



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

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, APRIL 7, 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. CONFERENCE WITH LEGAL COUNSEL

- a. Report from Closed Session from March 3 Board Meeting – 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

4. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Meeting of March 3, 2021
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending February 28, 2021

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

6. REPORT OF THE CHAIR

- a. Resolution of Appreciation for Jim Hartnett

7. REPORT OF THE GENERAL MANAGER/CEO

- a. Our Six-year Journey Together

8. BOARD MEMBER REQUESTS/COMMENTS

- a. Resolution on SamTrans' Commitment to Diversity, Equity, and Inclusion
- b. Resolution Honoring Women in Transportation

9. RECESS TO COMMITTEE MEETINGS

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

- 1. Call to Order

MOTION

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

INFORMATIONAL

- 3. Accessible Services Update
- 4. Paratransit Coordinating Council Update
- 5. Citizens Advisory Committee Update
- 6. Monthly Performance Report – February 2021
- 7. 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 March 3, 2021
3. Award of Contract for On-Call Bus Scheduling Support Services
4. 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 March 3, 2021

INFORMATIONAL

3. Reimagine SamTrans Alternatives and Phase Two Outreach Update
4. SamTrans Energy Procurement Strategy Study and Draft Energy Policy
5. 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 March 3, 2021
3. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 361 (Rivas) and SB 339 (Wiener)
4. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Awarding a Contract to CSched USA for On-Call Bus Scheduling Support Services for a Total Not-to-exceed Amount of \$802,794 for a Five-year Term

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

SUBJECTS DISCUSSED

- a. Reimagine SamTrans Alternatives and Phase Two Outreach Update
- b. SamTrans Energy Procurement Strategy Study and Draft Energy Policy

14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

MOTION

- a. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 361 (Rivas) and SB 339 (Wiener)

15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, May 5, 2021 at 2:00 pm, via Zoom teleconference

17. GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators, and Maintenance and Customer Service Employees)
- b. Closed Session – Anticipated Litigation: Initiation of Litigation - Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

18. 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.

**AN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF BOARD OF DIRECTORS MEETING
MARCH 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 2:00 pm and Jim Hartnett, General Manager/CEO, led the Pledge of Allegiance.

2. ROLL CALL

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

3. CONSENT CALENDAR

- a. **Approval of Minutes of the Board of Directors Regular Meeting of February 3, 2021**
- b. **Acceptance of Statement of Revenues and Expenses for the Period Ending January 31, 2020**
- 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 – Approved by Resolution No. 2021-6**

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: None

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

There were no comments.

5. REPORT OF THE CHAIR

There was no report.

6. REPORT OF THE GENERAL MANAGER/CEO

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

He provided the vaccination status for transit employees.

a. Presentation of Operator and Maintenance Awards

Mr. Hartnett provided a presentation introducing Josh Santos, Mechanic of the Year 2020. David Harbour, Director of Bus Maintenance, presented the award to Mr. Santos.

Mr. Hartnett provided a presentation introducing Jesus Madrid, Operator of the Year 2020. Ana Rivas, Director of Bus Transportation, presented the award to Mr. Madrid.

Chair Stone expressed his gratitude and appreciation.

Director Rico Medina said he was impressed with the team when he had recently visited South Base and thanked the team.

Director Jeff Gee thanked the award recipients for their dedication.

Director Carole Groom suggested having the award recipients come to an in-person celebration in the future.

7. BOARD MEMBER REQUESTS/COMMENTS

Director Gee proposed that the Board have a resolution on equity for the Asian community for the April meeting.

Director Dave Pine commended the equity program for transporting people to vaccine appointments.

8. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:28 pm.

9. RECONVENE BOARD OF DIRECTORS MEETING

Chair Stone reconvened the Board meeting at 3:33 pm.

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault reported on the following items:

SUBJECTS DISCUSSED:

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

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

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 – *Approved by Resolution No. 2021-7*

- 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 – *Approved by Resolution No. 2021-8*
- 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 – *Approved by Resolution No. 2021-9*

Motion/Second: Powell/Ratto

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

Noes: None

Absent: None

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

Director Groom reported on the following item:

SUBJECT DISCUSSED:

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

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Marina Fraser reported on the following item:

SUBJECT DISCUSSED:

- b. State and Federal Legislative Update

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, April 7, 2021 at 2:00 pm, with teleconference details to be provided prior to the meeting.

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**

Joan Cassman, Legal Counsel, noted that there would not be Board actions at the closed session but that she would provide the report-out from the closed session at the next Board meeting on April 7.

17. ADJOURN

The Board meeting adjourned at 3:39 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
FEBRUARY 28, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of February 28, 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 February 28, 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 February 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 \$29.6 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. This is partially offset by Passenger Fares (page 1, line 1) which is \$0.1 million lower than budget as ridership recovery remains lower than expected.

