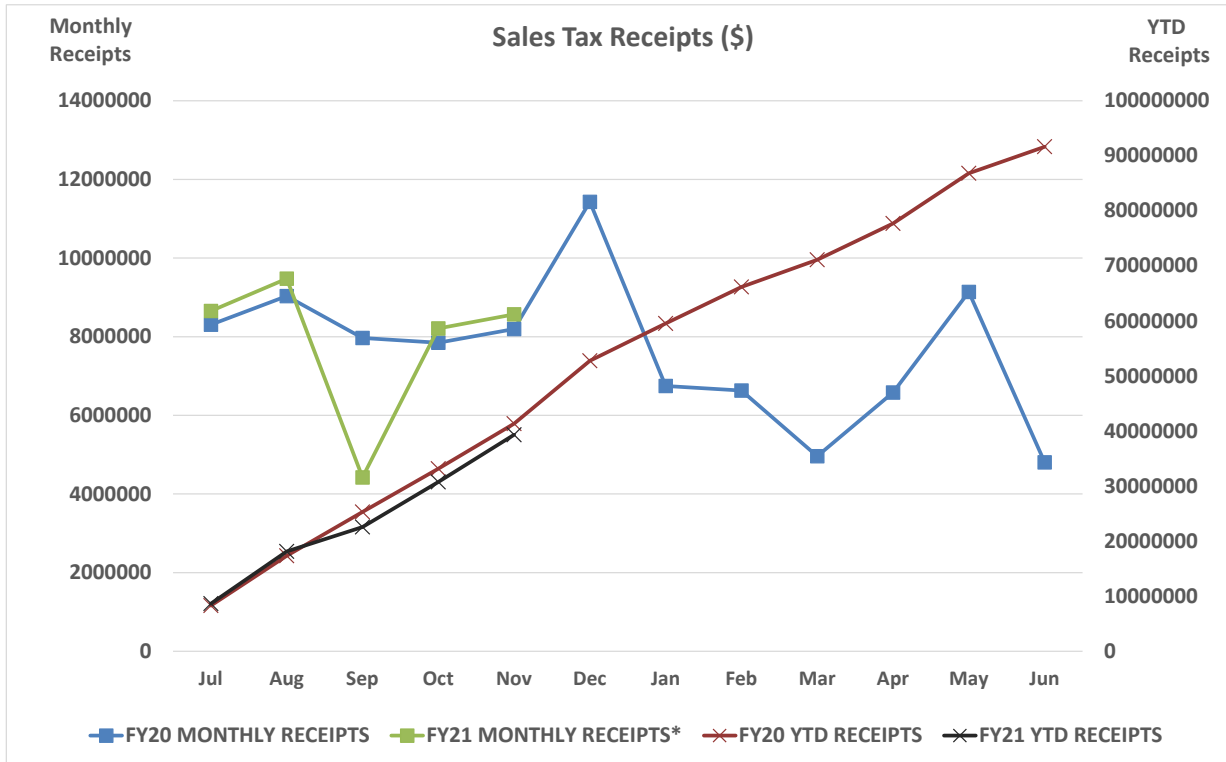
BUDGET REVISIONS

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

BUDGET TRANSFERS

	Amount	From	Amount	To	Justification

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



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

San Mateo County Transit District
 Monthly Sales Tax Receipts
 FY2021
 January 2021

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
Jul	\$8,304,089	8,652,560	4.2%	\$8,304,089	8,652,560	4.2%
Aug	9,033,753	9,475,233	4.9%	17,337,842	18,127,793	4.6%
Sep	7,968,941	4,423,442	(44.5%)	25,306,783	22,551,235	(10.9%)
Oct	7,849,372	8,212,521	4.6%	33,156,155	30,763,756	(7.2%)
Nov	8,194,769	8,570,674	4.6%	41,350,924	39,334,430	(4.9%)
Dec	11,430,057		(100.0%)	52,780,982		(100.0%)
Jan	6,746,535		(100.0%)	59,527,516		(100.0%)
Feb	6,631,567		(100.0%)	66,159,083		(100.0%)
Mar	4,960,039		(100.0%)	71,119,122		(100.0%)
Apr	6,579,611		(100.0%)	77,698,734		(100.0%)
May	9,136,069		(100.0%)	86,834,803		(100.0%)
Jun	4,806,110		(100.0%)	91,640,913		(100.0%)
Total	<u>\$91,640,913</u>	<u>39,334,430</u>				

BOD ITEM #3 (c)
MARCH 3, 2021

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
Executive Director

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 2nd QUARTER
FISCAL YEAR 2021**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Gordon Hail, Cost Engineer

650-508-7795



Capital Projects

Quarterly Status Report

2nd Quarter FY2021: October 01 – December 31, 2020

Prepared for the March 03, 2021 SamTrans Board Meeting



San Mateo County Transit District



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SamTrans - Capital Program - Budget Status Summary

2nd Quarter FY2021 - October 01, 2020 to December 31, 2020

All Costs in \$1,000's

Programs					
	FY2017	FY2018	FY2019	FY2020	FY2021
1. Revenue Vehicles Replacement	\$7,725	\$0	\$0	\$0	\$0
2. Revenue & Non Revenue Vehicle Support	\$1,451	\$5,321	\$2,625	\$3,546	\$1,068
3. Information Technology	\$2,627	\$2,878	\$3,100	\$500	\$3,529
4. Development	\$1,942	\$1,552	\$750	\$250	\$0
5. Facilities/Construction	\$2,835	\$7,282	\$1,730	\$10,612	\$7,052
6. Safety and Security	\$1,451	\$0	\$0	\$150	\$0
7. Contingency	\$250	\$250	\$200	\$250	\$250
Total Board Approved Budget by FY ⁽¹⁾	\$18,281	\$17,283	\$8,405	\$15,308	\$11,899

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

Active Projects

- Bus Stop Improvement Program
- Central Roof Replacement Project
- Non-Revenue Service Support Vehicles Project
- North Base Bus Washer Replacement
- Procurement of 10 Electric Buses Project
- Purchase a New Bus Simulator
- Replace & Upgrade Servers & Out of Warranty Equipment Project
- Replace Paratransit Vehicles
- South Base Natural Gas Line Replacement
- Traffic Signal Priority Project
- Wi-Fi at Bases for Video Review Project

Projects Completed Within the Last Three Years

- Central Office Sanitary Sewer Pump Replacement Project
- Facilities Smaller Projects - FY2012
- Lighting Upgrade at North Base and South Bases Project
- Linda Mar Park-n-Ride Lot Repaving Project
- Major Bus Components - FY2012
- Non-Revenue Service Support Vehicles Project
- North and South Base Industrial Waste Line Replacement Project
- Redi-Wheels (3) Expansion Vehicles Project
- Replace 50 2003 Gillig low-floor buses Project
- Replacement of 55 - 2002 NABI Buses Project
- San Carlos Transit Center Project

Note:

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

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SamTrans Quarterly Report TRAFFIC LIGHT REPORT

The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q1 FY21	Q2 FY21	Q1 FY21	Q2 FY21	Q1 FY21	Q2 FY21	Q1 FY21	Q2 FY21		
<u>Vehicle Replacement Projects:</u>										
021502 - Major Bus Components Project										5
100113 - Procurement of 10 Electric Buses Project										6
100354 - MB-2000 Bus Simulator System										7
100460 - FY2020 Purchase 14 Revenue Para Transit Vehicles (Vans)										8
100461 - FY2020 13 Paratransit (Cutaway) Revenue Vehicles										9
<u>Information Technology Projects:</u>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										11
100016 - Wi-Fi at Bases for Video Review Project										12
100247 - FY2018 Tech Refresh										13
100348 - Upgrade Current District Website										14
<u>Facilities / Construction Projects:</u>										
100058 - Facility Smaller Projects										15
100252 - Central Roof Replacement										16
100255 - Traffic Signal Priority Project										17
100469 - North Base Bus Washer Replacement										18
100470 - N & S Bases IW Line to Brake Pit Replacement										18
100474 - South Base Bus Washer Walls Rehab										19
100511 - South Base Natural Gas Line Replacement										19



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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SamTrans - Major Capital Project - Quarterly Report - Q2 FY2021 October 01, 2020 to December 31, 2020

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:

021502	Major Bus Components PM - David Harbour	<p>Scope: The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Purchased major bus components and replacement parts.</p> <p>Next Quarter: (1) Continue to purchase major bus components and replacement parts, as needed.</p>	\$7,327,336	\$7,327,336	\$0	\$7,327,336	\$6,066,930	\$1,260,406	\$7,327,336	\$0	82.8%	82.8%	07/01/15 / 07/01/15A	12/31/21 / 12/31/21
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(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100113	Procurement of 10 Electric Buses PM - David Harbour	<p>Scope: Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p>Issues: None.</p> <p>Key Activities</p> <p>This Quarter: (1) Continued weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses). (2) Continued corresponding with Resident Inspector about production in 2020. (3) Proterra continued re-delivery of remaining buses. (4) Continued in-service testing of re-delivered buses.</p> <p>Next Quarter: (1) Continue weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses). (2) Continue corresponding with Resident Inspector about production in 2020. (3) Proterra to continue re-delivery of remaining buses. (4) Continue in-service testing of re-delivered buses.</p> <p>Note: Schedule has been delayed due to Covid-19 impact and technical issues with the buses.</p>	\$10,926,668	\$10,926,668	\$0	\$10,926,668	\$3,227,539	\$7,699,129	\$10,926,668	\$0	29.5%	66.0%	02/01/18 / 02/01/18A	11/30/20 / 09/30/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100354	MB-2000 Bus Simulator System PM - David Harbour	<p>Scope: The replacement of the outdated MB-2000 Bus Simulator aquired in 2005. SamTrans has benefited in training awareness from the MB-2000 Bus Simulator technology but is at the end of its life span and can no longer be upgraded. The older Simulator lacks the ability to adapt to the changing advances as a multi functioning training tool. A new simulator gives us the flexibility to manage larger classes in the training room environment and frees up buses in service. Also a primary reason for the simulator is to reduce preventable collisions and incidents. Reducing Risk in a hazards environments. The Simulator has shown positive results in the preventing preventable and at fault collisions.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Received the simulator system. (2) Scheduled simulator systm training.</p> <p>Next Quarter: (1) Conduct simulator system training. (2) Project completes.</p> <p>Note: Project schedule was rebaselined this period.</p>	\$310,000	\$310,000	\$165,320	\$475,320	\$4,673	\$470,647	\$475,320	\$0	1.0%	1.0%	12/01/19 / 12/01/19A	01/31/21 / 01/31/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100460	FY2020 - Purchase 14 Revenue Para Transit Vehicles (Vans) PM - David Harbour	<p>Scope: The project scope is to procure and replace fourteen revenue Para Transit vans which have exceeded their useful service life. This procurement will also continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets and will improve customer service and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El Dorado will mitigate overall repair costs. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. The new replacement vehicles will be part of the phase 2 standards and will lessen the overall carbon footprint and day to day fuel cost in the replacement sub-fleet.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Completed Kickoff meeting with VTC inspection group. (2) Obtained technical specifications and quotes for camera system for post-delivery installation. (3) Identified Vendor for cameras/install procurement. (4) Coordinated for complete Post-Delivery Buy America audit report and inspection documents. (5) Received all 14 minivans from Creative after painting from Classic Graphics for acceptance. (6) Issued PO to Creative Bus Sales for order of 14 Braun Entervan minivans.</p> <p>Next Quarter: (1) Obtain final complete Post-Delivery Buy America audit report from VTC and MFG. (2) Perform acceptance inspections. (3) Coordinate AngelTrax for delivery of cameras, installation, and training. (4) Continue coordination with Creative on outstanding spec issues. 1) reupholster driver's seat to vinyl from fabric; 2) farebox stanchion; 3) remove middle seats and patch holes; and 4) add grab handles.</p>	\$942,034	\$942,034	\$0	\$942,034	\$30,720	\$911,314	\$942,034	\$0	3.3%	70.0%	03/05/20 / 03/05/20A	12/31/20 / 12/31/20

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100461	FY2020 - 13 Para Transit (Cutaway) Revenue Vehicles PM - David Harbour	<p>Scope: The project scope is to procure and replace 13 Para Transit (cutaway) revenue vehicles that have exceeded useful service life. This will continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets which in turn will improve customer service, and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El dorado will also mitigate overall repair costs for that period. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. These new replacement vehicles will be part of the phase 2 standards and help to decrease the overall carbon footprint and day to day fuel costs associated with this sub-fleet.</p> <p>Issues: Retrofit requirement and parts shortage delaying delivery. Pushed completed timeline back until end of calendar year.</p> <p>Key Activities: This Quarter: (1) Received all 13 vehicles. (2) Continued coordination of post-delivery acceptance and defective cameras. (3) Accepted and placed (7) vehicles into service. (4) Paid (7) invoices. (5) Continued coordination of post-delivery acceptance and defective Apollo cameras on Buses 287, 288, 289.</p> <p>Next Quarter: (1) Expecting last vehicle for delivery. (2) Coordinate for post-delivery acceptance. *Note: Cradlepoint router and antenna missing for wifi connectivity; external microphone for audio recording (3) Coordinate with Creative Bus Sales regarding remaining bus and Apollo to come out for router, antenna, and external microphone installation. (4) Continue to go through acceptance and put vehicles into service. (5) Work on any defective items on vehicles.</p>	\$1,755,886	\$1,755,886	\$0	\$1,755,886	\$1,470,393	\$285,493	\$1,755,886	\$0	83.7%	79.0%	02/07/20 / 02/07/20A	08/31/20 / 12/31/20

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

INFORMATION TECHNOLOGY PROJECTS:

021505	Replace & Upgrade Servers & Out of Warranty Equipment Project PM - Ed Kelly	<p>Scope: This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities This Quarter: (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p>Next Quarter: (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,774,836	\$2,304,164	\$7,079,000	\$0	67%	65%	07/01/14 / 07/01/14A	12/31/21 / 12/31/21
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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100016	WiFi at Bases for Video Review PM - Karambir Cheema	<p>Scope: The project scope will primarily be as follows: 1. Install and test WiFi equipment at North Base and South Base. 2. Specify software configuration based on stakeholder consensus. 3. Install, configure, and test servers, including: a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video. b. Database server, which runs Microsoft SQL server and houses data for the server application. 4. Install and configure client application on specified computers. 5. Configure all new WiFi equipped DVRs to communicate with the application server.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Completed server hardware/system install/setup for mSET and analytics software. (2) Completed vendor server walkthrough. (3) Downloaded software pre-installation files. (4) Ordered backup solution. (5) Configured vehicles and continued testing mSET application/vehicle/network functions. (6) Purchased and installed Location Module. (7) Purchased Face Blurring module setup services. (8) Installed two workstations at North Base and South Base . (9) mSET user training was provided.</p> <p>Next Quarter: (1) Install, setup and test mSET application/vehicle/network functions. (2) Deploy two workstations at North Base and South Base. (3) Complete mSET user training.</p>	\$690,499	\$690,499	\$0	\$690,499	\$301,196	\$389,303	\$690,499	\$0	43.6%	43.6%	03/26/18 / 03/26/18A	06/30/20 / 03/31/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100247	FY2018 Tech Refresh PM - Ed Kelly	<p>Scope: To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p>Next Quarter: (1) Continue replacement of District's IT equipment on an as needed basis.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$601,373	\$702,103	\$1,303,476	\$0	46.1%	46.1%	07/01/18 / 07/01/18A	12/31/21 / 12/31/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100348	Upgrade Current District Website PM - J.Lipps	<p>Scope: To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Met with Vendor and Contractor. (2) Received website research report from vendor.</p> <p>Next Quarter: (1) TBD.</p>	\$600,000	\$600,000	\$0	\$600,000	\$135,288	\$464,712	\$600,000	\$0	22.5%	22.5%	06/01/19 / 06/01/19	03/31/21 / 06/30/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

FACILITIES / CONSTRUCTION PROJECTS:

100058	Facility Smaller Projects PM - Greg Moyer	<p>Scope: This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Performed maintenance or repairs work, as needed.</p> <p>Next Quarter: (1) Continue with maintenance and repairs work, as needed.</p>	\$2,540,000	\$2,540,000	\$0	\$2,540,000	\$954,865	\$1,585,135	\$2,540,000	\$0	37.6%	37.6%	07/01/19 / 07/01/19A	12/31/21 / 12/31/21
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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100252	Central Roof Replacement PM - Greg Moyer	<p>Scope: Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p>Issues: None.</p> <p>This Quarter: (1) Detailed design await new long-term GEC contracts in April 2021.</p> <p>Next Quarter: (1) Facilities staff to seek additional funding in FY2022 Capital Budget requests. (2) Facilities to review alternate delivery methods that may allow more timely and cost effective completion. (3) Detailed design await new long-term GEC contracts in April 2021.</p> <p>Note: The schedule was rebaselined this period.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$8,055	\$1,266,945	\$1,275,000	\$0	0.6%	0.6%	09/01/19 / 09/01/19A	12/31/22 / 12/31/22

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100255	Traffic Signal Priority Project PM - Robert Tam	<p>Scope: This project will implement Traffic Signal Priority (TSP) technology for SamTrans buses traveling on El Camino Real in San Mateo County (State Highway 82). This will improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections. SamTrans will build on the existing El Camino Real Smart Corridor Project, implemented by Caltrans and the City/County Association of Governments of San Mateo County (C/CAG), and deploy wayside antennas at intersections and transponders aboard buses as the primary TSP detection technology to provide maximum communication precision.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Fixed the issues with the antennas at North Base and South Base. (2) Conducted training on the hardware and software. (3) Continued system testing. (4) Caltrans worked on updating the intersection firmware.</p> <p>Next Quarter: (1) Continue system testing. (2) Have Bus Operations monitor the TSP system. (3) Caltrans to complete modifications to their intersection firmware to log the TSP events.</p>	\$3,907,000	\$3,907,000	\$0	\$3,907,000	\$1,851,803	\$2,055,197	\$3,907,000	\$0	47.4%	72.0%	01/01/18 / 01/01/18A	09/30/21 / 09/30/21

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(a) Project No.	(b) Project Name	(c) Scope / Issues / Key Activities	(d) Approved Funding	(e) Original Budget	(f) Approved Changes	(g) = (e) + (f) Current Budget	(h) Expended + Accrual To Date	(i) = (j) - (h) Estimate to Complete	(j) Estimate at Completion	(k) = (g) - (i) Variance at Completion	(l) = (h) / (i) % Expended of EAC	(m) Est. Physical % Complete	(n) Current Baseline / Current Start	(o) Current Baseline / Current Finish
100469	North Base Bus Washer Replacement PM - Jeffrey Thomas	<p>Scope: The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) Draft Tech Spec's completed and forwarded to Facilities Staff and Bus Maintenance Divisions for review. (2) Reviewed past engineering data for guide rail construction.</p> <p>Next Quarter: (1) Facilities Project Engineer (new) to inspect past construction documents and current site conditions. (2) To review potential guide rail design changes and rework.</p>	\$540,000	\$540,000	\$0	\$540,000	\$2,828	\$537,172	\$540,000	\$0	0.5%	0.5%	08/01/19 / 01/01/20A	12/31/21 / 12/31/21
100470	N & S Base IW Line to Brake Pit Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) Construction contract was awarded at the SamTrans Board Meeting. (2) C&P has engaged the contractor in contract execution. (3) Short form agreement issued to General Contractor.</p> <p>Next Quarter: (1) C&P to finalize & issue conformed contract to GC. (2) Facilities Project Manager to scheduled kickoff/admin meeting with GC and District staff. (3) Facilities staff to begin receipt of GC pre-construction submittals.</p>	\$780,000	\$780,000	\$0	\$780,000	\$77,777	\$702,223	\$780,000	\$0	10.0%	10.0%	07/01/19 / 12/01/19A	03/31/21 / 05/31/21