Forecast Expenses: Total Uses of Funds (page 1, line 39) are forecast \$10.0 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 (page 3, 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 February 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 February year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$0.5 million lower than the prior year. This is primarily driven 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), Measure W Sales Tax (page 1, line 11), and Investment Income (page 1, line 12). The decreases are partially offset by the CARES Act funds (page 1, line 4).

Year to Date Expenses: As of February year-to-date actual, the Total Uses of Funds (page 1, line 39) are \$2.7 million higher than the prior year-to-date actual. This is primarily due to increases in Sales Tax Allocation for Capital Programs (page 1, line 35). The increases are partially offset by decreases in expenses of the Motor Bus (page 1, line 22).

BUDGET IMPACT

There is no budget impact for the month of February 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
FEBRUARY 2021**

% OF YEAR ELAPSED: 66.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	10,682,633	3,153,635	(7,528,998)	(70.5%)	5,260,150	5,114,893	(145,257)
2 Local TDA and STA Funds	39,830,849	29,332,078	(10,498,771)	(26.4%)	45,138,493	45,138,493	-
3 Pass through to Other Agencies	210,667	253,563	42,897	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	1,676,442	1,269,167	(407,275)	(24.3%)	3,338,767	3,338,767	-
6 SMCTA Measure A	8,530,749	8,684,649	153,900	1.8%	10,597,344	10,597,344	-
7 AB434 Funds, TA Funded Shuttle & Other	277,087	440,857	163,770	59.1%	452,000	452,000	-
8 Subtotal - Operating Revenues	61,208,426	85,242,307	24,033,880	39.3%	90,914,394	107,330,200	16,415,806
Other Revenue Sources							
10 District Sales Tax	67,947,648	55,697,618	(12,250,030)	(18.0%)	80,000,000	87,720,193	7,720,193
11 Measure W Sales Tax	39,713,911	28,001,482	(11,712,429)	(29.5%)	40,000,000	43,874,656	3,874,656
12 Investment Income	2,829,905	2,252,951	(576,955)	(20.4%)	3,630,000	3,630,000	-
13 Other Interest, Rent & Other Income	5,752,463	5,172,983	(579,480)	(10.1%)	6,902,350	8,521,350	1,619,000
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	16,972,611	17,595,879	623,269	3.7%	31,950,189	31,950,189	-
15							
16 Subtotal - Other Revenues	133,216,538	108,720,914	(24,495,625)	(18.4%)	162,482,539	175,696,388	13,213,849
17 Total Revenues	194,424,965	193,963,220	(461,744)	(0.2%)	253,396,933	283,026,588	29,629,655
18 Total Sources of Funds	194,424,965	193,963,220	(461,744)	(0.2%)	253,396,933	283,026,588	29,629,655
USES OF FUNDS							
21 PCJPB, SMCTA & SAMTR Capital W&B	16,972,611	17,595,879	623,269	3.7%	31,950,189	31,950,189	-
22 Motor Bus	92,536,123	84,542,094	(7,994,029)	(8.6%)	146,116,387	139,905,000	(6,211,387)
23 A. D. A. Programs	8,700,401	9,830,803	1,130,402	13.0%	19,100,642	15,649,114	(3,451,528)
24 Caltrain	6,104,082	6,535,315	431,233	7.1%	8,876,887	8,876,887	-
25 Other Multi-modal Programs	1,925,807	1,444,817	(480,990)	(25.0%)	2,676,890	2,386,890	(290,000)
26 Pass through to Other Agencies	210,667	253,563	42,897	20.4%	580,345	580,345	-
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
28 Total Operating Expense	126,449,690	120,202,471	(6,247,219)	(4.9%)	209,396,751	199,443,836	(9,952,915)
29							
30 Total Operating Surplus / (Deficit)	67,975,274	73,760,750	5,785,475	8.5%	44,000,182	83,582,753	39,582,571
31							
32 District Sales Tax Capital	5,662,746	3,729,453	(1,933,293)	(34.1%)	5,594,180	5,594,180	-
33 Measure W Sales Tax Capital	1,623,333	666,667	(956,667)	(58.9%)	1,000,000	1,000,000	-
34 Reserves for Future Capital Allocation	-	12,171,375	12,171,375	100.0%	18,257,063	48,257,063	30,000,000
35 Sales Tax Allocation - Capital Program	7,286,079	16,567,495	9,281,416	127.4%	24,851,243	54,851,243	30,000,000
36							
37 Total Debt Service	6,224,954	5,911,188	(313,767)	(5.0%)	19,148,939	19,148,939	-
38							
39 Total Uses of Funds	139,960,724	142,681,154	2,720,430	1.9%	253,396,933	273,444,018	20,047,085
40							
41 NET SURPLUS / (DEFICIT)	54,464,241	51,282,067	(3,182,174)	(5.8%)	(0)	9,582,571	9,582,571