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100474	South Base Bus Washer Walls Rehab PM - Jeffrey Thomas	<p>Scope: This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls during reconstruction.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) GEC firm submitted cost proposal for design work and construction specifications. (2) Facilities staff reviewed GEC's proposal and found it fair & reasonable. (3) Site inspection and preliminary design work is in progress by General Engineering. Next Quarter: (1) Initial design review shall be conducted with District and GEC. (2) GEC to proceed with final design and cost estimated once District has confirmed plans to date.</p>	\$350,000	\$350,000	\$0	\$350,000	\$2,828	\$347,172	\$350,000	\$0	0.8%	0.8%	07/01/19 / 08/01/20	12/31/21 / 12/31/21
100511	South Base Natural Gas Line Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the existing natural gas distribution system at South Base. The existing gas distribution system has been leaking and localized repairs have been completed but the gas system is to a point where total replacement is necessary to fully operate the South Base Bus Maintenance Building. The project includes on-call General Engineering Contractors (GEC's) to provide 35%, 65%, 95%, and 100% plans, specifications, and drawings (PS&E), bid support and design support during construction and construction.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) Work completed 8/1/2020; Notice of Completion in progress. Next Quarter: (1) Continue follow-up with County Recorder's Office to record notice.</p>	\$1,070,000	\$1,070,000	\$0	\$1,070,000	\$465,073	\$604,927	\$1,070,000	\$0	43.5%	43.5%	11/01/19 / 05/26/20A	11/22/20 / 11/22/20

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San Mateo County Transit District
Fiscal Year 2019 Capital Budget - Amendment 2

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
<u>Revenue Vehicle Support</u>					
1.1	021502	Major bus components (FY18 & FY19)	1,173,200	4,841,436	6,014,636
1.2	100354	MB-2000 bus simulator system	310,000	-	310,000
1.3	100352	ADA self evaluation plan	200,000		200,000
1.4	100353	Maintenance support equipment	94,185		94,185
		S/T	1,777,385	4,841,436	6,618,821
<u>Non-Revenue Vehicle Support</u>					
2.1	100360	Purchase 4 non-revenue support vehicles	847,311		847,311
		S/T	847,311	-	847,311
<u>Information Technology</u>					
3.1	021505	Tech Refresh (FY 15, 16, 17, 19)	2,500,000	4,579,000	7,079,000
3.2	100348	Upgrade current District website	600,000	-	600,000
		S/T	3,100,000	4,579,000	7,679,000
<u>Planning/Development</u>					
4.1		Capital program & project development	250,000	234,430	484,430
4.2		Capital program management	250,000	75,000	325,000
4.3		US 101 mobility action plan	250,000		250,000
		S/T	750,000	309,430	1,059,430
<u>Facilities/Construction</u>					
5.1	021507	Facilities smaller projects (FY17, FY18 & FY19)	570,000	695,264	1,265,264
5.2	100349	Facilities engineering smaller projects	530,000	-	530,000
5.3	100350	Central Office Sanitary Sewer Pumps Replacement	350,000		350,000
5.4	100351	Central Boiler Replacement	80,000		80,000
5.5	100253	Linda park-n-ride repaving - COMPLETE	200,000	700,000	900,000
		S/T	1,730,000	1,395,264	3,125,264
<u>Other</u>					
6.1		Contingency	200,000	-	200,000
		S/T	200,000	-	200,000
Total FY2019 Budget			8,404,696	11,125,130	19,529,826

Fiscal Year 2020 Capital Budget - Amendment 1

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
<u>Revenue Vehicle Support</u>					
1.1	021502	Major Bus Components (FY18, FY19 & FY20)	592,000	6,014,636	6,606,636
1.2	100460	Replacement of (14) Revenue Paratransit Vans	956,480		956,480
1.3	100461	Replacement of (13) Revenue Paratransit Cutaway	1,732,640		1,732,640
1.4	100353	Maintenance support equipment	100,835	94,185	195,020
		S/T	3,381,955	6,108,821	9,490,776
<u>Non-Revenue Vehicle Support</u>					
2.1	100462	Replacement Non-Rev Service Support Vehicles	164,000	-	164,000
		S/T	164,000	-	164,000
<u>Information Technology</u>					
3.1	100463	Spear System Improvements	150,000	-	150,000
3.2	100477	Intranet Solution Replacement	350,000	-	350,000
		S/T	500,000	-	500,000
<u>Planning/Development</u>					
4.1	100464	Capital Program and Project Development	250,000	-	250,000
		S/T	250,000	-	250,000
<u>Safety and Security</u>					
5.1	100465	CCTV Network Improvement	150,000	-	150,000
		S/T	150,000	-	150,000

Fiscal Year 2020 Capital Budget (Cont)

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

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San Mateo County Transit District
Fiscal Year 2021 Capital Budget - Amendment 1

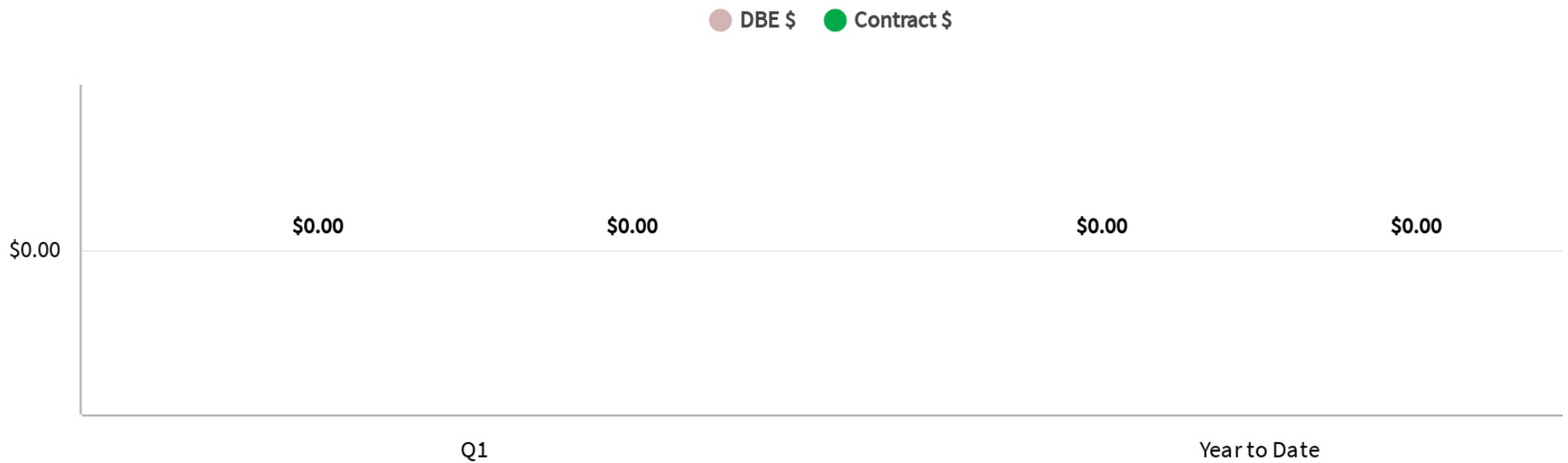
Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
<u>Revenue Vehicle Support</u>					
1.1	021502	Major Bus Components (FY18, FY19, FY20 & FY21)	720,700	6,606,636	7,327,336
1.4	100353	Maintenance support equipment	230,800	195,020	425,820
		S/T	951,500	6,801,656	7,753,156
<u>Non-Revenue Vehicle Support</u>					
2.1	100549	Replace Non-Rev Service Support Vehicles	116,500	-	116,500
		S/T	116,500	-	116,500
<u>Information Technology</u>					
3.1	100546	Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud	1,750,424	-	1,750,424
3.2	100537	ITS PADS signs upgrade project from 3G to 4G Technology	75,000	-	75,000
3.3	100534	Onboard Wi-Fi equipment retrofit for 225 buses	1,572,180	-	1,572,180
3.4	100477	Intranet Solution Replacement	131,000	350,000	481,000
		S/T	3,528,604	350,000	3,878,604
<u>Planning/Development</u>					
4.1	100058	Facilities Smaller Projects	1,430,000	1,110,000	2,540,000
4.2	100547	South Base Switchgear Replacement	1,000,000	-	1,000,000
4.3	100469	North Base Bus Washer Replacement	395,000	540,000	935,000
4.4	100538	North and South Base Front Entrance Modifications	165,000	-	165,000
4.5	100548	North Base 200 Operations Building Replacement	1,000,000	-	1,000,000
4.6	100539	South Base Pico Blvd Property	3,061,918	-	3,061,918
		S/T	7,051,918	1,650,000	8,701,918
<u>Safety and Security</u>					
5.1		Contingency	250,000	-	250,000
		S/T	250,000	-	250,000
Total FY2021 Budget			11,898,522	8,801,656	20,700,178

SamTrans : Disadvantaged Business Enterprise (DBE)

Quarterly Status Report:

- The SamTrans overall DBE goal is 3%.
- There were zero federal awards for the first quarter of the fiscal year.
- SamTrans had zero percent (0%) DBE utilization for the year to date.

FFY21 Q1: October 01, 2020 to December 31, 2020



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Definition of Terms

Approved Changes – Changes to the original budget and/or transfers of budget from one segment code to another that have been approved by management and/or by the SamTrans Board of Directors.

Approved Funding – The amount of funding that has been approved by the SMCTD Board for the execution of the project.

Current Budget – The current budget reflects the original budget plus approved changes or internal budget transfers which has been approved by the program manager and/or the project manager.

Expended % of EAC – This is the % of Money Spent (Not Physical Progress) as compare to the EAC.

Estimate at Completion (EAC) – The forecasted final cost of the project.

Estimate to Complete – Forecast of the cost to complete the remaining work, including anticipated and pending changes.

Estimated Physical % Complete – An estimation of the physical work completed as compared to the budgeted work expressed in %.

Expended + Accrual to Date – The cumulative project costs that have been recorded through the current reporting period in PeopleSoft + accrual cost of the work performed that has not been recorded in PeopleSoft.

Issues – Exceptions / concerns as identified for information or further actions.

Key Activities - Identifies key activities being undertaken for the project for the current month and identifies the work anticipated for the next month.

Original Budget – Budget as originally approved by senior management for execution of the approved scope of work.

Original Start / Current Start – The original planned start date and the current or actual start date of the project.

Original Finish / Current Finish – The original planned completion date and the current forecasted completion date of the project.

Scope - A concise description of the work elements to be performed and delivered by the project.

Variance at Completion (VAC) – Difference between the Current Budget and the Estimate at Completion. A positive value reflects potential underrun, whereas a negative amount indicates possible overrun.



Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p> <p>(d) Current Budget forecast exceeds the current approved budget by 5% to 10%.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p> <p>(b) Current Budget forecast exceeds current approved budget by more than 10%.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 5% to 10%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p>	<p>(a) Expenditure reaches 80% of Available Funding, where remaining funding is NOT yet available.</p>	<p>(a) Expenditure reaches 90% of Available Funding, where remaining funding is NOT yet available.</p>
	<p>(b) All funding has been secured or available for scheduled work.</p>	<p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(b) No funding is secured or available for scheduled work.</p>

Note: Schedule variance for (a) Purchase of maintenance equipment; (b) Purchase of major bus components; (c) Maintenance of facilities; and (d) Upgrading of computer systems will not be monitored, as schedules for these types of projects are only a reflection of the year that funding has been allocated.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AUTHORIZE FILING ANNUAL CLAIM WITH THE METROPOLITAN
TRANSPORTATION COMMISSION FOR TRANSPORTATION
DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE, AND REGIONAL
MEASURE 2 FUNDS**

ACTION

Staff recommends the Board authorize filing a claim for Transportation Development Act (TDA) Article 4.0 and 4.5 funds, State Transit Assistance (STA) funds, the State of Good Repair Program, and Regional Measure 2 (RM2) funds for Fiscal Year (FY) 2020-21.

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 FY2021:

<u>Funding Source</u>	<u>FY2021 MTC Claim</u>	
<u>TRANSPORTATION DEVELOPMENT ACT (TDA)</u>		
TDA Article 4.0 (SamTrans bus)	\$	39,059,834
TDA Article 4.5 (Paratransit)		<u>2,062,681</u>
TDA Total	\$	41,122,515
<u>STATE TRANSIT ASSISTANCE</u>		
Revenue Based		3,540,136
Population Based		<u>475,842</u>
STA Total	\$	4,015,978
Total SamTrans Operating TDA & STA	\$	45,138,493

Funding Source		FY2021 MTC Claim
TDA Passthrough- Paratransit Coordinating Council	\$	69,000
RM2 (SamTrans Owl Service)	\$	183,526
SamTrans State of Good Repair Capital Funding	\$	1,291,249
Peninsula Corridor Joint Powers Board (JPB)		
STA Revenue Based	\$	4,541,757
State of Good Repair Capital Funding		1,350,915

SIGNIFICANCE

TDA and STA funding allocated by the MTC supports the District's fixed-route bus and paratransit services for San Mateo County residents. The District claims STA capital funds from the State of Good Repair Program established through Senate Bill 1 in April 2017. In addition, 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.

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

All of the funds are included in the FY2021 Operating and Capital Budgets.

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: Virginia Baum, Acting Manager, Budgets

650-508-7963

RESOLUTION NO. 2021 -

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 2021**

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; 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 (FY) 2021, subject to adjustment if actual receipts differ from projections over the course of the fiscal year; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors authorize the General Manager/CEO, or his designee, to apply to the MTC for funds for FY 2021 from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (SamTrans Bus): \$39,059,834
2. TDA Article 4.5 (Paratransit): \$2,062,681
3. STA Revenue Based (SamTrans Bus General Operating Expense): \$3,540,136
4. STA Population Based – County Block Grant (Paratransit): \$475,842
5. TDA Pass-through to Paratransit Coordinating Council: \$69,000
6. RM2 (SamTrans Owl Service): \$183,526
7. STA State of Good Repair SamTrans Capital: \$1,291,249
8. STA JPB Operating: \$4,541,757
9. STA State of Good Repair JPB Capital: \$1,350,915

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors (Board) of the San Mateo County Transit District that the General Manager/CEO or his 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 2021 as listed above; and

BE IT FURTHER RESOLVED, that the General Manager/CEO or his 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 Fiscal Year 2021, 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 General Manager/CEO, or his 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 findings and grant the allocation of funds as specified.

Regularly passed and adopted this 3rd day of March, 2021, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2021

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JIM HARTNETT
GENERAL MANAGER/CEO

MEMORANDUM

BOD ITEM #6
March 3, 2021

Date: February 24, 2021
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

7-months Ending January 2021 Summary

It has been almost a year since the shelter-in-place Health Order went into effect (March 17, 2020). No one could have imagined how long the pandemic would last or the magnitude of the changes we would need to endure. Today, uncertainty remains in vaccine delivery, business and school re-openings, and long-term effects on our daily lives. New variants of the virus threaten to extend the time it will take to bring the virus under a manageable and safe level of control.

Safety for SamTrans employees and riders continues to be “**priority 1**”. Many people depend on public transit to go about their daily lives. Therefore, SamTrans remains focused to provide reliable, clean, and safe transportation services for our communities. Throughout the day, staff monitors passenger loads on buses and dispatches approximately 5 or 6 “Tripper Buses” daily to maintain adequate social distancing onboard buses.

San Mateo County schools continue distance learning; however, the Governor is encouraging elementary schools to develop plans to resume some in-person learning this school year. Additionally, the CDC (Centers for Disease Control and Prevention) recently released additional guidelines for school reopening. Staff remains in close contact with the County Office of Education and continues to monitor individual school district’s reopening plans. SamTrans is poised to accommodate school service on a limited basis to the highest need schools.

Service Quality

The average miles between service calls (MBSC) for ADA service in FY 2021 is 32,591 miles (seven months ended January 31, 2021). The goal is 25,000 miles; South Base exceeded the goal with an average of 61,810 miles between service calls while North Base achieved 26,747 miles for the seven months fiscal YTD ending January 2021. This extraordinary service quality is very important to the riders that depend on Paratransit service, and it is a testament to the great work performed by the Mechanics and Utility Workers who show up for work every day. A big THANK YOU to Maintenance!!!

FTA Triennial Audit

SamTrans received confirmation, dated December 20, 2020, from the Federal Transit Administration that SamTrans successfully addressed the few minor findings to FTA's satisfaction and closed-out the 2019 Triennial Review. Typically, these close-outs occur soon after the review is completed, but limited FTA resource and COVID-19 delayed the process. The Triennial Review is one of FTA's primary oversight tools used to determine grantee performance and adherence to FTA requirements and policies.

Human Capital Investment

	<u>Jan. 2021</u>		<u>YTD FY 2021</u>		<u>YTD FY 2020</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	489	61	3,855	482	11,264	1,408
New fleet/route orientation	0	0	0	0	311	39
VTT/DMV mandated training	288	36	1,748	219	1,918	240
Bus Operator retraining	226	28	1,547	193	1,496	187
Maintenance training	412	52	2,189	274	4,077	510
Bus Simulator training	133	16	133	16	0	0
CPR/AED/First Aid/Other	0	0	0	0	244	31
Total Hours	1,548	194	9,472	1,184	19,310	2,414

Training Class #165 started on January 20. There are 7 Trainees, graduation is scheduled for April 2, 2021.

Human Resources Training and Development

The Human Resources department provides a wide-range of personal and professional development opportunities for all District employees. The COVID-19 shelter-in-place Health Order necessitated suspending most in-person classroom and instructor-led training at the District. County and external vendors converted in-person learning to virtual on-line sessions; most training resumed in July 2020. Training requests in 2020 were approximately 50 percent of the previous calendar year with the exception of bus operator training.

Training Summary:

Employees completed 1,432 sessions and viewed approximately 8,000 training videos for a cumulative 4,210 training hours during 2020.

	<u>Number of Employee Sessions</u>	<u>Training Hours</u>
County	74	318
Consortium	104	344
Compliance (PH)	506	539
UOP Certificate	23	960
LinkedIn Learning	504	1,521
External Courses	101	408
emPerform (PM)	120	120
Total	1,432	4,210

LinkedIn Learning:

As a result of COVID-19, most of the District's administrative employees have been working remotely. In late March 2020, Human Resources (HR) launched a series of free LinkedIn Learning workshops for those working remotely. The District purchased 300 licenses in April

2020 from LinkedIn Learning that added 13,000+ workshops and training videos for SamTrans employees.

From March through December 2020, 72% of LinkedIn Learning licenses have been activated which resulted in 231 additional workshops and 7,183 videos completed by employees.