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

% OF YEAR ELAPSED: 66.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	10,095,925	3,051,396	(7,044,529)	(69.8%)	5,071,876	4,926,619	(145,257)
2							
3 LOCAL (TDA) TRANSIT FUND	30,406,155	25,316,559	(5,089,596)	(16.7%)	39,059,834	39,059,834	-
4							
5 STATE TRANSIT ASSISTANCE	6,671,214	2,360,091	(4,311,123)	(64.6%)	3,540,136	3,540,136	-
6							
7 OPERATING GRANTS	1,676,442	1,039,825	(636,616)	(38.0%)	1,256,231	1,256,231	-
8							
9 DISTRICT SALES TAX REVENUE	37,739,010	47,629,613	9,890,604	26.2%	90,606,856	82,640,725	(7,966,131)
10							
11 INVESTMENT INTEREST INCOME	2,381,936	1,817,512	(564,423)	(23.7%)	3,125,000	3,125,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	1,570,433	956,040	(614,394)	(39.1%)	1,451,492	1,451,492	-
15 Advertising Income	1,126,599	101,343	(1,025,256)	(91.0%)	804,549	804,549	-
16 Other Income	884,478	2,269,715	1,385,237	156.6%	1,200,413	3,100,413	1,900,000
17 TOTAL OTHER REVENUES	3,581,510	3,327,097	(254,413)	(7.1%)	3,456,454	5,356,454	1,900,000
18							
19 TOTAL MOTOR BUS	92,552,192	84,542,094	(8,010,098)	(8.7%)	146,116,387	139,905,000	(6,211,387)
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	586,708	102,239	(484,469)	(82.6%)	188,274	167,937	(20,337)
23 Local TDA 4.5 Redi-Wheels	1,647,830	1,338,201	(309,629)	(18.8%)	2,062,681	2,062,681	-
24 Local STA - Paratransit	1,105,650	317,228	(788,422)	(71.3%)	475,842	475,842	-
25 Operating Grants	469,641	229,342	(240,300)	(51.2%)	2,082,536	2,082,536	-
26 Sales Tax Revenue - ADA	4,408,630	4,317,698	(90,932)	(2.1%)	8,986,309	5,555,118	(3,431,191)
27 Interest Income - Paratransit Fund	447,969	435,438	(12,531)	(2.8%)	505,000	505,000	-
28 SMCTA Measure A Redi-Wheels	2,426,667	2,149,333	(277,333)	(11.4%)	3,200,000	3,200,000	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	600,068	941,324	341,256	56.9%	1,600,000	1,600,000	-
31 TOTAL ADA PROGRAMS	11,693,163	9,830,803	(1,862,360)	(15.9%)	19,100,642	15,649,114	(3,451,528)
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	5,226,279	5,548,953	322,674	6.2%	7,397,344	7,397,344	-
36 Other Sources - Caltrain	877,803	986,362	108,559	12.4%	1,479,543	1,479,543	-
37 AB434 Funds-SamTrans Shuttle	277,087	440,857	163,770	59.1%	452,000	452,000	-
38 Employer SamTrans Shuttle Funds	1,306,602	566,188	(740,415)	(56.7%)	1,554,500	1,273,500	(281,000)
39 Dumbarton Rental Income	264,283	338,375	74,092	28.0%	291,396	291,396	-
40 Sales Tax Revenue - Gen. Operating Asst.	261,764	99,398	(162,366)	(62.0%)	378,994	369,994	(9,000)
41							
42 TOTAL MULTIMODAL	8,213,817	7,980,132	(233,685)	(2.8%)	11,553,777	11,263,777	(290,000)
43							
44 TOTAL REVENUES	112,459,172	102,353,028	(10,106,144)	(9.0%)	176,770,806	166,817,891	(9,952,915)

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

% OF YEAR ELAPSED: 66.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	52,881,500	48,425,186	(4,456,314)	(8.4%)	75,006,206	75,964,319	958,113
2							
3 Services:							
4 Board of Directors	73,924	80,200	6,277	8.5%	122,366	108,366	(14,000)
5 Contracted Vehicle Maintenance	840,403	534,003	(306,400)	(36.5%)	1,277,216	1,228,216	(49,000)
6 Property Maintenance	934,532	864,982	(69,550)	(7.4%)	1,833,000	1,743,000	(90,000)
7 Professional Services	2,148,340	2,147,892	(448)	0.0%	6,931,402	6,398,402	(533,000)
8 Technical Services	5,070,168	4,791,862	(278,306)	(5.5%)	10,767,612	9,875,112	(892,500)
9 Other Services	2,075,244	1,844,015	(231,229)	(11.1%)	4,197,236	3,716,236	(481,000)
10 Materials & Supply:							
11 Fuel and Lubricants	2,127,590	1,097,361	(1,030,228)	(48.4%)	2,567,023	2,087,023	(480,000)
12 Bus Parts and Materials	1,228,541	1,441,164	212,623	17.3%	2,149,404	2,017,404	(132,000)
13 Uniforms and Driver Expense	208,962	245,067	36,105	17.3%	712,678	554,678	(158,000)
14 Timetables and Tickets	98,172	-	(98,172)	(100.0%)	215,000	82,000	(133,000)
15 Office Supplies / Printing	284,169	337,137	52,968	18.6%	665,791	583,791	(82,000)
16 Other Materials and Supply	95,184	123,509	28,325	29.8%	142,800	126,800	(16,000)
17							
18 Utilities:							
19 Telephone	352,717	374,432	21,716	6.2%	667,500	665,500	(2,000)
20 Other Utilities	740,359	831,161	90,802	12.3%	1,778,540	1,709,540	(69,000)
21 Insurance	1,001,630	1,977,731	976,102	97.5%	2,202,982	2,202,982	-
22 Claims Reserves and Payments	562,553	54,642	(507,911)	(90.3%)	1,455,563	655,563	(800,000)
23 Workers' Compensation	2,124,017	2,090,794	(33,222)	(1.6%)	3,817,674	3,696,674	(121,000)
24 Taxes and License Fees	582,408	438,567	(143,841)	(24.7%)	836,273	792,273	(44,000)
25 Leases and Rentals	76,473	44,294	(32,179)	(42.1%)	71,800	71,800	-
26 Promotional and Legal Advertising	394,393	108,115	(286,277)	(72.6%)	1,098,250	881,250	(217,000)
27 Training and Business Travel	262,198	144,078	(118,121)	(45.1%)	472,432	447,432	(25,000)
28 Dues and Membership	83,933	118,264	34,330	40.9%	201,853	182,853	(19,000)
29 Postage and Other	81,183	69,824	(11,360)	(14.0%)	216,580	154,580	(62,000)
30							
31 Total District Operated Buses	74,328,592	68,184,280	(6,144,312)	(8.3%)	119,407,181	115,945,794	(3,461,387)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	14,554,951	13,621,140	(933,810)	(6.4%)	22,704,800	20,204,800	(2,500,000)
35 Coastside Services	1,069,501	1,049,570	(19,931)	(1.9%)	1,754,000	1,600,000	(154,000)
36 Redi Coast Non-ADA	162,856	132,337	(30,519)	(18.7%)	260,800	219,800	(41,000)
37 La Honda - Pescadero	32,813	-	(32,813)	(100.0%)	55,130	52,130	(3,000)
38 SamCoast - Pescadero	61,491	34,819	(26,672)	(43.4%)	149,000	108,000	(41,000)
39 CUB Related Wages & Benefits	229,770	231,167	1,398	0.6%	440,419	440,419	-
40 CUB Related Other Support	67,791	65,272	(2,518)	(3.7%)	109,200	98,200	(11,000)
41 CUB Insurance	306,546	892,330	585,784	191.1%	1,017,457	1,017,457	-
42 CUB Claims Reserves & Payments	1,737,883	331,178	(1,406,705)	(80.9%)	218,400	218,400	-
43 Total Contracted Bus Service	18,223,600	16,357,814	(1,865,786)	(10.2%)	26,709,206	23,959,206	(2,750,000)
44							
45 TOTAL MOTOR BUS	92,552,192	84,542,094	(8,010,098)	(8.7%)	146,116,387	139,905,000	(6,211,387)