Preventing Harassment Training:

HR launched Preventing Harassment (PH) compliance training for Bus Operations and Administrative employees in May 2020 to comply with CA State AB 1343 mandating preventing harassment workshops for all managers (2 hours) and all employees (1 hour). To date 99% of all managers and 96% of all employees have completed the training. SamTrans is currently running PH workshops during new hire orientation and will comply with the California 2-year renewal requirement in Fall 2021 for approximately 300 managers and employees.

University of Pacifica (UOP) Transit and Paratransit Management Certificate Program:

The District hosted the UOP Spring 2020 Transit and Paratransit Management Certificate Program in San Carlos, 17 employees attended, committing 672 training hours. The Covid-19 shutdown required UOP to pause workshops in March and resumed virtual instructor-led sessions starting in May 2020. Six employees attended the Fall 2020 online classes, committing 288 hours. During the 2020 calendar year, employees committed a total of 960 training hours and SamTrans invested \$29,880 in UOP program costs for the employees. The District will continue to promote leadership opportunities in 2021. Since 2016, the District has graduated 82 employees from the UOP Transit and Paratransit Management Certificate Program.

Tuition Reimbursement

In 2020, the District had nine managers and employees enrolled in the tuition reimbursement program pursuing university degrees and professional certifications. Employees must receive approval for their educational program from their executive manager; employees are eligible for tuition reimbursement up to a total of \$5,250 annually toward tuition, books, supplies and other related fees upon successful completion of courses.



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JIM HARTNETT
GENERAL MANAGER/CEO

A G E N D A

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

WEDNESDAY, MARCH 3, 2021 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of February 3, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Quarterly Dashboard Report – October-December 2020
7. Monthly Performance Report – January 2021
8. Adjourn

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
FEBRUARY 3, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 2:57 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JANUARY 6, 2021

Motion/Second: Stone/Gee

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

Noes: None

Absent: None

3. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, provided an update on a recently completed paratransit survey. She said that customers are consistently happy with the service. She added that 33 percent of respondents reported using fixed-route service in addition to the paratransit service.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said they received an application for a prospective committee member, which they will take action on at their next meeting. He said they are planning a retreat later in the year. He noted the he and others are planning to attend the transportation Resiliency Accessibility and Climate Stability workshop in February.

Director Jeff Gee said that he recently completed the COVID EOC (Emergency Operations Center) briefing with the County. He suggested that seniors can check in with the County to see what resources are available to help them get to their vaccine appointments. Jim Hartnett, General Manager/CEO, responded that the EOC is

providing ride options to assist paratransit customers in getting to their vaccine appointments.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Chair, Citizens Advisory Committee, noted his election to Chair of the CAC for 2021. He provided a brief summary of the January 27 meeting. He welcomed Directors Jeff Gee and Rico Medina to the Board.

6. MOBILITY MANAGEMENT REPORT – COVID-19 UPDATE

David Olmeda, Chief Operating Officer/Bus, provided the presentation.

Committee Member Peter Ratto praised the District for keeping the buses running during the pandemic while experiencing capacity constraints, and Director Carole Groom concurred.

7. MONTHLY PERFORMANCE REPORT – DECEMBER 2020

Jonathan Steketee, Manager, Bus Operations, explained that the report is new and replaces the former Multimodal Ridership Report.

8. 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.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **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 January 2021 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
[Minutes of January 12, 2020 Meeting](#)

ATTENDANCE:

Members:

Valerie Campos, Vista Center; Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans, Judy Garcia, Consumer, Nancy Keegan, Sutter Health/Senior Focus, Sandra Lang, Community Member, Mike Levinson, Consumer, PAL Chair, Alex Madrid, Consumer, Benjamin McMullan, Chair, CID, Scott McMullin, CoA, Sammi (Wilhelmina) Riley, Consumer, Marie Violet, Dignity Health. (Member attendance = 12/13, Quorum = Yes)

Guests:

Lynn Spicer, First Transit/Redi-Wheels, Jane Stahl, PCC Staff, Serenity Anderson, First Transit/Redi-Wheels, Richard Weiner, Nelson\Nygaard, David Scarbor, SamTrans, Jocelyn Feliciano, First Transit/Redi-Wheels, Rich Hedges, Community Member

Absentees:

Susan Capeloto, Dept. of Rehabilitation

WELCOME/INTRODUCTIONS:

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

APPROVAL OF DECEMBER MINUTES:

Scott McMullin moved to approve the December meeting minutes; Sandra Lang seconded the motion; the minutes were approved with no abstentions.

COMMITTEE REPORTS:

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

See page 9.

Grant/Budget Review – Sammi Riley, Chair

There was no update this month.

Education – Sammi Riley, Chair

Sammi reported that the committee met on January 8th and discussed producing a more engaging video to use at online fairs with an emphasis on the Consumer Corps and attending PCC meetings. They will be asking various professionals for advice. Jane is contacting a video instructor from Stanford University. Richard advised that there is money in the budget for this and that he will check to see if Nelson\Nygaard could provide any professional assistance. Tina will check to see if SamTrans might be able to provide some help. Sammi has contacted PenTV and Ben is also researching contacts.

Jane had received an email from HNTB about a new transportation program called Link21; she will call to obtain more information.

Sammi asked about a contact at Veterans Affairs; Tina will look into this.

Ben reported that the committee had responded to an ADA survey from the City of San Mateo.

The next meeting is on March 5th at 1pm.

Executive – Benjamin McMullan, Chair

Ben reported on the January 5th meeting during which the committee discussed:

- Following up with Lisa Mancini about transportation issues around COVID-19. Tina advised that she had spoken to Aging and Adult Services regarding people who are COVID positive. They should call 211 to be provided with an appropriate service.
- Planning a PCC virtual retreat in 2021. Richard and Jane will work on this and report back at the February Executive Committee meeting. The plan is for the event to happen in April or May. The committee will provide a comprehensive guide on meeting format to participants.

The next meeting is on Tuesday, February 2nd at 1pm.

Nominations/Membership – Nancy Keegan, Chair

Nancy reported that Monica Colondres notified her that she will no longer be a PCC member.

Dao Do from Rosener House continues to be interested in membership and will attend meetings when she can.

Nancy asked about the proposed presentation by Redi-Wheels to Veterans Affairs. Tina advised that the presentation did not happen and she will give the contact information to Nancy.

Nancy asked members to let her know if they knew of any groups or organizations who should be represented on the PCC. Sandra asked if there was a list of talking points. Valerie had created such a list and it will be forwarded to Sandra.

Nancy advised that Valerie will be leaving the PCC as she is moving to a new job. All expressed appreciation for Valerie's participation and advice during her time on the Council and wished her well.

CONSUMER COMMENTS

Rich Hedges reported:

- At a meeting of the MTC's Policy Advisory Council's Equity and Access Subcommittee on 1/11/21, the 2022 Human Services Transportation Plan was discussed. A consultant will be hired to research (a) best practices from January – June; (b) demographic updates June-September; (c) documentation on transportation and regional services September-December; and (d) updates on strategies and recommendations December-February 2022. The plan will be adopted in October 2022.

- Rich reported that the money for WIFI received was reduced from \$21M to \$7M.
- He will again serve on the MTC-ABAG grant review committee. SamTrans had 3 requests; two were granted. He thought that Redi-Wheels would be eligible for a grant. However he warned that there is less money available.

Rich asked for clarification on Redi-Wheels service across county lines. Tina confirmed that Redi-Wheels' service area is based on where the SamTrans buses go plus they take riders to the Palo Alto VA and the Vista Center. Rich hoped that there would be some ability to enhance this inter-county service and urged all members to give their opinions to the consultants for the MTC 2022 Transportation Plan. There will also be a Technical Advisory Committee where comments could be sent. Sandra thought it would be helpful to have information on how to learn more. Mike asked if there was an email list on this; Drennen Shelton is working with SamTrans on this.

Alex Madrid asked if someone who is going to a medical appointment could arrange direct transportation. Tina replied that Redi-Wheels can help people to make transfers but do not exceed the ¾ mile out of county limit. Richard reported that the "one seat ride" is a major issue in the Bay Area but it's very expensive. There is a pilot program in Contra Costa County and there is interest in MTC but it cannot proceed without any funding. Tina advised that it was indeed very expensive and might affect their mandated service. Richard will keep the PCC posted if and when the issue comes before the Blue Ribbon Task Force but it's just being discussed internally at present as part of a broader discussion about the future of Bay Area fixed-route service and consolidation. Although consolidation might appear to be a cost savings, it is not clear that there would be any. The next Blue Ribbon Task Force meeting is January 25th at 1:05pm and they are looking at coordination with a focus on BART, Caltrain and AC Transit. Paratransit is being mentioned.

Alex asked if there was any talk of a paratransit taxi service as is the case in San Francisco. Tina reported that San Francisco is a very different operating environment so is not comparable to San Mateo County. Richard confirmed that San Francisco is unique and it's difficult to replicate.

OPERATIONAL REPORTS

This is covered in the PAL meeting.

PERFORMANCE SUMMARY

Tina provided preliminary data for December. Ridership was still down compared to previous years. Total ridership and total weekday ridership were down. Average weekday ridership was estimated at 334 which is similar to ridership declines on SamTrans and other paratransit agencies. Subscription trips were decreased a little less than regular demand trips. Agency service was zero. Taxi usage was 12% of trips. Same day cancels are similar to pre-COVID numbers. Late cancels are a little higher but still very low and no shows remain very low. The number of individuals riding in a given month was down but they are still providing a lot of inter-county transfers. On time performance was excellent at 97% and productivity was lower to allow for social distancing.

The average weekday ridership by week shows similar trends. Since mid-July, numbers have been consistent.

Alex asked if they were using this time to retrain drivers and receptionists. Lynn reported that there has been more one-on-one training, ride-along observations, and in-service meetings are smaller with just 2 or 3 drivers. There has also been training through the corporate office and online training with First Transit University. Lynn thought that the drivers appreciated the one-on-one training and they are more likely to ask questions than in a smaller group setting. Alex hoped that this approach might be continued in the post COVID era.

Mike asked if there was any update on the new IVR system; Tina said they were getting close to releasing the RFP.

COMMENT STATISTICS REPORT

Tina reported that there were fewer comments received. The response time is very good and most comments are consumer reports rather than comment cards. They are seeing fewer policy questions. The most common complaint is on time issues.

SAFETY REPORT

Jocelyn reported that there were 4 incidents in December. Two were preventable, one was not preventable, and one was a passenger incident. There were no injuries or damage.

LIAISON REPORTS

Agency – Nancy Keegan

There were no agency updates. Agencies continue to be closed for in-center services and services are being provided remotely or virtually. There is no agency meeting scheduled at this time.

ERC – Mike Levinson

No report and no meetings are planned until the IVR RFP has been released.

Center for Independence (CID) – Ben McMullan

CID is working on the future COVID relief package and other advocacy. They are also planning PSPS outreach and emergency preparedness, specifically for power shutoffs.

Commission on Disabilities (CoD) – Ben McMullan

They are taking applications for Commissioners ([click here for the application.](#)) The deadline is January 29th.

Commission on Aging (CoA) – Scott McMullin

The Commission held their monthly meeting on 1/11/21. In December, Commissioners had delivered letters and Help at Home booklets to 70+ restaurants in the Great Plates Delivered program to include in meal deliveries. This resulted in the biggest single distribution of the booklet with approximately 1,000 people receiving the information.

Lisa Mancini gave a summary of the Grate Plates Delivered program - over 1.3 million meals have been delivered so far and \$29M has been paid to restaurants.

The Commission decided to form an ad hoc committee to study the various programs for Age Friendly status implemented in other counties in the area and make a recommendation on how to proceed in San Mateo County. There are currently six cities that have been helped by a consultant to achieve their Age Friendly status. They all developed wonderful projects. As part of the certification process, they need to complete these projects within five years and demonstrate continuous improvement on their Age Friendly status. It's easy for these efforts to go off track so the committee will study how to help them stay on track. Scott will report back in future meetings.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that the meeting in December was cancelled and no future meeting dates has been scheduled. They will probably do an email update rather than a meeting.

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

Sandra reported that the committee met on January 7th and reported on two items:

- There was a motion to allocate \$23.8M of Measure A grade separation funds to complete the 25th Avenue grade separation project. It is important to consider mobility needs of seniors in these projects.
- During the Legislative update scheduled for February's meeting, particular attention should be paid when public transportation is mentioned and how it could impact paratransit and senior access.

OTHER BUSINESS

Alex asked when the Committee for Measure W oversight will start meeting. Tina will find out and report back.

Dinae asked about the date of re-opening for the new Caltrain station in San Mateo. Tina will find out. Dinae also asked for a hard copy of the Help at Home information. Tina will send her one and people can call Aging and Adult Services at (650) 573-2643. It is also available online.

Jane gave the Consumer Corps report for 4Q2020. There were a few more reports submitted by five riders. On time performance was down a little, and the longest wait time was 30 minutes in November. 75% of ride reservations were made without being put on hold. 45% reported receiving night before calls; 66% received same day calls. Driver assistance that met or was above needs was up at 96%. 84% of the rides were on Redi-Wheels, 7% were on taxi, and 10% were on RediCoast. 61% of riders noticed that there were Comment Cards displayed.

Mike mentioned that other passengers had told him that they did not receive the night before or same day calls and asked if it would be possible to conduct a review to make sure that

everyone's number was in the system. Tina thought this would be very labor intensive but she would try to see if there was a way to accomplish this.

Mike announced that the next New Beginnings Coalition meeting will be on January 19th, from 9-10:30am. The topic is computer equity for the elderly and disabled with representatives from the Silicon Valley Community Foundation and the San Bruno Community Foundation.

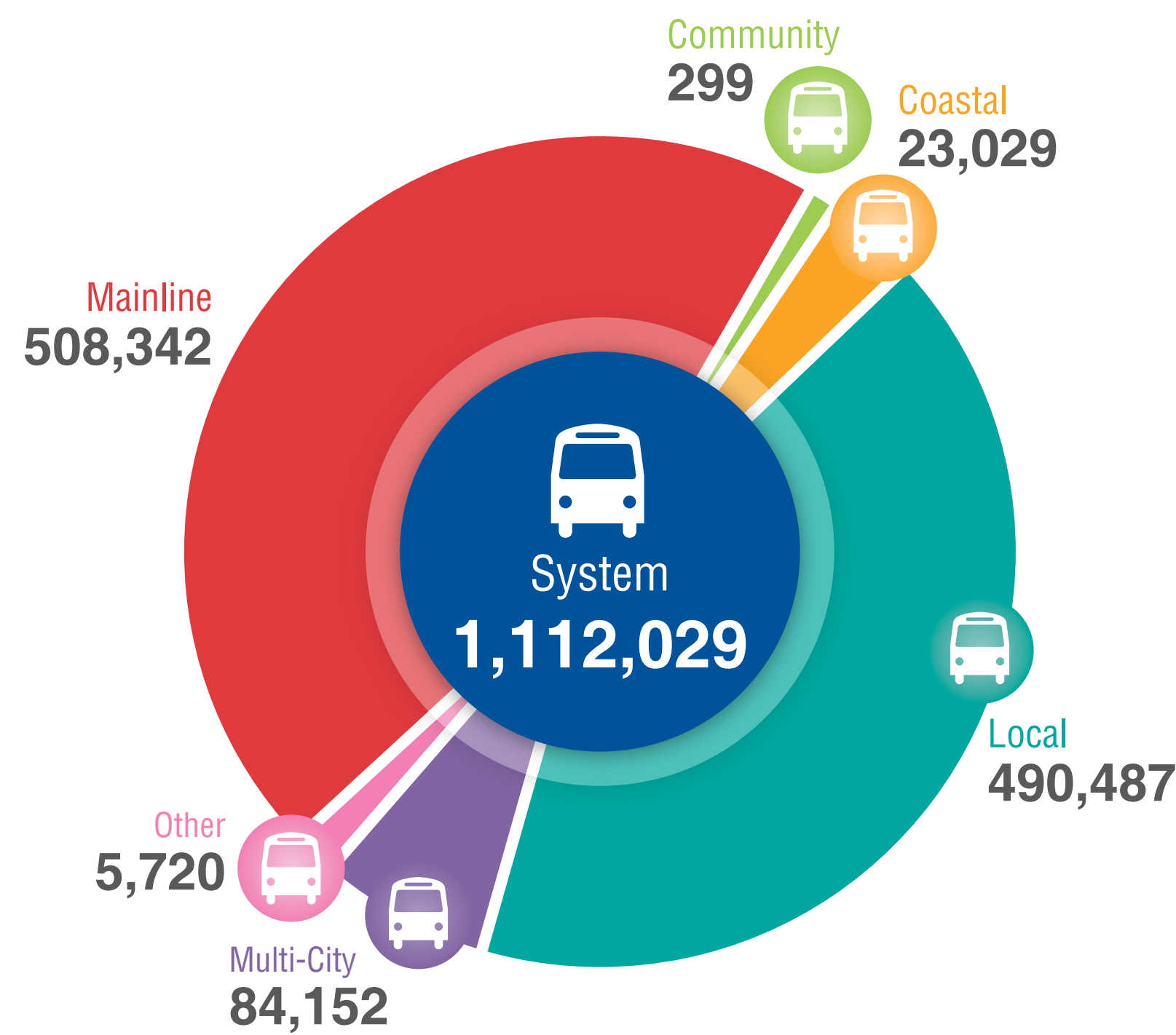
The next meeting will be on February 9th at 1:30pm. The meeting adjourned at 3:10pm.