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

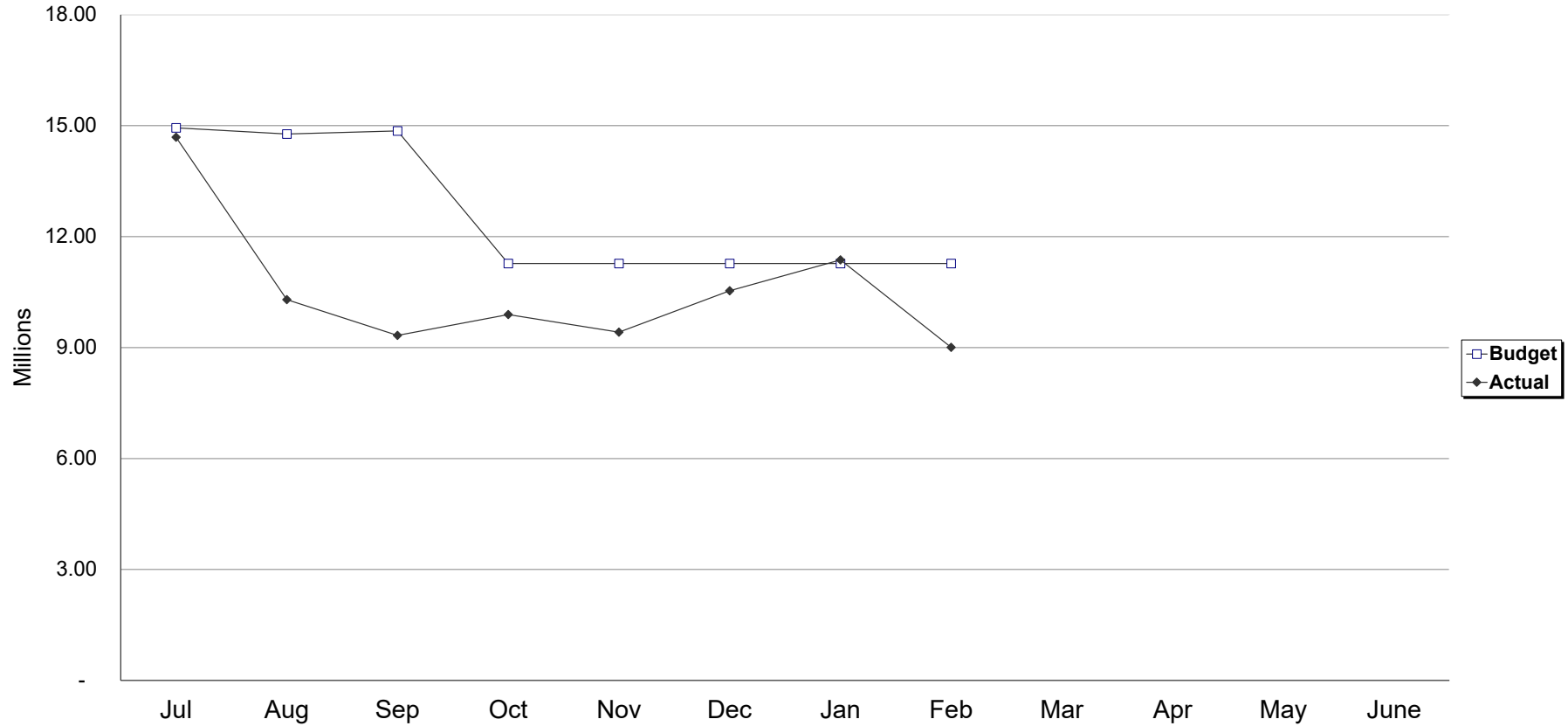
% OF YEAR ELAPSED: 66.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%			\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	3,711,746	4,520,910	809,164	21.8%	6,929,800	6,754,800	(175,000)
ADA Sedans / Taxi Service	3,861,628	1,235,850	(2,625,778)	(68.0%)	3,629,400	1,929,400	(1,700,000)
Coastside ADA	1,277,502	750,210	(527,293)	(41.3%)	2,032,900	1,497,900	(535,000)
ADA Related Wages & Benefits	1,715,260	1,814,650	99,390	5.8%	2,649,599	2,649,599	-
ADA Related Other Support	930,896	777,849	(153,048)	(16.4%)	2,863,778	1,822,250	(1,041,528)
ADA Insurance	257,511	743,844	486,333	188.9%	776,765	776,765	-
ADA Claims Reserves & Payments	(61,380)	(12,509)	48,871	(79.6%)	218,400	218,400	-
TOTAL ADA PROGRAMS	11,693,163	9,830,803	(1,862,361)	(15.9%)	19,100,642	15,649,114	(3,451,528)
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	6,104,082	6,535,315	431,233	7.1%	8,876,887	8,876,887	-
Total Caltrain Service	6,104,082	6,535,315	431,233	7.1%	8,876,887	8,876,887	-
OTHER SUPPORT							
SamTrans Shuttle Service	1,823,339	1,273,524	(549,816)	(30.2%)	2,101,500	1,820,500	(281,000)
Shuttle Related Wages & Benefits	42,036	57,249	15,212	36.2%	92,875	92,875	-
Dumbarton M.O.W.	141,892	20,080	(121,811)	(85.8%)	309,515	309,515	-
Maintenance Multimodal Facilities	102,468	93,964	(8,504)	(8.3%)	173,000	164,000	(9,000)
Total Other Support	2,109,735	1,444,817	(664,918)	(31.5%)	2,676,890	2,386,890	(290,000)
TOTAL MULTI-MODAL PROGRAMS	8,213,817	7,980,132	(233,685)	(2.8%)	11,553,777	11,263,777	(290,000)
TOTAL OPERATING EXPENSES	112,459,172	102,353,028	(10,106,144)	(9.0%)	176,770,806	166,817,891	(9,952,915)

SAN MATEO COUNTY TRANSIT DISTRICT

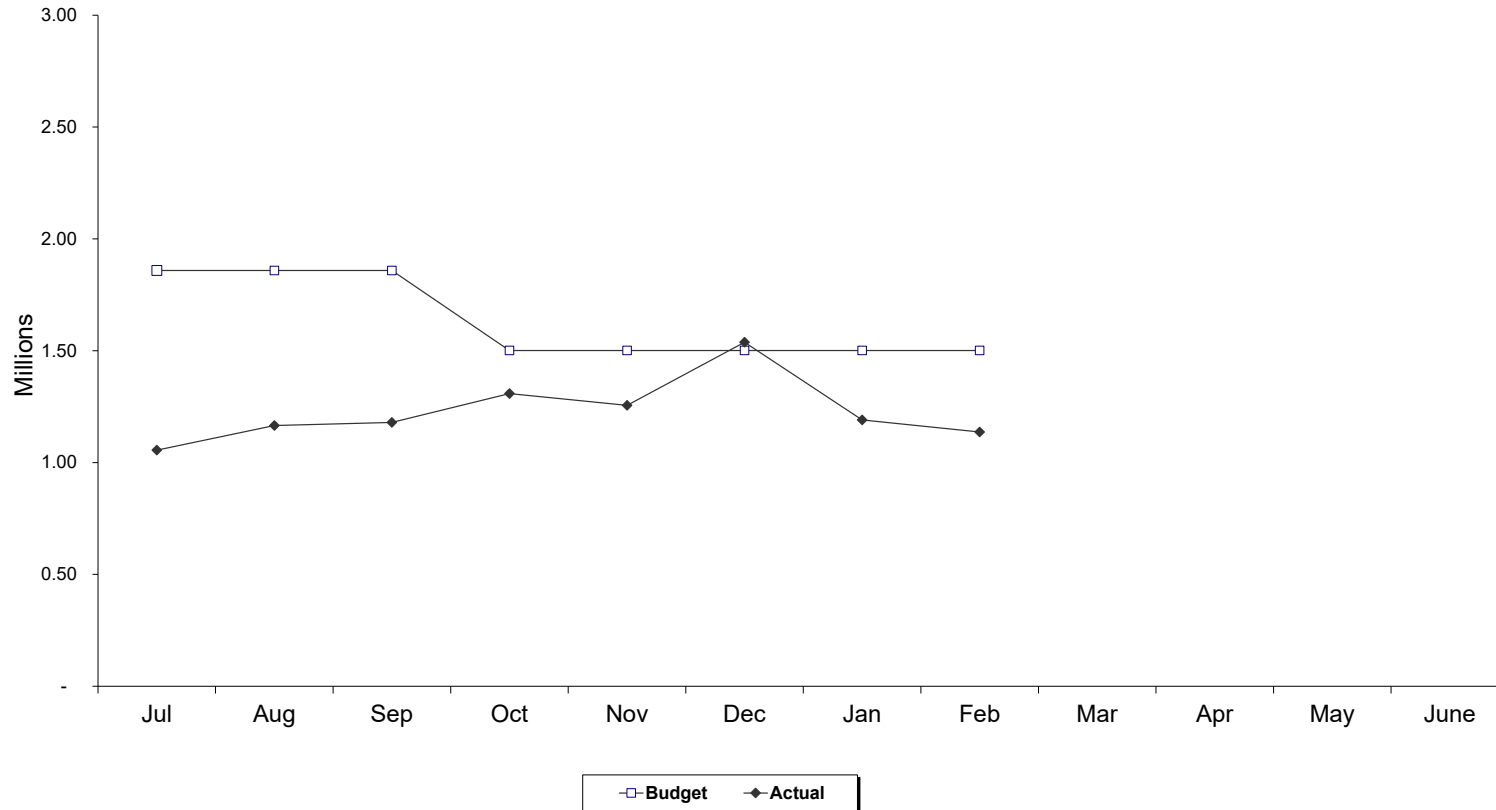
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2021