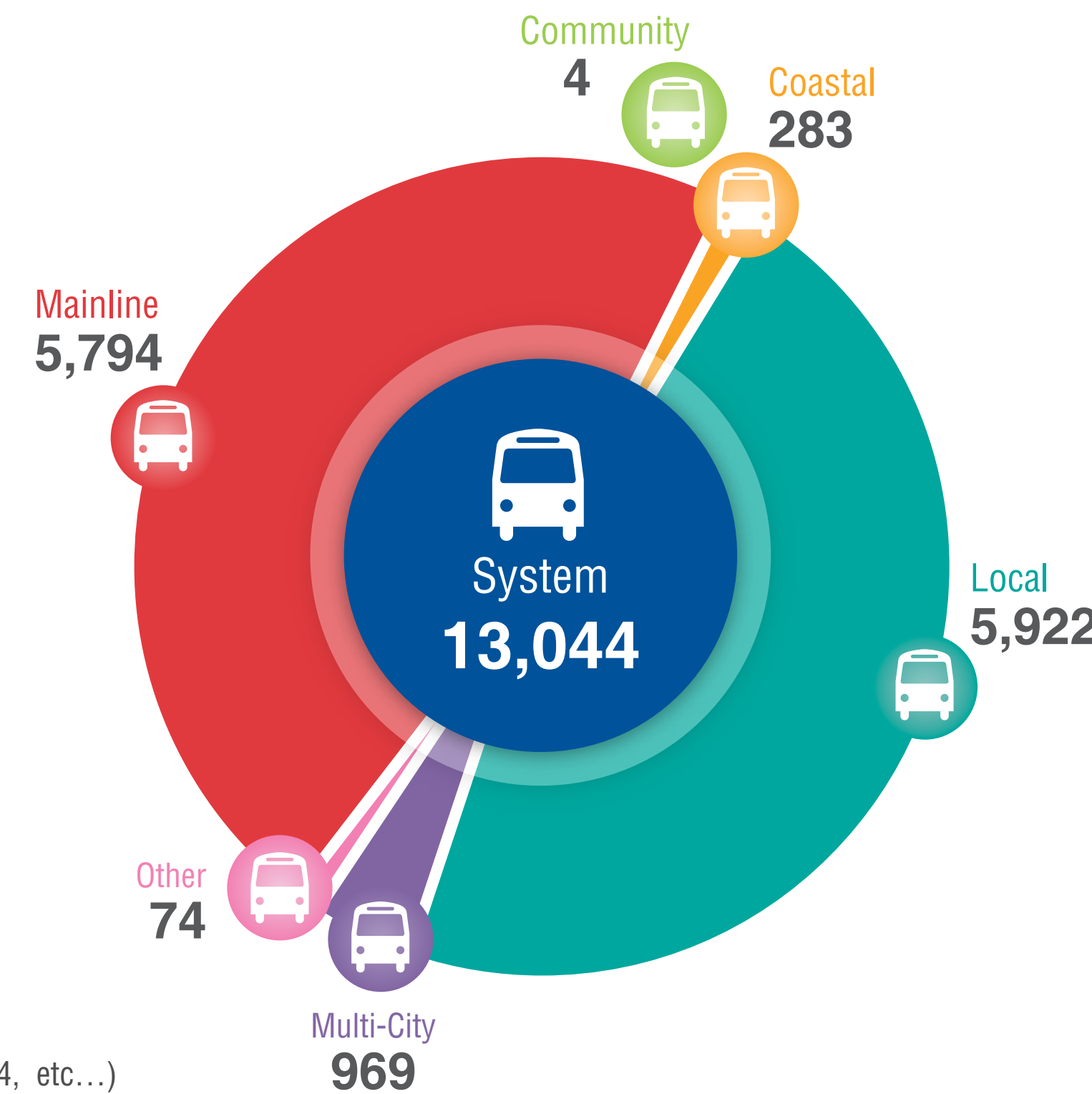
FY21 SamTrans Service Statistics

Quarterly Report (Oct-Dec)

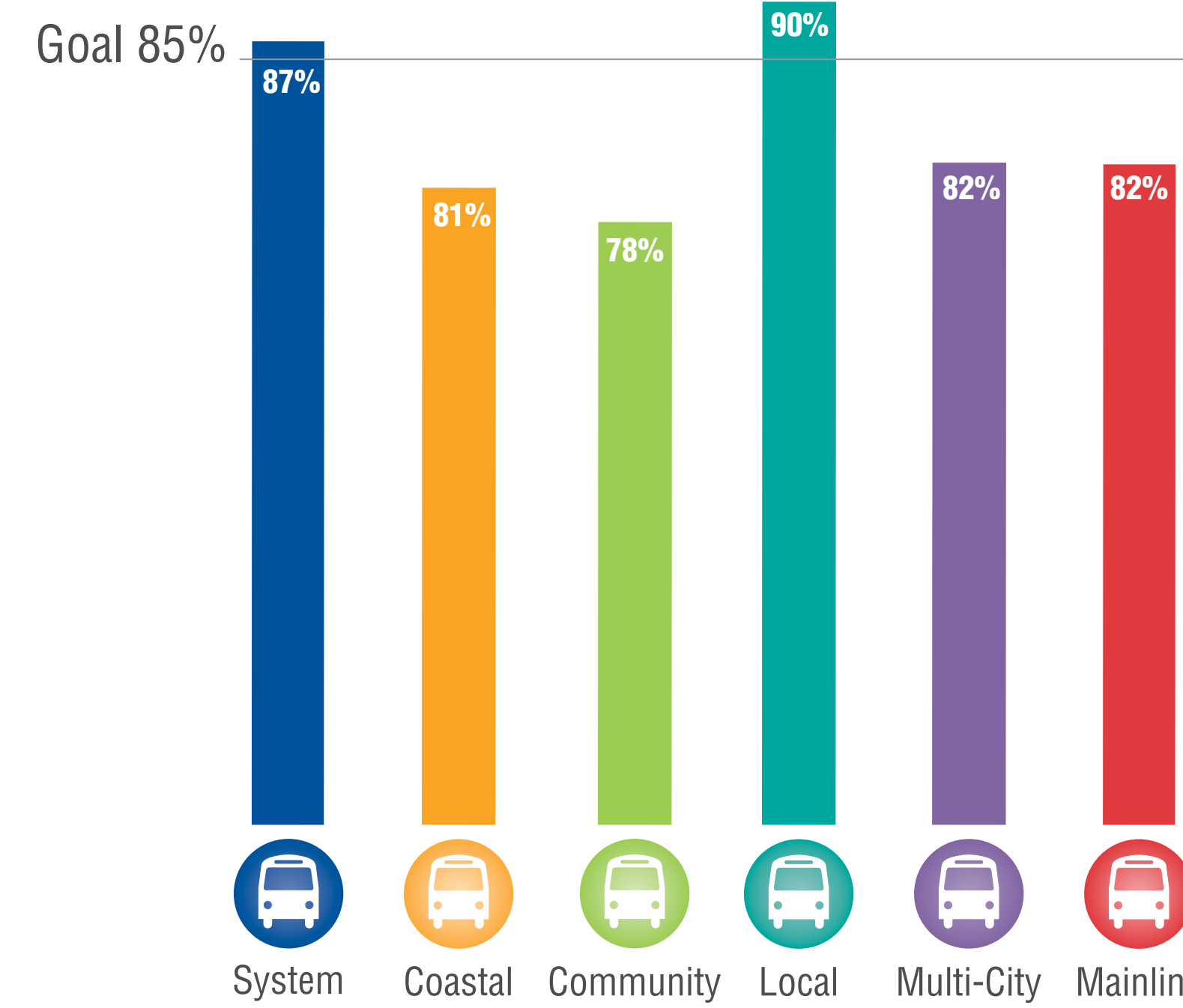
TOTAL PASSENGERS



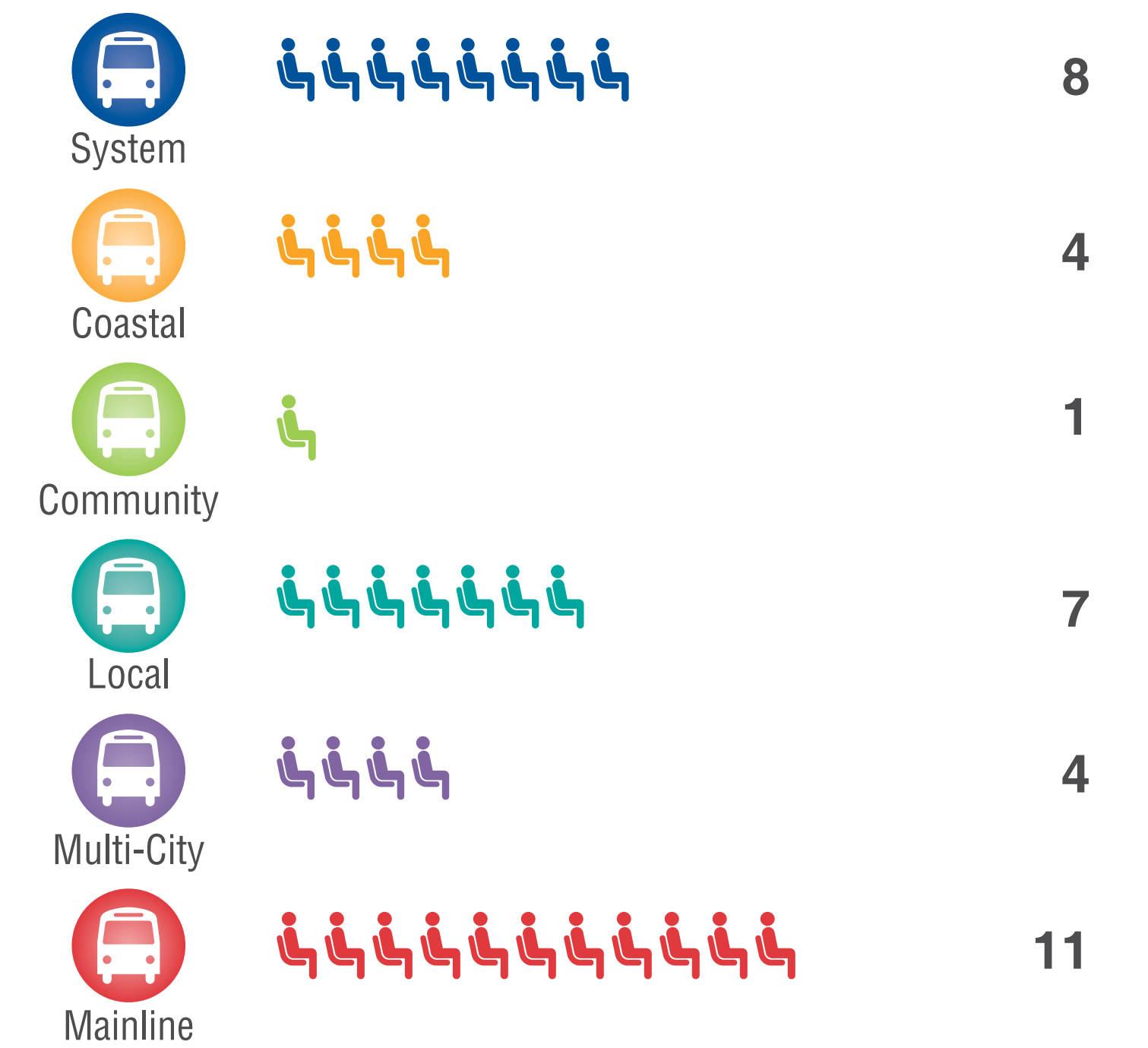
AVERAGE WEEKDAY RIDERSHIP



WEEKDAY ON-TIME PERFORMANCE



WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



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

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

TOTAL MILES TRAVELED



PREVENTABLE ACCIDENTS



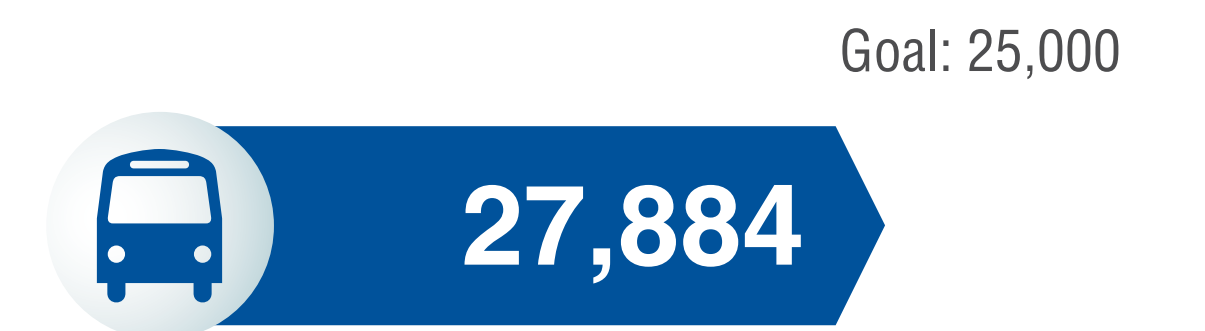
MILES BETWEEN PREVENTABLE ACCIDENTS



SERVICE CALLS



MILES BETWEEN SERVICE CALLS



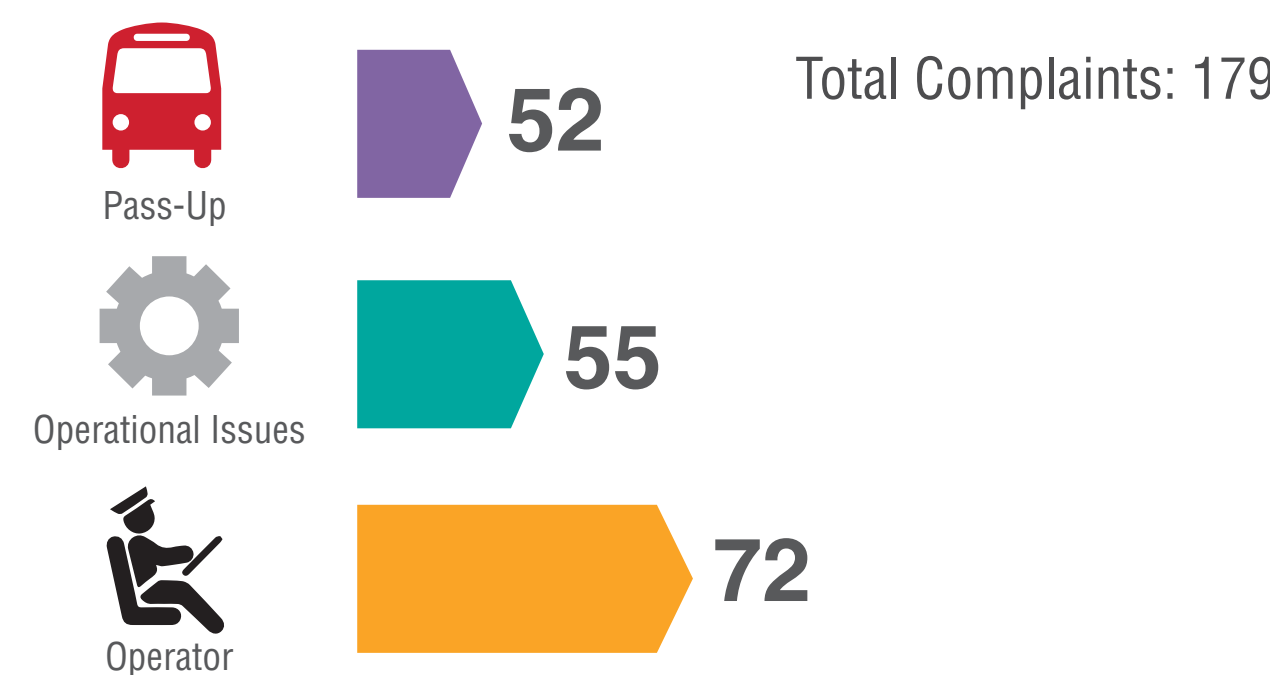
DID NOT OPERATE



DID NOT OPERATE/100,000 Bus Trips



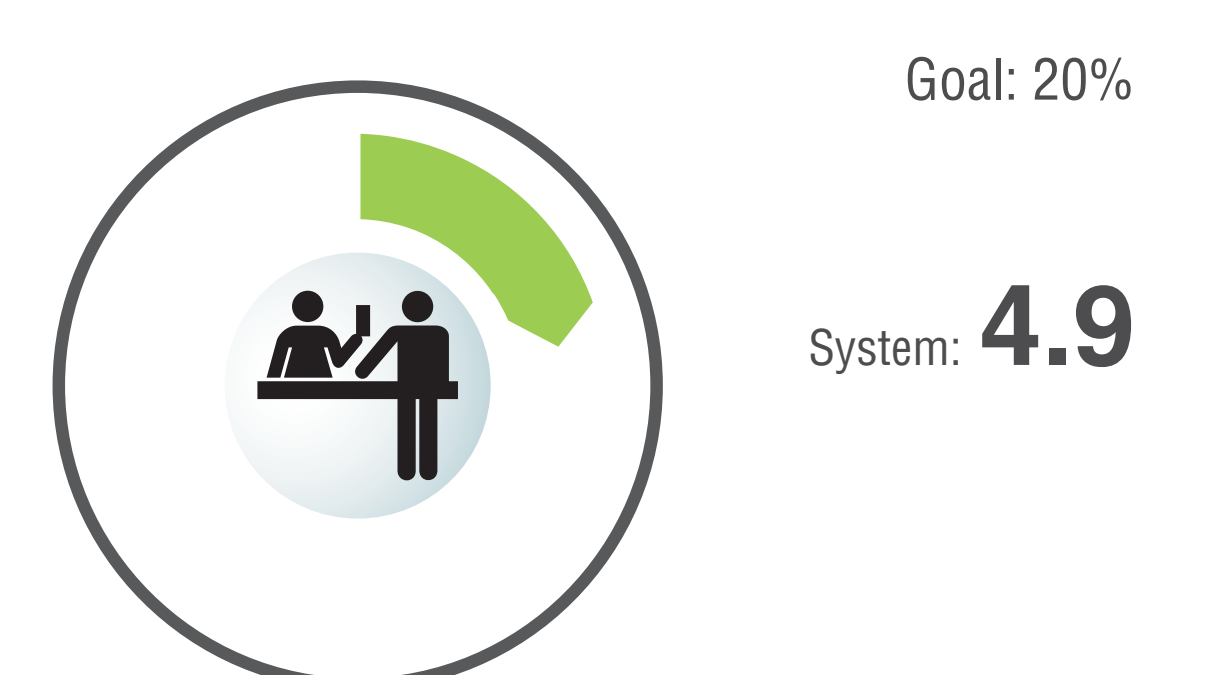
TOP 3 COMPLAINTS



COMPLAINTS/100,000 Boardings



FAREBOX RECOVERY RATIO



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda April Chan
Chief Operating Officer, Bus Chief Officer, Planning/Grants/TA

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

ACTION

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

SIGNIFICANCE

Ridership across all modes remains significantly below historical averages as the pandemic continues to affect our communities. Although ridership has increased since April 2020, it has plateaued due to limited businesses reopening, and the continuation of distance learning for schools and colleges. As of January 25, 2021, San Mateo County is no longer under the Regional Stay at Home Order, but remains in the Purple Tier as of the writing of this report.

SamTrans: Average Weekday Ridership across all three modes (Bus, Paratransit, Shuttles) declined by 72.8 percent in the month of January 2021 compared to January 2020. The Total Ridership declined by 70.2 percent.

Caltrain: Average Weekday Ridership declined by 95.3 percent in the month of January 2021 compared to January 2020. Similarly, the Total Ridership declined by 95.1 percent.

Other SamTrans' Key Performance Indicators:

In the month of January 2021, there were 13 preventable accidents, a reduction of 11 accidents compared to January 2020. The goal is to have one or less preventable accidents per every 100,000 miles; in January, SamTrans had 1.94 accidents per 100,000 miles.

On-Time Performance (OTP) is calculated by evaluating all time points within each route's schedules across the system inclusive of late, early, and on-time arrivals and departures. SamTrans' OTP goal is 85.0 percent. OTP for January 2021 surpassed our goal at 89.2 percent.

In January 2021, there were 7 DNOs (trips that did not operate).

All data shown in this report is current as of February 15, 2021.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership									
Mode	Jan-19	Jan-20	Jan-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ	
Bus	33,782	35,828	11,762	-67.2%	35,425	36,585	12,688	-65.3%	
Paratransit	1,087	1,051	341	-67.6%	1,160	1,120	377	-66.4%	
Shuttles	10,945	11,022	939	-91.5%	11,070	11,505	1,357	-88.2%	
Total	45,814	47,901	13,042	-72.8%	47,656	49,210	14,422	-70.7%	

SAMTRANS Total Ridership									
Mode	Jan-19	Jan-20	Jan-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ	
Bus	857,273	921,713	327,388	-64.5%	6,299,800	6,499,834	2,465,159	-62.1%	
Paratransit	27,353	26,163	8,608	-67.1%	200,031	194,146	67,634	-65.2%	
Shuttles	244,053	244,408	19,025	-92.2%	1,670,269	1,737,326	200,919	-88.4%	
Total	1,128,679	1,192,284	355,021	-70.2%	8,170,100	8,431,306	2,733,712	-67.6%	

CALTRAIN Average Weekday Ridership									
Mode	Jan-19	Jan-20	Jan-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ	
Caltrain	63,044	64,806	3,056	-95.3%	66,922	68,813	3,520	-94.9%	

CALTRAIN Total Ridership									
Mode	Jan-19	Jan-20	Jan-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ	
Caltrain	1,491,101	1,539,666	75,350	-95.1%	10,751,430	11,127,997	625,053	-94.4%	

OTHER MODES in San Mateo County Average Weekday Ridership									
Mode	Jan-19	Jan-20	Jan-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ	
Dumbarton	123	133	36	-73.0%	127	139	48	-65.2%	
BART (San Mateo County)	42,665	42,555	3,908	-90.8%	46,171	45,513	4,521	-90.1%	

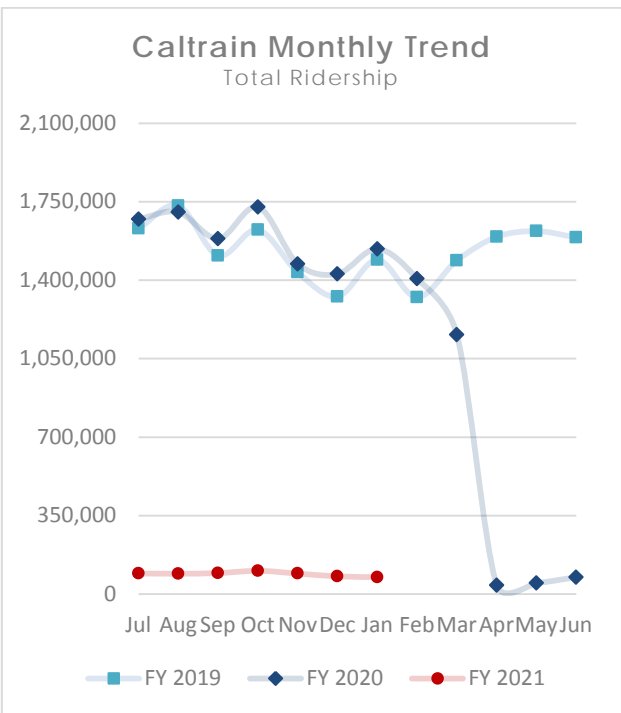
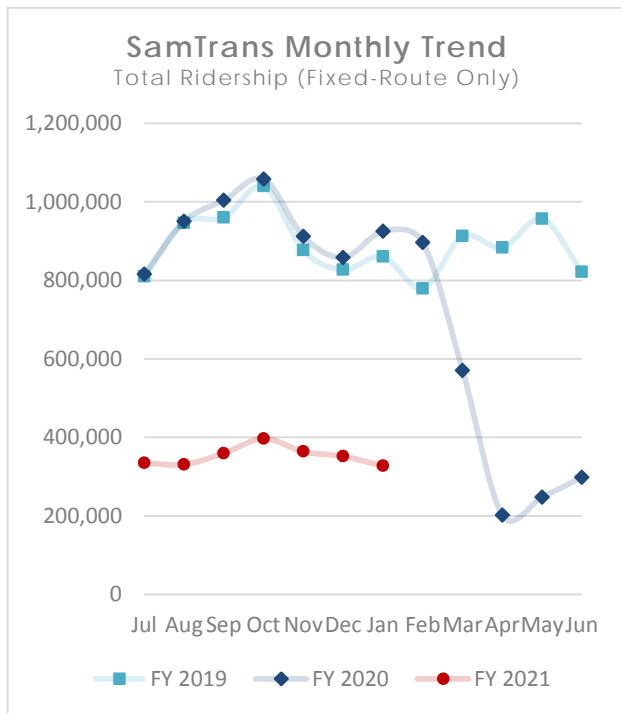
OTHER MODES in San Mateo County Total Ridership									
Mode	Jan-19	Jan-20	Jan-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ	
Dumbarton	2,696	2,928	725	-75.2%	18,988	20,906	7,236	-65.4%	
BART (San Mateo County)	1,054,429	1,052,133	97,306	-90.8%	7,999,704	7,869,051	811,179	-89.7%	

Important Notes:

SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

Shuttle Ridership includes SamTrans/BART Shuttles, JPB Caltrain Shuttles, and other TA Funded Shuttles.

BART Ridership in San Mateo County does not include Daly City BART Station.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Jan-19	Jan-20	Jan-21
Adult	432,447	481,911	205,322
Youth	196,829	200,943	16,865
Eligible Discount	227,997	238,859	105,154
Total	857,273	921,713	327,341

This table illustrates the number of riders by fare category. Numbers shown do not include Dumbarton Express ridership and the rural demand-response service.

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jan-19	Jan-20	Jan-21
On-Time Performance	80.3%	80.4%	89.2%
Preventable Accidents	14	24	13
Service Calls	26	30	21
Trips Scheduled	45,249	46,067	35,826
Did Not Operate DNOs	99	535	7

On-Time Performance (OTP) is calculated by evaluating all the time points within the route's schedules across the system for late, early, and on-time arrival and departure. A route is considered late if it exceeds 5 minutes. A route is considered early if it departs 30 seconds ahead of schedule. **SamTrans' OTP goal is 85.0 percent.**

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jan-19	Jan-20	Jan-21
Revenue Hours (Sched.)	41,952	45,811	35,976
Revenue Miles (Sched.)	564,441	609,018	506,810
Total Fleet Miles (Actual)	800,905	814,134	670,944

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 51,611 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Jan-19	Jan-20	Jan-21
On-Time Performance (RW)	91.8%	92.4%	98.1%
On-Time Performance (RC)	97.1%	95.1%	96.0%
Preventable Accidents (RW)	2	1	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	1	2	1
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 31,950 Miles between Service Calls this month.

Notes: The numbers for SamTrans Operations KPI include both District and Contracted services.

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jan-19	Jan-20	Jan-21
Revenue Miles (RW)	187,139	179,983	62,007
Revenue Miles (RC)	30,454	33,474	13,008
Fleet Miles (RW)	205,356	194,743	76,337
Fleet Miles (RC)	30,454	53,841	15,266

Sched. = Scheduled

RW = RediWheels

RC = RediCoast

RIDE NOW TAXI SUBSIDY PILOT PROGRAM

RIDE NOW TAXI Month-over-Month			
KPI	Nov-20	Dec-20	Jan-21
Number of New Subscribers	0	3	0
All Rides (One-Way)	8	14	8
Unique Riders	4	8	3
Average Trip Length (mi.)	2.8	2.9	2

The Ride Now Taxi Subsidy Pilot Program started on August 1, 2020.

The program offers a subsidized taxi service for seniors and people with disabilities, inclusive of existing SamTrans Redi-Wheels customers. Taxi trips subsidized through this program must start and end within San Carlos, Redwood City, and North Fair Oaks. There are currently 126 Subscribers in the Pilot Program.


CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience	
KPI	Jan-19 Jan-20 Jan-21
Customer Complaints	137 191 77

The total number of complaints received for SamTrans decreased from December (82) to January (77).

MARKETING PROMOTIONS & SOCIAL MEDIA

SamTrans Digital Metrics: Jan 2021



New Followers	-89	Top Topics	Mentions
Jan 21	11065	COVID	2
Dec 20	11,154	Clipper START	2
Jan 20	10245	Compliment	2
		Delay	1
		Complaint	1
<u>SamTrans.com</u> Sessions			
Jan 21	55,907		
Dec 20	46,802	Social Engagement	
Jan 20	142,255	Video Views	4,209
		Impressions	165,011
		Interactions	4,472
SamTrans Mobile App			
App Downloads		Yelp/FB Rating	
Orders		Overall	2.83
		Monthly	N/A

Notes: Removed Glass Door and Periscope for 2021.

Prepared by: Alex Lam, Senior Planner
 Jeremy Lipps, Manager (Digital Communication)

650-508-6227
 650-730-3113



BOARD OF DIRECTORS 2021

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

JIM HARTNETT
GENERAL MANAGER/CEO

A G E N D A

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, MARCH 3, 2021 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of February 3, 2021
3. Award of Contract for On-Call General Engineering Consultant Design Services
4. Authorize Amendments to Contracts for On-Call Program Management Oversight Services to Increase Maximum Aggregate Amount by \$465,000
5. Programming of Federal Transit Administration Formula Funds for Fiscal Year 2021
6. Adjourn

Committee Members: Josh Powell (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
FEBRUARY 3, 2021**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, C. Groom, R. Medina, D. Pine, P. Ratto, C. Stone

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 3:23 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JANUARY 6, 2021

Motion/Second: Ratto/Guilbault

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

Noes: None

Absent: None

3. FUEL HEDGING UPDATE

Jayden Sangha, Treasury Manager, provided the presentation. He noted that the purpose of the hedging strategy is to mitigate the volatility of fuel prices.

4. FINAL PILOT REPORT OF THE CALIFORNIA UNIFORM PUBLIC CONSTRUCTION COST ACCOUNTING ACT (CUPCCAA) PILOT PROGRAM

Quoc Truong, Procurement Administrator, provided the presentation, regarding SBE (Small Business Enterprise) participation.

Committee Chair Powell remarked that in the contractors' survey, the majority of responses to overall experience with the District's request for quotes were in the "Okay" category, while the rest of the survey responses were split between "Excellent" and "Good." Mr. Truong responded that the "Okay" respondents included contractors who participated in the survey but who did not get the work.

Public Comment:

Roland Lebrun said he thought that the District should not hold a project for four to six months to get Board approval. He said he supported continued transparency in reporting the contract process.

5. ADJOURN

The meeting adjourned at 3:36 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR ON-CALL GENERAL ENGINEERING CONSULTANT
DESIGN SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Group 4 Architecture, Research + Planning, Inc. (Group 4 Architecture) of South San Francisco, California for on-call general engineering consultant design services (Services) for a not-to-exceed amount of \$3 million for a seven-year term.
2. Authorize the General Manager/CEO or designee to execute a contract with Group 4 Architecture in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will benefit the San Mateo County Transit District (District) by providing a dedicated, qualified firm for on-call multi-disciplinary engineering, architectural, and design services to support upcoming capital improvement projects at various District properties.

Award of this on-call design services contract will not obligate the District to purchase any specific level of service because the firm will be engaged on a project-by-project and as-needed basis.

BUDGET IMPACT

The Services to be provided pursuant to the proposed contract will be performed under Work Directives (WDs) issued to the firm on a project-by-project and as needed basis. The WDs will be funded with State, regional, and/or local revenues and grants from approved District capital project budgets over the life of this contract.

BACKGROUND

The District has an on-going business need for the Services.

The District issued a Request for Proposals (RFP), solicitation number 21-S-P-028, for the Services. The RFP was advertised on the District's procurement website and notices were sent to Small and Disadvantaged Business Enterprises (SBE/DBEs) in the general engineering consultant services industry. A pre-proposal video conference was held and 39 firms attended. Two firms submitted proposals as follows:

- Group 4 Architecture, South San Francisco
- Salas O'Brien Engineers Inc. dba Salas O'Brien, San Jose

In accordance with federal and state law governing the procurement of architecture and engineering services, proposals were evaluated, scored and ranked solely on qualifications and other factors unrelated to price. Price was considered and negotiated only with the highest-ranked firm. A Selection Committee (Committee), composed of qualified staff from the District's Facilities Maintenance department, reviewed and scored the proposals in accordance with the following weighted criteria:

- Qualifications and Experience of Key Personnel (25 Points)
- Company Qualifications, Experience & References (25 Points)
- Approach to Providing Services: On-Call Team Organization and Work Directive Management Plan (25 Points)
- Work Directive Management Plan and Procedures (25 Points)

After initial scoring of the technical proposals, both firms were found to be in the competitive range and were invited to oral interviews. Subsequently, the Committee completed its final evaluation and consensus ranking. The Committee determined Group 4 Architecture to be the highest-ranked firm. Group 4 Architecture possesses the requisite depth of experience and the required qualifications to successfully perform the Services. Staff reviewed Group 4 Architecture's cost proposal (direct hourly rates, overhead rates, and fees), and determined them to be reasonable and in line with prices currently paid by the District or similar agencies for similar services. Staff therefore recommends award of a contract to this firm.

The Office of Civil Rights (OCR) reviewed the RFP prior to release and encouraged proposers to provide subconsulting opportunities to certified small businesses, including SBE/DBE firms. Proposers were required to document their solicitation and negotiation activities with their subconsultants to ensure that the process was carried out in a non-discriminatory manner. The OCR reviewed all proposals submitted and determined that Group 4 Architecture's proposal is responsive to the RFP requirements for SBE/DBE purposes. Group 4 Architecture is a DBE firm and included seven subconsultants in its consulting team, including four SBE/DBE firms for specialized services.

The Services currently are provided to the District by Group 4 Architecture under a five-year contract with an estimated aggregate not-to-exceed amount of \$3 million. This contract will expire in March 2021. Award of the new contract to Group 4 Architecture will ensure uninterrupted Services to the District.

STRATEGIC INITIATIVE

- Action 2-9: Maximize long-term financial saving by incorporating a full evaluation of economic, environmental and social costs in the decision-making process
- Action 2-13: Invest in improvement to our facilities and fleets that conserve natural resources, reducing waste and controlling costs.
- Action 3-7: Utilize technology to enhance processes and stay current and competitive within the industry.
- Action 3-9: Promote sustainability and corporate responsibility.

Procurement Administrator II: Patrick Ng
Project Manager: Jeff Thomas

650-622-8018
650-508-6309

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO GROUP 4 ARCHITECTURE, RESEARCH + PLANNING, INC.
FOR ON-CALL GENERAL ENGINEERING CONSULTANT, DESIGN SERVICES FOR
A NOT-TO-EXCEED AMOUNT OF \$3,000,000 FOR A SEVEN-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) issued a Request for Proposals (RFP), solicitation number 21-S-P-028, for on-call general engineering consultant design services (Services); and

WHEREAS, in response to the RFP the District received two proposals; and

WHEREAS, a Selection Committee (Committee) scored and ranked the proposals according to the qualifications-based evaluation criteria set forth in the RFP, determined that both firms were found to be in the competitive range, and conducted oral interviews; and

WHEREAS, the Committee completed its evaluation process and determined that Group 4 Architecture, Research + Planning, Inc. (Group 4 Architecture) of South San Francisco, CA possesses the necessary qualifications and requisite experience to successfully provide the Services to the District, and will perform such Services at fair and reasonable prices; and

WHEREAS, staff and legal counsel reviewed Group 4 Architecture's proposal and have determined that it complies with the requirements of the solicitation documents; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract for on-call general engineering consultant design

services be awarded to Group 4 Architecture, the firm with the highest consensus ranking, for a not-to-exceed amount of \$3,000,000 for a seven-year term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract for on-call general engineering consultant design services to Group 4 Architecture, Research + Planning, Inc. for a not-to-exceed amount of \$3,000,000 for a seven-year term;

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Group 4 Architecture, Research + Planning, Inc. in full conformity with all of the terms and conditions of the RFP and in a form approved by legal counsel.

Regularly passed and adopted this 3rd day of March, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT BOARD
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operations Officer, Bus

Derek Hansel
Chief Financial Officer

SUBJECT: **AUTHORIZE AMENDMENTS TO CONTRACTS FOR ON-CALL PROGRAM
MANAGEMENT OVERSIGHT SERVICES TO INCREASE MAXIMUM AGGREGATE
AMOUNT BY \$465,000**

ACTION

Staff proposes the Committee recommend the Board:

1. Authorize amendments to the on-call program management oversight services (PMO Services) agreements with CPM Associates, Inc. of San Francisco, California and Jacobs Project Management Company of Oakland, California to increase the maximum aggregate not-to-exceed compensation amount by \$465,000, from \$340,000 to \$805,000.
2. Authorize the General Manager/CEO, or his designee, to execute a contract amendment with each of the above firms in a form approved by legal counsel.

SIGNIFICANCE

The San Mateo County Transit District (District) has current contracts with the above-referenced firms to provide PMO Services in support of the District's capital projects. The Board of Directors (Board) authorized maximum aggregate compensation of \$340,000 for all services provided under the PMO Services contracts. Due to unanticipated circumstances, the District required a greater commitment of PMO Services in a shorter time period than it expected. Of the initial authorized amount, \$2,906 remains of the maximum aggregate compensation. The proposed amendments are required in order to maintain continuity of services for approximately eight current capital projects, such as the North Base Industrial Waste Line Replacement, the South Base Switchgear Replacement, and the coordination and construction details for the Battery Electric Bus Implementation, through October of 2021.

Authorization of these amendments will not obligate the District to purchase any specific level of service from either of the above referenced firms as the PMO Services are performed under Work Directives (WDs) issued to each firm on an on-call and project-by-project basis.

BUDGET IMPACT

Each WD contains a defined scope of services, with a discrete schedule and budget.

WDs will be funded from approved Capital and/or Operating Budgets using a variety of funding mechanisms and sources which may include Federal, State, and local revenues and grants.

BACKGROUND

The District has an ongoing need for PMO Services, primarily consisting of program and project management, document control, records management, cost estimating and scheduling and support services, to support implementation of various capital projects.

The current PMO Services contracts were procured by a joint competitive procurement with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority. Staff initially estimated the District would require 2,400 net hours of PMO Services over a 5-year term. Such engineering services were planned as “intermittent” given the indeterminate nature of deferred maintenance and uncertainty of capital funding. Several unexpected factors have developed since the award of the PMO Services agreements. The District’s Transit Asset Management Program was adopted in October 2018, utilizing Federal Transit Administration-approved criteria to plan and complete State of Good Repair measures. Many deferred projects were immediately identified and applicable project funds became “available”. Compliance with COVID-19 related health orders required the District to re-prioritize several projects to promote health/safety standards and to adapt for new ‘sheltering’ protocols. It also allowed the District to benefit from diminished facility occupancy and to promote local/regional employment by accelerating project schedules. As such, the District required a greater commitment of PMO Services than could or would have been foreseen upon initial planning of the PMO Services solicitation in mid-2018.

The District's PMO Services consultants have commenced work on eight current capital projects; however, due to the unanticipated circumstances mentioned above, the District has nearly expended its maximum aggregate budget for PMO Services. In order to maintain continuity of services on the current capital projects, avoid the duplication of efforts and unnecessary expense required to integrate a new PMO Services provider on current capital projects, and avoid project delays, the District has determined that it is in the District's best interests for the current PMO firms to continue to provide the required PMO Services to support the District's ongoing capital projects through October 31, 2021. Meanwhile, staff will reassess needed project services on a long-term basis to determine if a new competitive solicitation for PMO Services is necessary. Should the determination be to proceed with issuing a new competitive solicitation, such a solicitation will be advertised and awarded for continuity of PMO support.