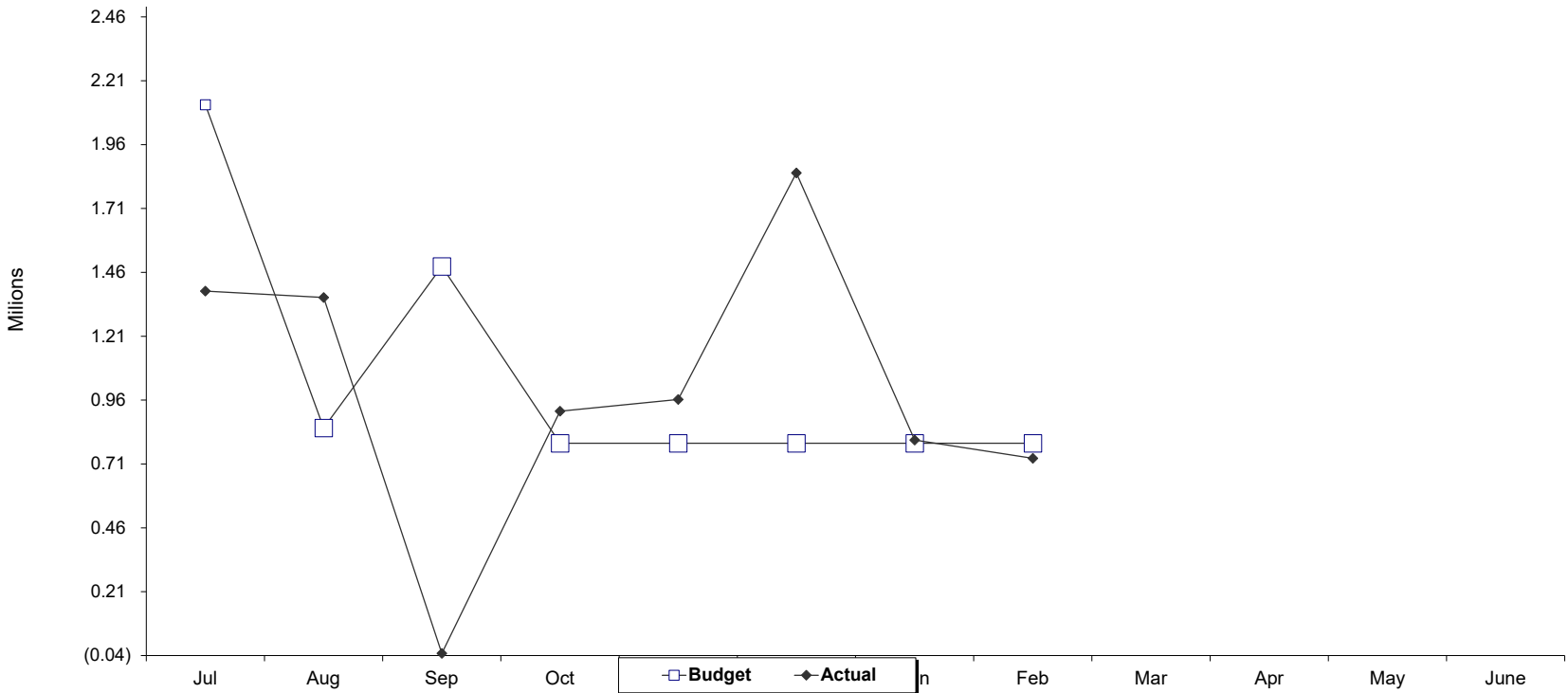
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	14,942,139	14,775,940	14,859,040	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847				
Actual	14,687,367	10,297,742	9,329,172	9,894,653	9,417,603	10,537,814	11,371,089	9,006,654				
CUMULATIVE EXPENSES												
Budget	14,942,139	29,718,079	44,577,120	55,850,966	67,124,813	78,398,660	89,672,506	100,946,353				
Actual	14,687,367	24,985,109	34,314,281	44,208,934	53,626,536	64,164,350	75,535,439	84,542,094				
Variance - F(U)	254,773	4,732,971	10,262,839	11,642,032	13,498,276	14,234,310	14,137,067	16,404,259				
Variance %	1.7%	15.9%	23.0%	20.8%	20.1%	18.2%	15.8%	16.25%				

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,858,824	1,858,824	1,858,824	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969				
Actual	1,055,479	1,165,787	1,179,597	1,308,562	1,256,126	1,537,890	1,190,500	1,136,862				
CUMULATIVE EXPENSES												
Budget	1,858,824	3,717,648	5,576,472	7,077,441	8,578,409	10,079,378	11,580,347	13,081,316				
Actual	1,055,479	2,221,267	3,400,863	4,709,426	5,965,552	7,503,442	8,693,941	9,830,803				
Variance - F(U)	803,345	1,496,381	2,175,608	2,368,015	2,612,857	2,575,937	2,886,406	3,250,513				
Variance %	43.2%	40.3%	39.0%	33.5%	30.5%	25.6%	24.9%	24.85%				

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,116,061	850,520	1,483,290	791,040	791,040	791,040	791,040	791,040				
Actual	1,386,629	1,361,441	(31,577)	916,322	962,548	1,849,080	803,790	731,900				
CUMULATIVE EXPENSES												
Budget	2,116,061	2,966,581	4,449,871	5,240,911	6,031,950	6,822,990	7,614,029	8,405,069				
Actual	1,386,629	2,748,070	2,716,492	3,632,814	4,595,362	6,444,442	7,248,231	7,980,132				
Variance - F(U)	729,432	218,511	1,733,379	1,608,097	1,436,589	378,548	365,798	424,937				
Variance %	34.5%	7.4%	39.0%	30.7%	23.8%	5.5%	4.8%	5.1%				

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2021**

2/28/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	31,077,356.04
Bank of America Checking (Restricted)	9,683,403.18
Wells Fargo	0.00
LAIF	74,911,139.43

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	182,345,520.51
MMF - US Bank Custodian Account	13,008,538.85