STRATEGIC INITIATIVE

Priority 3: Become a More Effective Organization

Goal 1: Improve Organizational Performance

Contract Administrator: Tomisha Young

650-508-7968

Project Manager: Jeff Thomas

650-508-6309

RESOLUTION NO. 2021-

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

* * *

AUTHORIZING AMENDMENTS TO THE ON-CALL PROGRAM MANAGEMENT OVERSIGHT SERVICES AGREEMENTS WITH CPM ASSOCIATES, INC. AND JACOBS PROJECT MANAGEMENT COMPANY TO INCREASE THE MAXIMUM AGGREGATE NOT-TO EXCEED AMOUNT BY \$465,000

WHEREAS, pursuant to Resolution No. 2019-1, on January 9, 2019, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded On-Call Program Management Oversight Services (PMO Services) contracts to CPM Associates, Inc. and Jacobs Project Management Company for a five-year term for a maximum aggregate not-to-exceed amount of \$340,000; and

WHEREAS, due to several unanticipated factors that developed following the award of the PMO Services contracts, including the required re-prioritization of several projects to comply with COVID-19 health orders and the identification of projects consistent with the Board-adopted Transit Asset Management Plan for State of Good Repair measures, the District required a greater commitment of PMO Services in a shorter time period than it could have anticipated; and

WHEREAS, the above-referenced consultants are currently providing PMO Services on eight capital projects for the District; and

WHEREAS, in order to maintain continuity of services on the current capital projects, avoid the duplication of efforts and unnecessary expense required to integrate a new PMO Services provider, and avoid project delays, the District has determined that it is in the District's best interests for the current PMO firms to continue to

provide the required PMO Services to support the District's ongoing capital projects through October of 2021; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that the Board authorize amendments to the PMO Services contracts with CPM Associates, Inc. and Jacobs Project Management Company, to increase the maximum aggregate not-to-exceed contract amount by \$465,000, from \$340,000 to \$805,000, with the understanding that increasing the total contract amount will not obligate the District to purchase any specific level of services from either firm, as services are provided on an as-needed basis.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to execute amendments to the contracts for on-call program management oversight services with CPM Associates, Inc. and Jacobs Project Management Company to increase the maximum aggregate not-to-exceed contract amount by \$465,000, from \$340,000 to \$805,000, for the duration of the five-year term, and in a form approved by legal counsel.

Regularly passed and adopted this 3rd day of March, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **PROGRAMMING OF FEDERAL TRANSIT ADMINISTRATION FORMULA FUNDS FOR FISCAL YEAR 2021**

ACTION

Staff proposes the Committee recommend the Board adopt a resolution to:

1. Authorize the General Manager/ CEO, or his designee, to execute and file applications with the Metropolitan Transportation Commission (MTC) for \$2,567,707 in Federal Transit Administration (FTA) Formula funds for the replacement of ten Redi-Wheels minivans and an operating subsidy for Redi-Wheels service; and
2. Commit up to \$641,927 in local matching funds; and
3. Authorize the General Manager/ CEO, or his designee, to take all other actions as may be necessary to give effect to the resolution, including executing any agreements, certifications and assurances, or other documentation required in order to receive the FTA funds.

SIGNIFICANCE

Staff is proposing to submit fund programming applications to the MTC for Fiscal Year (FY) 2021 FTA Formula funds to support the purchase of ten replacement Redi-Wheels minivans, which have reached the end of their useful lives, as well as an operating subsidy to support Redi-Wheels paratransit service. While these funds are included in the adopted FY 2021 Operating and Capital budgets, the MTC requires each FTA-eligible transit agency to adopt a resolution authorizing the programming of the funds. The table on the following page shows the breakdown of funds between the two projects.

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Purchase of Replacement Redi-Wheels Minivans	\$568,000	\$142,000	\$710,000
Americans with Disabilities Act Operating Subsidy (Redi-Wheels)	\$1,999,707	\$499,927	\$2,499,634
Total	\$2,567,707	\$641,927	\$3,209,634

The amount of funding available to the San Mateo County District (District) is determined by MTC based on the FTA's formula apportionment to the region as well as the District's vehicle replacement needs. Typically MTC programs multiple years of FTA formula funding associated with the passage of a federal transportation funding bill. However, Congress did not consider a new funding bill in 2020 and the existing transportation bill, known as the Fixing America's Surface Transportation Act, or FAST Act, was extended until September 30, 2021. As a result, only one year of formula funding can be programmed at this time.

BUDGET IMPACT

There is no budget impact associated with this action. The proposed FTA funding and local match amounts for the paratransit operating assistance were included in the adopted FY 2021 Operating Budget. Funding for the replacement minivans will be considered for inclusion in the FY 2022 Capital Budget.

BACKGROUND

The selection of projects for funding is based on MTC's Transit Capital Priorities policy and criteria, which is intended to fund transit projects that are most important to the region and consistent with Plan Bay Area, the region's 25-year plan. Future FTA funding will be made available based on congressional appropriations and the FTA's apportionment of funds to the region.

While the Bus Maintenance Department continues to research viable zero emissions alternatives for each vehicle procurement, there are no minivans that meet the FTA's Altoona testing requirements, a prerequisite to apply FTA formula funds to a vehicle procurement. However Bus Maintenance will explore alternative vehicle platforms that have been Altoona tested, including zero emissions full-size vans, for operational viability. The main constraints for these vehicles include battery capacity, the need for a 200 mile per single-charge range, along with charging times.

Prepared By: Peter Skinner, Director, Grants and Fund Management 650-622-7818

RESOLUTION NO. 2021 –

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

* * *

**AUTHORIZING THE FILING OF APPLICATIONS FOR FEDERAL TRANSIT ADMINISTRATION
FORMULA AND SURFACE TRANSPORTATION PROGRAM FUNDING FOR SAMTRANS CAPITAL
AND OPERATING PROJECTS, COMMITTING THE NECESSARY LOCAL MATCH FOR
THE PROJECTS AND ASSURING COMPLETION OF THE PROJECTS**

WHEREAS, the Fixing America’s Surface Transportation Act (FAST Act, Public Law 114-94) continues and establishes new Federal Transit Administration (FTA) formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (STP) (23 U.S.C. § 133); and

WHEREAS, pursuant to the FAST Act, and the regulations promulgated thereunder, eligible project sponsors wishing to receive FTA Section 5307 Urbanized Area or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants or STP grants for a project must first submit an application with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

WHEREAS, the San Mateo County Transit District (District) is an eligible project sponsor for FTA Formula Program and STP funds; and

WHEREAS, the District wishes to submit a grant application for MTC to program funds from the Fiscal Year (FY) 2021 FTA Formula Program and STP for the following District capital and operating projects:

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Purchase of Replacement Redi-Wheels Minivans	\$568,000	\$142,000	\$710,000
Americans with Disabilities Act Operating Subsidy (Redi-Wheels)	\$1,999,707	\$499,927	\$2,499,634
Total	\$2,567,707	\$641,927	\$3,209,634

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) The commitment of necessary local matching funds of at least 20 percent for FTA Formula Program funds and 11.47 percent for STP funds; and

2) That the District understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and

3) The assurance of the District to complete the projects as described in the application, and if approved, as programmed in MTC's TIP; and

4) That the District understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year that the projects are programmed for in the TIP, or the projects may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the San Mateo County Transit District is authorized to execute and file applications for funding under the FTA Formula Program and/or the Surface Transportation Program in the amount of \$2,567,707 for the replacement of Redi-Wheels minivans and Americans with Disabilities Act Operating Subsidy for Redi-Wheels; and

BE IT FURTHER RESOLVED that the Board of Directors by adopting this resolution does hereby state that:

1) The District will provide \$641,927 in local matching funds for the funded projects; and

2) The District understands that the FTA Formula Program and STP funding for the projects is fixed at \$2,567,707, and that any cost increases must be funded by the District from local matching funds, and that the District does not expect any cost increases to be funded with FTA Formula Program or STP funds; and

3) Vehicle replacements and ADA Operating Subsidy will be implemented and operated as described in this resolution and, if approved, for the amount shown in the MTC TIP with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the projects are programmed for in the TIP; and

5) The District will comply with FTA requirements and all other applicable federal, state and local laws and regulations with respect to the proposed projects; and

BE IT FURTHER RESOLVED:

1) That the District is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and

2) That the District is authorized to submit an application for FTA Formula Program and STP funds for vehicle replacements and ADA Operating Subsidy; and

3) That there is no legal impediment to the District making applications for FTA Formula Program and STP funds; and

4) That there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of the District to deliver such projects; and

5) That the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

6) That a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or STP funded projects in the TIP; and

7) That the MTC is requested to support the application for the projects described in the resolution and to program the projects, if approved, in MTC's TIP; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, may take all other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances, or other documentation required in order to receive the FTA funds.

Regularly passed and adopted this 3rd day of March, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2021

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

WEDNESDAY, MARCH 3, 2021 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of December 2, 2020

INFORMATIONAL

3. SamTrans Adaptation and Resilience Plan Study Findings and Recommendations
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
DECEMBER 2, 2020**

Committee Members Present: D. Pine (Committee Chair), C. Groom, R. Guilbault

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Dave Pine called the meeting to order at 3:45 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 4, 2020

Motion/Second: Pine/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

3. ADOPTION OF PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

Robert Sebez, Deputy Director, System Safety and Security, presented the staff report.

Motion/Second: Ratto/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

4. APPROVE THE DISTRICT'S ROLLOUT PLAN TO COMPLY WITH CALIFORNIA AIR RESOURCES BOARD INNOVATIVE CLEAN TRANSIT REGULATION

David Olmeda, Chief Operating Officer/Bus, provided the presentation.

Chair Charles Stone said he was hopeful for more federal funding for the plan.

Committee Member Rose Guilbault thanked Mr. Olmeda and staff for their work on the project.

Vice Chair Peter Ratto said that he supported the plan and commended its flexibility. Committee Chair Pine said that storm events were the biggest threat to sea-level rise. He said that ST should be a leader in clean transit utilization. He said that additional funding could accelerate the program.

Jim Hartnett, General Manager/CEO, thanked staff for their work in rolling out a brand new plan.

Motion/Second: Stone/Ratto

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

5. REIMAGINE UPDATE: DRAFT SERVICE POLICY FRAMEWORK AND NETWORK ALTERNATIVES

Christy Wegener, Director of Planning, and Millie Tolleson, Principal Planner, provided the presentation.

Vice Chair Ratto commended the plan's flexibility in light of the pandemic's changing scenarios.

Committee Member Carole Groom said that she appreciated the thoroughness of the report.

Director Marina Fraser praised the plan.

Director Josh Powell echoed the other directors' comments.

Director Ron Collins said he liked the thinking behind improved BART and Caltrain connections to SamTrans

Chair Stone thanked the County voters for passing Measure W and thanked staff for their outreach and transparency work.

Committee Member Guilbault said that she was impressed with the work and congratulated them on behalf of the Board.

Public Comment:

Adina Levin said she appreciated how the project is considering equity as one of its principles.

Rayaan Mohtashemi expressed support for bus rapid transit.

David Sorrell, Seamless Bay Area and Association for Commuter Transportation, expressed his support for continued efforts towards transit equity for essential workers who do not work nine-to-five schedules.

Kelsey Banes, Peninsula for Everyone, said that transit equity goals are not in conflict with providing reliable and frequent service.

Kevin Ma, Palo Alto, said he supported an equitable, reliable bus system where riders can easily travel from San Mateo County to Santa Clara County.

Eduardo Gonzalez, Youth Leadership Institute, expressed support for bus rapid transit.

Auros Harman expressed support for bus rapid transit from San Francisco to San Jose and rail service focusing on limited stops during rush hours.

Mr. Hartnett said the three proposed alternatives share some common elements, and some choices will need to be made. He noted that the District is still in a financially constrained condition.

6. ADJOURN

The meeting adjourned at 5:02 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **SAMTRANS ADAPTATION AND RESILIENCE PLAN STUDY FINDINGS AND
RECOMMENDATIONS**

ACTION

The SamTrans Adaptation and Resilience Plan is presented to the Board for information. Any input received at the March 2021 meeting will be incorporated in the Plan, as appropriate.

SIGNIFICANCE

In Fall 2018, SamTrans received a grant for \$193,102 from Caltrans matched with \$25,018 in District Sales Tax under the SB1-funded Integrated Climate Adaptation and Resilience Program (ICARP) to prepare an Adaptation and Resilience Plan. The SamTrans Adaptation and Resilience Plan includes an analysis of the impacts Sea Level Rise (SLR) and High Heat have on SamTrans facilities.

The Sea Level Rise Analysis finds that both bus base facilities are vulnerable to sea level rise in the 2050 and 2100 timeframes. The High Heat Analysis found that while SamTrans facilities and assets do not face significant near-term high heat risk, passengers are likely to experience escalating heat impacts as the century progresses.

Staff introduced the study at the May 2019 Board meeting. Since that time, staff has continued to meet with an external advisory group and to engage in internal review, while completing the technical analysis. Some of the findings from the analysis were also used to assess the facility vulnerabilities in the rollout plan for electrifying the transit fleet.

The report is now complete, and can be found at <https://www.samtrans.com/Assets/sustainability/pdf/Final+SamTrans+Adaptation+and+Resilience+Plan.pdf>.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

San Mateo County is extremely vulnerable to sea level rise and flood inundation because of densely populated areas at low-elevation. The Bay Area is also vulnerable to high heat because the region has not historically experienced, prepared for, or built for resilience to extreme temperatures.

The SamTrans Adaptation and Resilience Plan analyzed climate change risks and identified potential adaptation strategies to (1) make the SamTrans' North and South Base maintenance facilities more resilient to the impacts of sea level rise, storm surge, and flooding, and (2) address the impact of high heat on SamTrans facilities, equipment, and passengers.

Prepared By: Amelia Timbers,
Principal Planner Sustainability

650-508-7713



SAMTRANS ADAPTATION AND RESILIENCE PLAN



January 2021



NOTE: Any SamTrans ridership information referenced in this report references pre-COVID-19 data.

EXECUTIVE SUMMARY

Sea levels are rising in the San Francisco Bay, with projections showing an increase of up to 10 feet by the end of century. The California Ocean Protection Council (OPC) now advises California to prepare to be resilient to at least 3.5 feet of sea level rise by 2050 (OPC, 2018; OCP, 2019). This large range of uncertainty makes sea level rise (SLR) challenging to address. When combined with major storm events like a 100-year storm¹ or regular tidal events like the king tide,² flooding onshore caused by SLR can be exacerbated and pushed even farther inland. Heavy rain events can also cause rivers to swell and overflow; for rivers and creeks that drain into San Francisco Bay, these increased flows can meet SLR and storm surge to cause even more severe flooding. In addition, the San Francisco Bay Area is slowly sinking through a phenomenon known as subsidence³, which further amplifies SLR and storm surge concerns.

These climate hazards (SLR, storm surge, and fluvial flooding) along with subsidence present major issues for SamTrans' transportation infrastructure and, specifically, for SamTrans' low-lying and coastal bus maintenance facilities: North Base and South Base. North Base, SamTrans' primary operations and maintenance (O&M) facility, is in South San Francisco next to the San Francisco Airport (SFO). South Base is in San Carlos, adjacent to the San Carlos Airport. Both facilities are at risk of climate-change related flooding (temporary) and inundation (permanent).

The San Francisco Bay Area is also vulnerable to heat; because the area has historically experienced moderate temperatures with few extreme swings in highs and lows, communities are insufficiently prepared to manage its effects. Climate change is projected to increase overall average temperatures, as well as the number and severity of high and extreme heat events. By 2070, most of San Mateo County will experience at least a 4°F increase in average high temperatures⁴ and the number of projected extreme heat days will more than double compared to 1995 (San Mateo County, 2018).

Each weekday, SamTrans makes over 46,000 trips⁵ in San Mateo County through its bus, paratransit and shuttle services. The majority of SamTrans riders are transit-dependent and earn significantly less than the median annual income level in San Mateo County. Affordable public transportation is essential to serving San Mateo County's most vulnerable populations. Loss of bus service or dangerous conditions due to climate change could limit mobility for many of the

¹ A storm that has a 1% chance of occurring in any given year.

² A non-scientific term for a very high tide, which occur when the moon is closest to the Earth.

³ Subsidence is a gradual settling or sudden sinking of the Earth's surface.

⁴ Under a high greenhouse gas (GHG) emissions scenario (RCP 8.5).

⁵ Based on pre-COVID-19 ridership.

County's most vulnerable residents, including people in resource-limited communities or those with functional and access needs.

The SamTrans Adaptation and Resilience Plan (the Plan) identifies SamTrans' vulnerability to SLR, flood and heat-related climate change impacts and presents potential action alternatives to improve resilience. The Plan was developed through the following process, which is guided by the Naval Facilities Engineering Command (NAVFAC) Climate Change Planning Handbook on Installation Adaptation and Resilience (2017):

- Stage I. Conduct Vulnerability Assessments
- Stage II. Identify and Screen Action Alternatives
- Stage III. Evaluate Benefits and Costs of Action Alternatives
- Stage IV. Assemble a Portfolio of Action Alternatives

The SLR and flooding vulnerability assessment focuses on SamTrans' North and South Base facilities, while the heat vulnerability assessment also evaluates the vulnerability of SamTrans' fleet and passengers. The vulnerability assessment focuses on the potential impacts of SLR and associated hazards on SamTrans' assets and services. It considers three aspects of overall vulnerability for both bases: exposure, sensitivity and adaptive capacity. These represent how much an asset is in harm's way from a hazard, how consequential impacts will be, and how successfully the asset is able to withstand the impacts.

SEA LEVEL RISE FLOODING AND INUNDATION SUMMARY

The SLR vulnerability assessment used existing SLR projection data to evaluate present day flood risk and future flood risk in the years 2050 and 2100. Present day flood risk was evaluated using FEMA 1% flood annual flood chance data, also known as the 100-year flood or base flood. Future scenarios were developed to evaluate SLR risk in 2050 and 2100 with or without considering land subsidence.⁶

The results of this assessment found exposure to mid-century SLR, depending upon the scenario, at both bases. North Base will flood under mid and high-end SLR scenarios and a 100-year storm event by 2050, and its access road is vulnerable to flooding under a current 100-year storm. North Base does not benefit from any existing levee protections, and its facilities could flood under near term SLR and storm conditions. In some scenarios, 100-year storms may begin to cause damage to buildings at North Base within the decade, accounting for land subsidence and SLR.

⁶ Due to the nature of storm surge within the San Francisco Bay and along the west coast, the base flood and SLR evaluation depths take into consideration storm surge as part of the regulatory determination and calculations for SLR projections.

South Base is flat and low-lying; it floods under the high-end 2050 SLR scenario and any of the 2100 scenarios considered for this assessment. South Base is protected from mid-level SLR and storm surge in 2050 due to an existing levee; however, the base could flood under this scenario if a 100-year storm were to overtop Phelps Slough. Further study is needed to understand the likelihood of the slough overtopping in a major precipitation event, as this greatly affects South Base’s overall flood vulnerability. The entire South Base facility is vulnerable to high-end SLR in 2050.

After evaluating the SLR vulnerabilities of both facilities, SamTrans developed a range of different action alternatives to prepare for and improve resilience to the impacts of SLR over the coming century. These alternatives were screened for their benefits, limitations, feasibility and appropriateness, and ten strategies moved forward for further evaluation (retained). Retained action alternatives for each base are listed in Table 1.

Table 1. Retained Action Alternatives for North and South Base

North Base	South Base
Construct a horizontal levee around the perimeter of North Base.	Increase the levee height along Steinberger Slough.
Floodproof planned new construction by elevating all utilities and designing the ground level to accommodate floodwater.	Excavate/dredge Phelps Slough.
Elevate new building electrical and HVAC systems, moving relevant equipment to roof, adding elevated platforms to house equipment at ground level, and/or raising the elevation of the ground where the equipment rests.	Elevate new building electrical and HVAC systems, moving relevant equipment to roof, adding elevated platforms to house equipment at ground level, or raising the elevation of the ground where the equipment rests.
Consider locating BEB charging stations offsite in the future.	Install and modify pump systems downstream of Phelps Slough.
	Install check dams, ponds and infiltration systems in upper watershed to reduce surface runoff and flow going into Phelps Slough to reduce freshwater flood depths.
	Consider locating BEB charging stations offsite in the future.

A lifecycle benefit-cost analysis (LBCA) was conducted for a horizontal levee action alternative for the North Base, which would greatly improve the facility’s flood protection from current storm events and near term SLR. This analysis assessed three levee options compared to a “no-action” or baseline scenario. The LBCA demonstrated that there is a clear case for installing

suitable flood protection at North Base. Constructing a levee to protect North Base is projected to save SamTrans significant costs under all SLR scenarios evaluated in this study. However, a regional tide gate solution between South San Francisco and North Base could reduce the length of the levee needed around North Base while also providing protection for several other agencies and properties to the west.

South Base is less vulnerable to future SLR because of the protection provided by the existing Redwood City levee. However, the existing levee would be overtopped under the 2050 high-end SLR scenario. In addition, South Base could be flooded from Phelps Slough overtopping during a storm event in the medium-term. Additional study is needed at the County/regional level to understand the potential fluvial flooding from Phelps Slough. Any solutions to address flooding risk at South Base require regional coordination as SamTrans does not have jurisdiction over the infrastructure that would need to be improved to provide flood protection. Eventually, the Redwood City levee will need to be elevated to continue to provide protection against SLR. This effort would need to be led by Redwood City.

Regional coordination will be critical to addressing SLR vulnerabilities as neither site can be protected in isolation. Multiple action alternatives will be outside of SamTrans’ control and other alternatives, such as installing a levee, will require extensive stakeholder coordination.

HIGH HEAT SUMMARY

Climate change is projected to increase overall average temperatures as well as the number and severity of high heat events in San Mateo County, as shown in Table 2. Some areas within San Mateo County will experience a greater number of high heat days than others. The greatest number of high heat days are expected in San Mateo, Redwood City and parts of south San Mateo County.

Table 2. Projected Temperature Increase

Year	Countywide Temperature Increase	Max High Heat Days Expected ⁷	Average Cooling Degree Days
1995 Baseline	-	13	91.4
2030	1.4 to 2.2°F	21	172.7 (89% increase)
2070	3.8 to 5.0°F	35	709.5 (676% increase)

The high heat vulnerability assessment evaluated heat-related vulnerabilities and adaptation strategies for SamTrans’ North and South Base facilities, fleet and passengers based on heat

⁷ For this analysis, we defined high heat days as the number of days per year over 100°F. See section 3.1 for more information.

projections for 2030 and 2070. SamTrans developed a range of action alternatives to address the impacts of high heat events. These alternatives were screened for their benefits, limitations, feasibility, and appropriateness and fifteen strategies were moved forward for further evaluation.

Existing mechanical and passive cooling installed at North and South bases will likely provide sufficient protection from high heat through 2030. However, as average temperatures and the number of high heat days increase, North and South Base may require additional mechanical cooling after 2030. SamTrans should consider future heat projections when upgrading existing HVAC units, which typically have a lifespan of approximately 15 years, and when constructing new facilities.

Based on this analysis, North Base, South Base and SamTrans' bus fleet have limited heat exposure. Because heat risk to facilities and assets is not significant, greater emphasis was placed on mitigating passenger vulnerabilities to high temperatures while waiting for buses.

Increasing temperatures and high heat events put SamTrans' passengers at risk of heat-related health impacts. Public transit users are vulnerable to heat exposure when traveling to and waiting for transit, which can be exacerbated in urban areas by heat island effects and sparse tree canopy. Passenger sensitivity to heat exposure varies based on a number of factors including age, health (particularly pre-existing respiratory or cardiovascular disease), walking distance to a transit stop, and wait time.

High temperatures also disproportionately affect disadvantaged communities⁸ that are less likely to have access to a vehicle, more likely to be transit dependent, and more likely to reside in areas that experience urban heat island effects. People living in disadvantaged communities may also lack air conditioning at home, or the financial resources to operate air conditioning equipment.

Passenger heat risk was assessed by developing a heat sensitivity score for each census tract within SamTrans' service area to identify high vulnerability zones. Key retained action alternatives to address passenger heat vulnerability include improving shelter and/or shade amenities at SamTrans' bus stops. Approximately 10% of SamTrans' bus stops in San Mateo County have shelters. The majority of the shelters are owned by a third party under a long-term contract for bus shelters featuring advertising (ad shelters), which expires in 2023. The timing of this contract expiration provides an opportunity to incorporate recommendations and/or design specifications into the new contract that provide protections against increasing temperatures.

⁸ Disadvantaged communities are defined as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations.

Based on public input collected as by SamTrans, late buses feel four times longer to customers when waiting at a stop without a shelter or bench. In addition, respondents who ride SamTrans monthly or more are most likely to want improved bus stop amenities and features such as real-time information screens and shelters with seating among their top priorities. To address customer concerns and high heat risk, SamTrans could update the existing Bus Stop Guidebook (2013) and develop a bus stop improvement plan that incorporates recommendations from this study. A future bus stop improvement plan could also assist SamTrans in championing improvements at the many bus stops outside of its control.

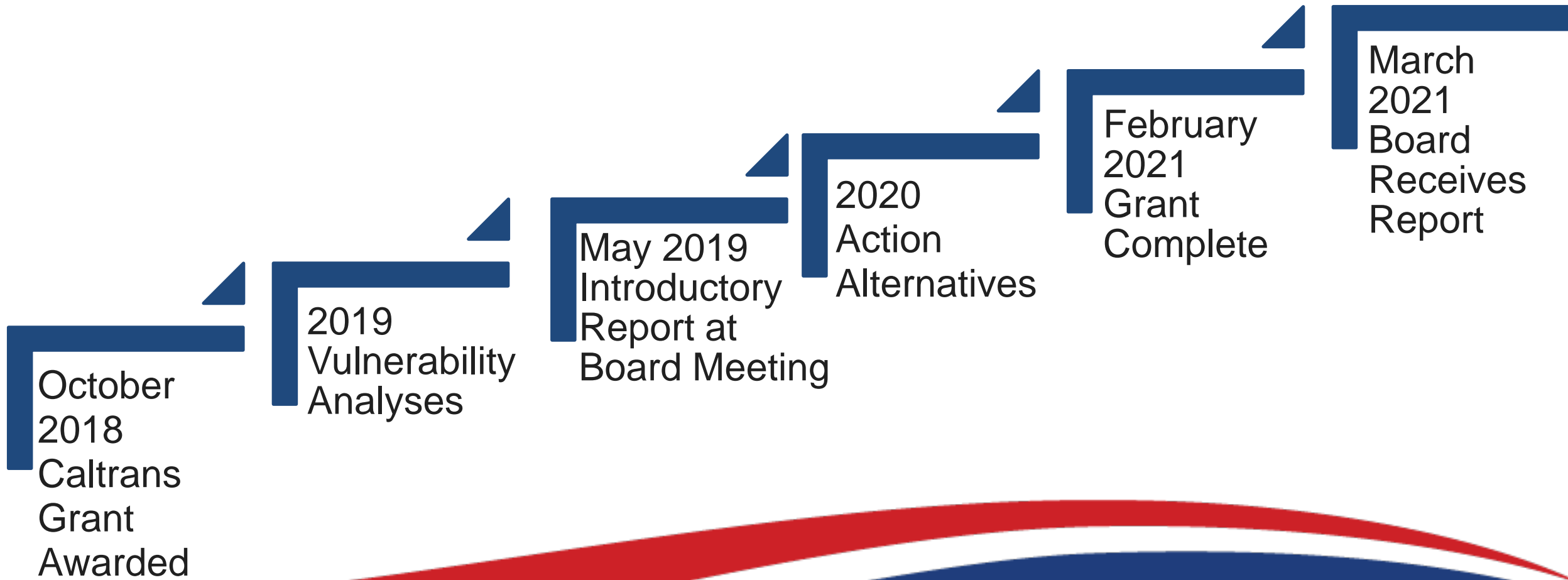
SamTrans Sea Level Rise and Heat Adaptation and Resilience Plan

March 3, 2021
Amelia Timbers
Principal Planner, Sustainability

Agenda

- Timeline
- Overview
- Sea Level Rise Analysis
- High Heat Analysis
- Next Steps
- Questions

Timeline



Overview

- The SamTrans Adaptation and Resilience Plan has two components:
 - Sea Level Rise (SLR) Analysis
 - High Heat Analysis
- Advisory group: Caltrans, SFO, South San Francisco, San Carlos, San Carlos Airport, Redwood City, BCDC, San Mateo County, and the Bay Trail.
- Extensive engagement with SamTrans operations and maintenance staff.

SamTrans Adaptation and Resilience Plan

SEA LEVEL RISE (SLR) ANALYSIS

SLR Analysis Purpose

- Assess the risk SLR, storm surge, and inundation poses to SamTrans' facilities, fleet, employees, and riders.
- Analyze the probability of flooding for the years 2050 and 2100 at both bases.
- Identify and evaluate high-level adaptation strategies to increase SamTrans' resilience to flooding.



North Base Vulnerability 2050



Orange: Present day
baseline flood

Orange & Purple combined:
baseline flood in ~66%
probability scenario

Orange, purple & green combined:
baseline flood in ~0.5% probability
scenario

North Base Vulnerability 2100



Orange: Present day
baseline flood

Orange & Purple combined:
baseline flood in ~66%
probability scenario

Orange, purple & green combined:
baseline flood in ~0.5% probability
scenario

South Base Vulnerability 2050



Green: baseline flood in
~0.5% probability
scenario

South Base Vulnerability 2100



Purple: baseline flood in 66% probability scenario

Action Alternatives Review Process

Action alternative options

Staff workshop vetting alternatives for benefits, limitations, feasibility, and appropriateness

Retained action alternatives

SLR Action Alternatives Considered

Base	Alternative	Feasible?	Basis
South Base	Phelps Slough solution	TBD	Off SamTrans' property; regional collaboration needed.
South Base	Increase levee height	TBD	
Both Bases	Waterproof buildings	Not currently	Operationally challenging.
North Base	Relocation	Not currently	Likely higher cost than hardening, few structurally sufficient sites in SMC.
North Base	Levee	Yes	4 levee options (including no action option) evaluated.

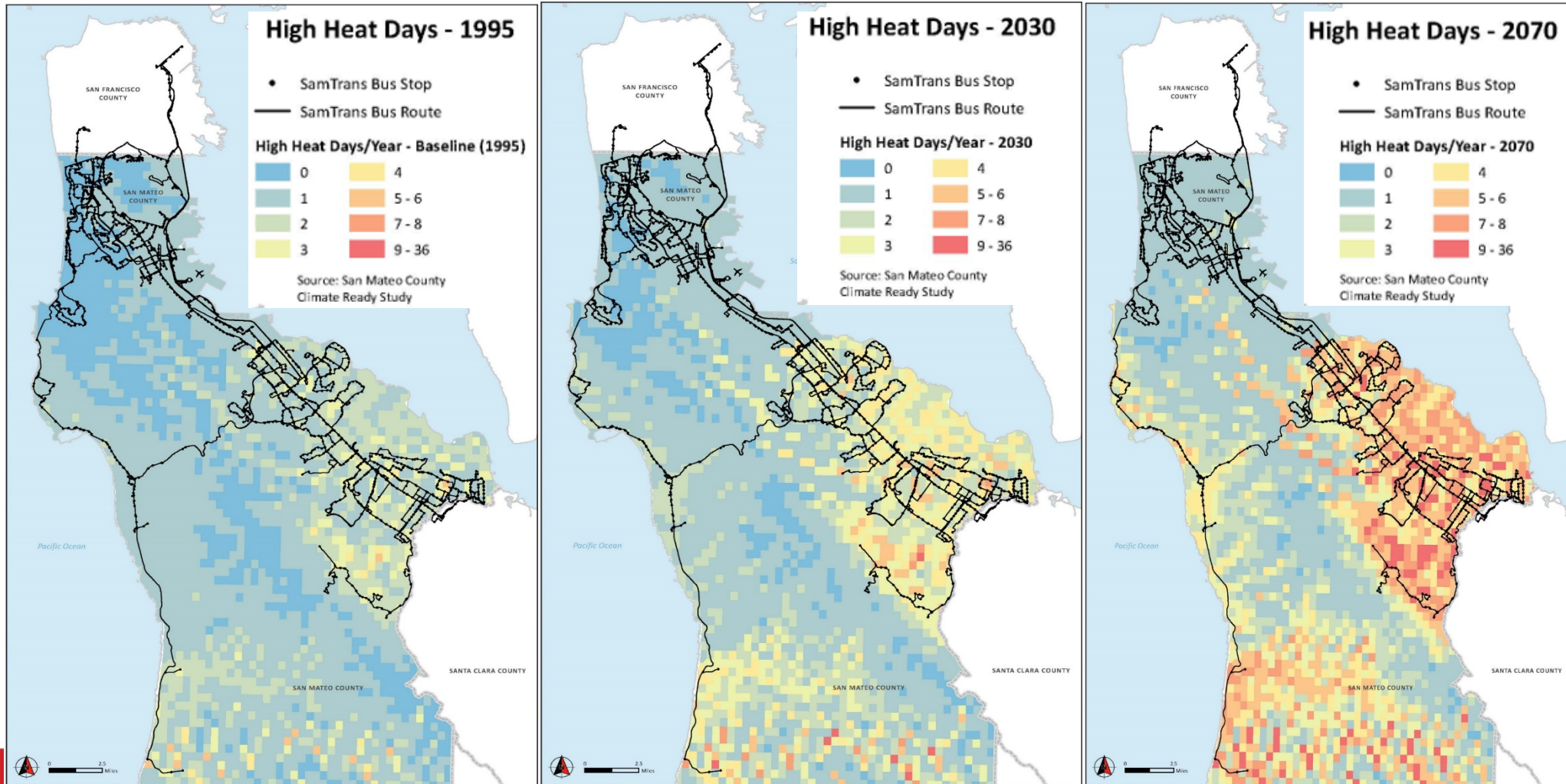
North Base Action Alternatives

- Levee Options
 - No action
 - Standard levee: 13.3'
 - Risk-averse levee: 19'
 - Flexible levee: 15.7' 1st stage + 3.3' 2nd stage, 19' total height
- The Lifecycle Benefit-Cost Analysis is a tool that compares project options. Here, it analyzed whether SamTrans should construct a levee, and if so, what height.
- A levee would be administered through SamTrans' normal capital planning processes.

SamTrans Adaptation and Resilience Plan

HIGH HEAT ANALYSIS

High Heat Projections Through 2070



High Heat Projections Through 2070

- The majority of San Mateo County will experience at least a 4°F increase in average high temperatures by 2070.
- There will be significantly more days where the average daily temperature exceeds 65°F.

Year	Temperature Increase (°F)	Maximum High Heat Days	Increase in Air Conditioning Need
1995	-	13	-
2030	1.4 to 2.2°	21	89%
2070	3.8 to 5.0°	35	676%

Facility Vulnerabilities

By 2030

- Little high heat related risk.

By 2070

- Buildings may need more air conditioning.
- It may be too warm to open windows for ventilation.
- Personnel working outdoors could be exposed to high heat.

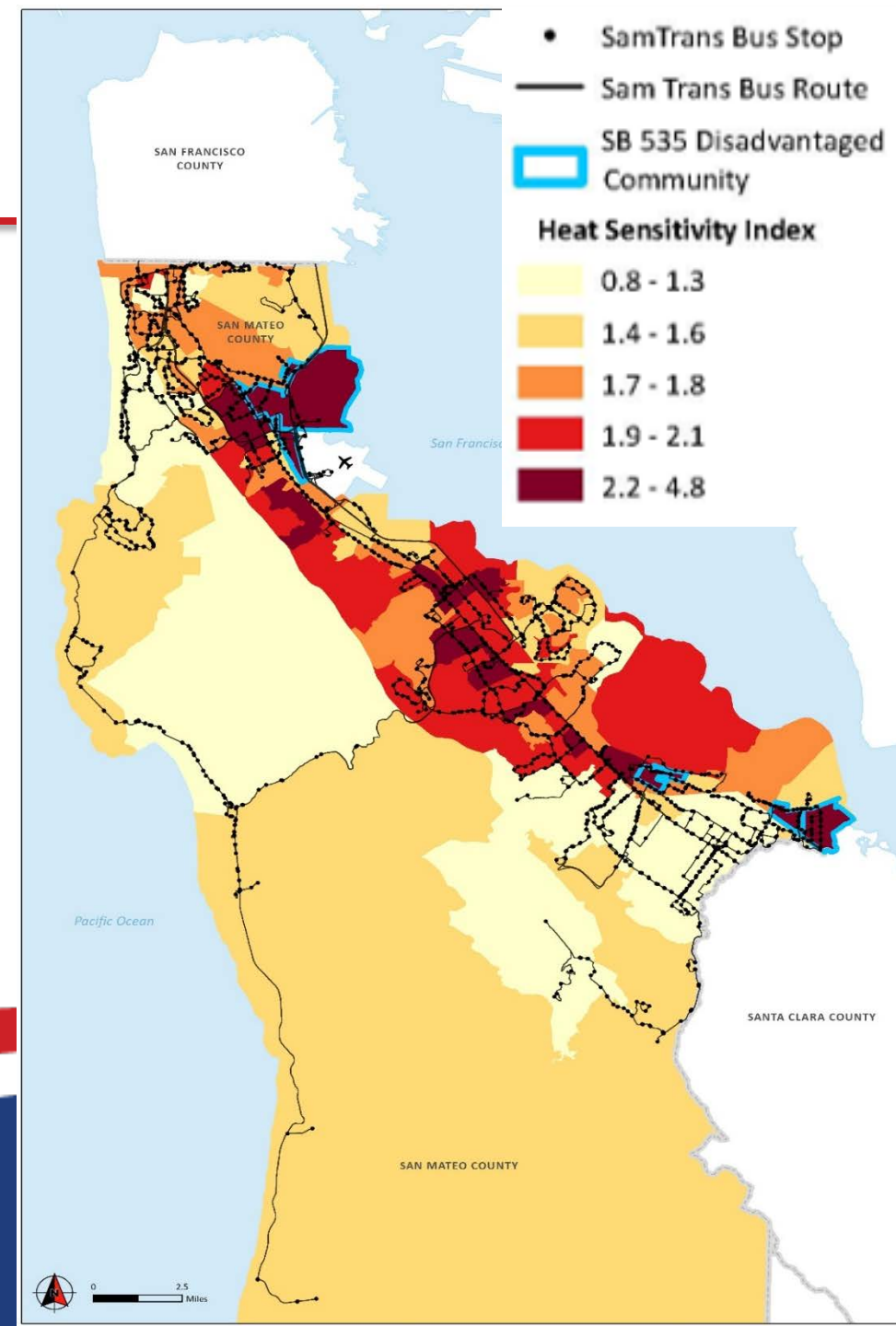
Fleet Vulnerabilities

- Analysis of diesel and battery electric bus (BEB) technology under temperature stress indicates few impacts.



Heat Sensitivity Index

- The index accounts for:
 - Income / poverty level
 - Asthma rate
 - % Age 65+
 - % No access to vehicle
 - % People with disability impacting movement
 - SB 535 CalEnviroScreen communities
 - Heat Island Effect



High Heat Action Alternatives Considered

- **Passengers:**
 - Bus shelter improvement program focusing on areas with high scores in the Heat Sensitivity Index.
 - Develop design heat-responsive standards for SamTrans owned bus stops, incorporate into Ad-Shelter contracts.
- **Facilities:** Plan to address high heat when constructing new facilities.
- **Fleet:** Few impacts; continue to monitor.

SamTrans Adaptation and Resilience Plan

NEXT STEPS

Recommended Action Alternatives

- SLR
 - North Base perimeter levee with a crest of ~19’.
 - Engage with regional partners on cooperative opportunities.
- Passengers
 - Bus shelter improvement program focusing on areas with high scores in the Heat Sensitivity Index.
 - Develop bus stop design that protects from heat.

Local Agency Adaptation Activities

Agency	Activities
SFO	Shoreline Protection Program environmental review initiated.
BART	Sea-level Rise and Flooding Resiliency Study complete.
VTA	Seeking grant for Climate Action and Adaptation Plan.
San Mateo County	Climate Ready program moving into implementation phase.
San Carlos	Climate Mitigation and Adaptation Plan engagement underway.
Redwood City	Climate Action Plan adopted November 2020.

Next Steps

- Close out grant administration.
- Develop internal implementation plans for high heat and SLR impacts.
- Engage with regional stakeholders regarding mitigation for bases.

Questions?

- Follow up: timbersa@samtrans.com



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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

WEDNESDAY, MARCH 3, 2021 – 3:15 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of February 3, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

Committee Members: Marina Fraser (Chair), Carole Groom, Rico Medina

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
FEBRUARY 3, 2021**

Committee Members Present: M. Fraser (Chair), C. Groom, D. Pine

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:39 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JANUARY 6, 2021

Motion/Second: Stone/Powell

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

Noes: None

Absent: None

3. STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT ACA 1 AND SB 44

Jessica Epstein, Government and Community Affairs Officer, briefly summarized the highlights of recent federal legislation, which included the swearing in of President Joe Biden and Vice President Kamala Harris, federal mask mandate, and mask-wearing on airplanes and public transit. She said on the state level, there are fewer bills than last year. She added that there is new funding for alternative-energy transportation. She said that the California Transit Association is actively pursuing an extension of the regulatory and reporting relief that the District was able to secure last year.

The Board voted to support SB 44 regarding the California Environmental Quality Act (CEQA) and ACA 1 regarding local government financing and affordable housing, and the voter-approved threshold.

Chair Stone asked about the chance of success of ACA 1. Ms. Epstein said it was presented last year and was not successful, but said she would check with lobbyists.

Public Comment:

Mike Levinson said that PCC would be ready to support ACA 1.

Motion/Second: Groom/Stone

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

Noes: None

Absent: None

4. ADJOURN

The meeting adjourned at 3:51 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Jessica Epstein, Government and
Community Affairs Officer

650-400-6451

Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

SamTrans As of February 17, 2021 Transportation Report

COVID-19 Reconciliation Update

The White House and congressional Democrats are eager to move quickly on another round of COVID-19 economic stimulus relief aid. Congressional Democrats are using the budget reconciliation process to pass the \$1.9 trillion relief package proposed by President Biden, known as the "American Rescue Plan."

Budget reconciliation is a mechanism by which Congress can use expedited procedures to consider spending revenue and allows the Senate to enact legislation with a simple majority vote, rather than the normally required 60 votes. The proposal does not have support from Republicans amid pushback from members of Republican leadership and influential moderates, leaving it unable to get the 60 votes needed without reconciliation or eliminating the legislative filibuster. The Democratic majority's slim 221 to 211 margins in the House and 50-50 split in the Senate will require the caucus to maintain unity to pass a final bill through its chambers.

During the past two weeks, House committees drafted and passed legislation. Next, the House Budget Committee will meet to package the committees' bills into one bill. House leadership plans to consider the bill on the floor for a vote by the week of February 22. The Senate will then take up the House-passed bill rather than repeating the committee drafting and markup process. House and Senate leadership are aiming to pass the bill before March 14, when unemployment benefits lapse.

Summary of the provisions of importance to NFTA:

- \$195.3 billion for states and the District of Columbia
 - \$25.5 billion equally divided (every state receives at least \$500 million)
- \$130.2 billion divided evenly between cities and counties
 - \$65.1 billion to cities using a modified Community Development Block Grant (CDBG) formula
 - \$65.1 billion to counties based on population
- \$30 billion in COVID relief funding for transit--the New York urbanized area will receive \$8.4 billion
 - \$26,086,600,000 in Section 5307 Urbanized Area Grants
 - \$50 million in Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities grants
 - \$280.9 million for Section 5311 Rural Area Formula grants
 - \$1.25 billion for Capital Investment Grants
 - \$100 million for Intercity Bus grants

- \$25 million for Planning grants
- \$2.207 billion for FTA to allocate based on demonstrated need
- \$1.5 billion for Amtrak to recall and pay furloughed employees through FY 2021
- \$8 billion to airports, including \$800 million for airport concessionaires
- \$450 million to communities whose economies depend on travel, tourism, and outdoor recreation

Pete Buttigieg Confirmed as Transportation Secretary

On February 2, the Senate confirmed Pete Buttigieg as Transportation Secretary with a final vote on 86-13. Buttigieg easily advanced through the Senate Commerce, Space, and Transportation by a vote of 21 to 3 on January 27 and had mostly positive feedback in a bipartisan fashion.

Department of Transportation Announces Biden Appointees

On January 21, the Biden Administration announced key members of its Department of Transportation leadership which can be found below:

Office of the Secretary

- Pete Buttigieg, Secretary (Senate confirmed on February 2)
- Polly Trottenberg, Deputy Secretary

Modal Administrators:

- Stephanie Pollack, FHWA Deputy Administrator — current secretary of Massachusetts DOT
- Meera Joshi, FMCSA Deputy Administrator — former commissioner of the New York City Taxi and Limousine Commission
- Amit Bose, FRA Deputy Administrator,— who held several senior roles at DOT and FRA during former President Barack Obama's administration
- Nuria Fernandez, FTA Deputy Administrator — outgoing CEO and general manager of the Santa Clara Valley Transportation Authority
- A. Bradley Mims will be named of FAA but will keep that position, as Steve Dickson still has several years left as administrator and is not expected to leave early. Mims is currently president and CEO of the Conference of Minority Transportation Officials.

Intergovernmental:

- Charles Small, Deputy Assistant Secretary for Intergovernmental Affairs
- Edward McGlone, Deputy Assistant Secretary for Congressional Affairs (House)
- Mohsin Syed, Principal Deputy Assistant Secretary for Congressional Affairs (Senate)

President Biden Signs Executive Order Strengthening Buy American Provisions

On January 25, President Biden issued an [Executive Order](#) to boost federal agencies' purchases of U.S. products, fulfilling a campaign pledge to lay out a “buy American” plan. The order directs agencies to strengthen requirements so that they acquire more goods and services from U.S. companies and workers, according to administration officials.

Biden Climate Executive Orders Include Focus on Transportation and Infrastructure

On January 27, President Joe Biden put forward a sweeping executive order on climate, including a shift to clean vehicles and an end to oil and gas subsidies.

The order included:

- A shift to zero-emission vehicles for federal, state, local, and tribal government fleets, including vehicles of the United States Postal Service;
- A “pause” on new oil and natural gas leases on public lands or in offshore waters pending a comprehensive review;
- The elimination of federal subsidies for fossil fuels;
- A sustainable infrastructure initiative with the White House Council on Environmental Quality(CEQ) and Office of Management and Budget (OMB) working to ensure that federal infrastructure investment reduces climate pollution;
- A reversal of Trump-era permitting rules that stopped federal agencies from considering the effects of greenhouse gas emissions and climate change in their environmental reviews;
- The establishment of a Civilian Climate Corps;
- An environmental justice initiative working to ensure that 40 percent of the benefits of federal investments in energy, transit and other programs flow to disadvantaged communities; and
- Inclusion of the DOT Secretary on task forces, working groups and interagency councils focused on climate, environmental justice and the economic revitalization of coal and power plant communities.

House Transportation & Infrastructure Leadership

The House Committee on Transportation and Infrastructure Chairman Peter DeFazio (D-OR-4) and Ranking Member Sam Graves (R-MO-6) have announced the committee’s membership and subcommittee chairs and ranking members for the 117th Congress. In total, there will be 37 Democrats serving on the Committee, 36 of whom are named below. One spot remains open, pending selection by the House Democratic Steering and Policy Committee.

Subcommittees Leadership:

- Subcommittee on Aviation: Chair Rick Larsen (D-WA-2); Ranking Member Garret Graves (R-LA-6)
- Subcommittee on Coast Guard and Maritime Transportation: Chair Salud Carbajal (D-CA-24); Ranking Member Bob Gibbs (R-OH-7)
- Subcommittee on Economic Development, Public Buildings, and Emergency Management: Chair Dina Titus (D-NV-1); Ranking Member Dan Webster (R-FL-11)

- Subcommittee on Highways and Transit: Chair Eleanor Holmes Norton (D-DC); Ranking Member Rodney Davis (R-IL-13)
- Subcommittee on Railroads, Pipelines, and Hazardous Materials: Chair Donald M. Payne, Jr. (D-NJ-10); Ranking Member Rick Crawford (R-AR-1)
- Subcommittee on Water Resources and Environment: Chair Grace F. Napolitano (D-CA-32); Ranking Member David Rouzer (R-NC-7)

Grant Opportunities & Award Announcements

- **2021 High Priority Program – Innovative Technology Deployment (HP-ITD)**: \$20 million available. Applications due by March 15, 2021.
- **FY20 FAA Aviation Workforce Development Grant Program - Aircraft Pilots**: \$5 million available. Applications due by March 22, 2021.
- **Aviation Workforce Development Grant Program**: \$5 million available. Applications due by March 22, 2021.



February 12, 2020

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 – March 2021**

General Update

On January 14, 2021, transit agencies met with the Biden-Harris Agency Review Team for the Department of Transportation to discuss the negative impacts of the pandemic on California's transit agencies and the importance of taking immediate action on another round of emergency relief funding that would benefit all transit agencies in California. Shortly after the meeting, then-President-Elect Biden released the outline of a \$1.9 billion emergency relief package, which included \$20 billion for transit agencies nationwide. While this was a positive development, on February 5, the American Public Transportation Association (APTA) called on Congress to provide \$39.3 billion in emergency funding relief to address expected funding shortfalls through calendar 2023.

On February 8, House Democrats introduced \$30 billion in emergency funding relief for transit agencies and a number of California stakeholders immediately pivoted to supporting that bill and submitted a [coalition letter](#) to Congress communicating broad support for the higher funding level. The bill is expected to deliver an additional \$3.98 billion to California's transit agencies. As of the drafting of this report, the bill has been approved by House Transportation and Infrastructure Committee with the \$30 billion in emergency relief funding for transit agencies intact. The bill is expected to be heard in the House Budget Committee the week of February 15 and will likely see final action in Congress by March 14.

Bills of Interest

Budget Trailer Bill for Transit Relief (Administration Proposed)

As we noted in our last report, the Governor's Budget initially recommended "regulatory and reporting relief" related to the Transportation Development Act, allowing agencies to plan with more certainty and flexibility for the expenditure of state transit funding. Subsequently, the Administration released budget trailer bill language (TBL) laying out the proposed relief measures. Specifically, the Administration's proposal would do the following:

- Extend the hold harmless provision for the calculation and allocation of State Transit Assistance Program, Low Carbon Transit Operations Program, and STA-State of Good Repair allocations (Local Revenue Basis Only) included in AB 90 by one year to fiscal year 2022-2023;

- Extend the suspension of the financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) included in AB 90 by one year to fiscal year 2021-2022;
- Extend the suspension of the financial penalties associated with the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year, (STA efficiency criteria) by one year to fiscal year 2022-23;
- Review TDA performance audit requirements to identify opportunities for streamlining and identification of more effective measures;
- Exclude from the definition of "operating cost" for the purposes of TDA farebox recovery and STA efficiency the costs of operating ADA paratransit service; the costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors; the costs of funding or improving payment and ticketing systems and services; and the costs of planning for improvements in transit operations, integration with other operators and agencies, zero emission transition, and for compliance with state and federal mandates; and,
- Suspend until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during fiscal year 2018-19.

These measures build on the statutory relief secured last year and makes progress toward addressing the various ongoing concerns raised with the Administration throughout the winter on behalf of transit agencies.

While transit agencies are appreciative of the Administration's proposal and generally supportive of the statutory changes, we will continue to work with the Legislature and the Administration to further refine the proposed language and make sure it aligns with other efforts underway by transit agencies. We do not expect action on this trailer bill until the Spring/Summer.

Vaccine Distribution

On December 15, the California Transit Association (Association) submitted a letter to Governor Newsom, the California State Transportation Agency, the California Health and Human Services Agency and California Department of Public Health (CDPH) requesting that that the state include frontline transit workers in Phase 1 of the state's vaccine distribution plan, following healthcare workers. Subsequently, CDPH's COVID-19 Vaccine Drafting Guidelines Workgroup took formal action to include transit frontline workers into Phase 1B – Tier 2 of the state's vaccination distribution plan. Unfortunately, on January 25, the plan Governor Gavin Newsom announced eliminated the priority for transit operators.

In response to this significant change in policy, the Association submitted a letter to Governor Newsom raising concerns with the new plan and urging him to reconsider the decision to deprioritize transit frontline workers in the state's new plan. The letter received significant press coverage, including by major news outlets, like the Los Angeles Times, Politico and the Sacramento Bee. The Association, with the support of the Transit District and other agencies, continues to work towards a more favorable resolution.

Grants

In late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#) (SCCP), [Local Partnership Program](#) (LPP), and the [Trade Corridor Enhancement Program](#) (TCEP). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements. According to the CTC, the funded projects would create more than 100,000 jobs over the next several years. Unfortunately, SamTrans was not successful in securing funding during the most recent cycle. However, the CTC will solicit applications for the next round of funding in the fall of 2021. Additionally, we expect the [Transit and Intercity Rail Capital Program](#) (TIRCP) to follow a similar schedule. We will provide more information as it becomes available.

Volkswagen Environmental Mitigation Trust - 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 - 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 cycle open](#)

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$25 million in FY 2020-21) - 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. The Legislature has yet to adopt a Cap and Trade Expenditure Plan for Fiscal Year 2020-21; as such, the HVIP program is supported in this fiscal year by only a nominal investment of \$25 million from the ARB-controlled Air Quality Improvement Program.

Current Guidelines: An update to the guidelines for FY 2020-21 based on [the FY 2020-21 Funding Plan for Clean Transportation Incentives](#), adopted December 11, are expected
Status: [Funding cycle is expected to open in early 2021](#)

Alternative and Renewable Fuel and Vehicle Technology Program – Zero-Emission Bus Infrastructure and Planning - The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel

technologies. In 2020, the California Energy Commission released funding new opportunities for transit agencies for large-scale infrastructure demonstrations for zero-emission buses and infrastructure planning blueprints.

Current Guidelines:

- Blueprint guidelines [here](#)
- Infrastructure Deployment guidelines [here](#)

Status:

- [Blueprint solicitation closed November 17](#)
- [Infrastructure Deployment solicitation closed November 17](#)

Grade Separation Funding - At the December 5, 2018 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

San Mateo County Transit District State Legislative Matrix 2/15/21

Bill ID/Topic	Location	Summary	Position
<p>AB 5 Fong R</p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021-22 and 2022-23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 43 Friedman D</p> <p>Traffic safety.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/15/21

Bill ID/Topic	Location	Summary	Position
<p>AB 52 Frazier D</p> <p>California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Global Warming Solutions Act of 2006 (act) designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and 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, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. The bill would also express the intent of the Legislature to appropriate an amount from the Greenhouse Gas Reduction Fund for wildfire mitigation and prevention. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 96 O'Donnell D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20% of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. The bill would create a separate definition for “near-zero-emission” and revise the definition for “zero-emission,” as provided. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 2/15/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 361 Rivas, Robert D</p> <p>Open meetings: local agencies: teleconferences.</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. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/15/21

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Bonta D</p> <p>Bay Bridge Fast Forward Program.</p>	<p>Introduced in the Assembly.</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 creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the Bay Area Toll Authority, in consultation with the commission, Department of Transportation, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the authority, in consultation with the commission, department, and certain transit operators, on or before January 1, 2023, to prepare and submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor in a manner that maximizes the number of people that can cross the bridge during congested periods. The bill would authorize the authority, in consultation with the department, on and after January 1, 2025, if a specified travel speed reliability performance target for the San Francisco-Oakland Bay Bridge corridor has not been met for a consecutive 6-month period, to, as a pilot program, designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during congested periods, and would require the authority, in consultation with the department and certain transit operators, to submit to the Legislature a report evaluating the pilot program's impact. The bill would require the department to pursue federal approval or waivers, as necessary, to implement these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/15/21

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Introduced in the Assembly.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>
<p>SB 7 Atkins D</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</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 (EIR) 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 authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/15/21

Bill ID/Topic	Location	Summary	Position
<p>SB 10 Wiener D</p> <p>Planning and zoning: housing development: density.</p>	<p>In the Senate Housing Committee.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 2/15/21**

Bill ID/Topic	Location	Summary	Position
SB 18 Skinner D Green hydrogen.	In the Senate Energy, Utilities, and Communications Committee.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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 prepare a strategic plan for accelerating the production and use of green hydrogen, as defined, in California and an analysis of how curtailed power could be better utilized to help meet the state's greenhouse gas emissions reduction goals. This bill contains other related provisions and other existing laws.</p>	Watch

**San Mateo County Transit District
State Legislative Matrix 2/15/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 44 Allen D</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</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 (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p>Supported February, 2021</p>

San Mateo County Transit District State Legislative Matrix 2/15/21

Bill ID/Topic	Location	Summary	Position
<p>SB 45 Portantino D</p> <p>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary direct election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. This bill contains other related provisions.</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>In the Senate Rules Committee, pending referral to policy 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. 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 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 at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 2/15/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 83 Allen D</p> <p>California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (I-Bank) in the Governor’s Office of Business and Economic Development. Existing law, among other things, authorizes the I-Bank to make loans, issue bonds, and provide financial assistance for various types of qualified projects. This bill would create the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill would require the California Coastal Commission, before January 1, 2023, in consultation with the California Coastal Commission, the State Lands Commission, and any other applicable state, federal, and local entities with relevant jurisdiction and expertise, to determine criteria and guidelines for the identification of vulnerable coastal properties eligible for participation in the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program if the local jurisdiction develops and submits to the bank a vulnerable coastal property plan. The bill would require the California Coastal Conservancy to review the plans to determine whether they meet the required criteria for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/15/21

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

**San Mateo County Transit District
State Legislative Matrix 2/15/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 372 Leyva D</p> <p>Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. Existing law requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. This bill would require an unspecified agency to establish a program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the agency to consult with various state agencies and stakeholders in the development and implementation of the program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>