Debt Service Reserves Held By Trustee	9,956,836.30
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TOTAL	<u><u>320,982,794.31</u></u>
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* Fund Managed by PFM Investment Advisor



Risk Summary
02/01/2021 - 02/28/2021

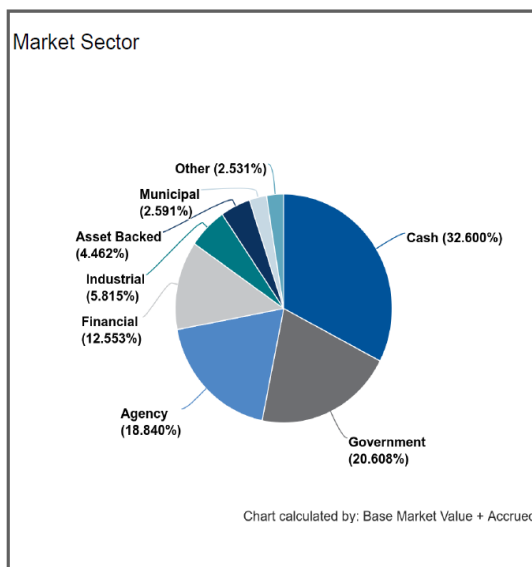
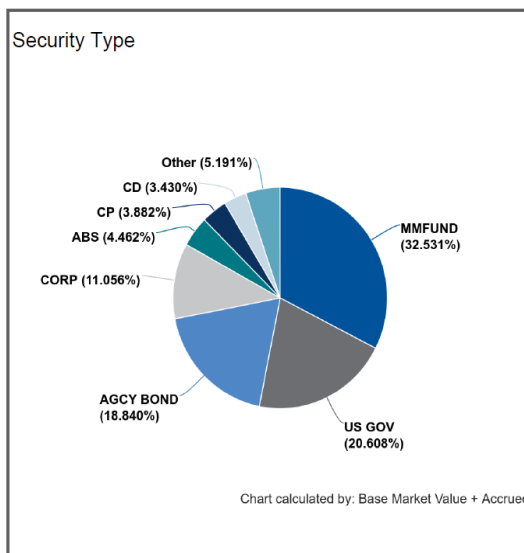
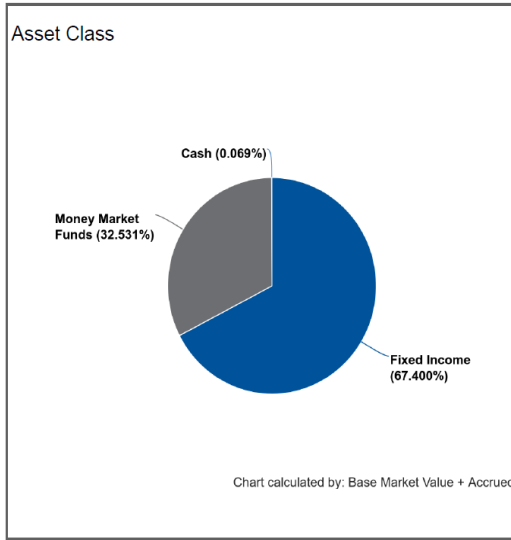
SAM Transit District Agg (136232)
Dated: 03/09/2021

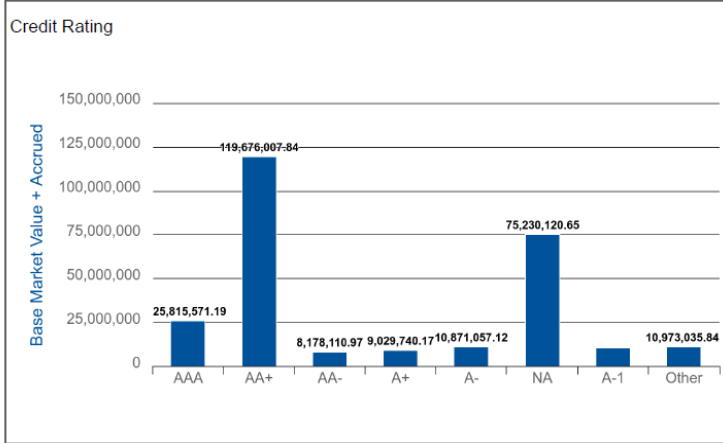
Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	187,425.00
MMFund (incl LAIF)	87,919,678.28
Fixed Income	182,158,095.51
Duration	2.094
Convexity	0.072
WAL	1.541
Years to Final Maturity	1.770
Years to Effective Maturity	1.537
Yield	0.359
Book Yield	0.849
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	27.718%
Other	23.120%
United States	20.608%
Freddie Mac	15.300%
U.S. Bancorp	5.520%
Federal National Mortgage Association	4.159%
Federal Home Loan Banks	1.912%
Sumitomo Mitsui Trust Holdings, Inc.	1.664%
---	100.000%

Footnotes: 1,2

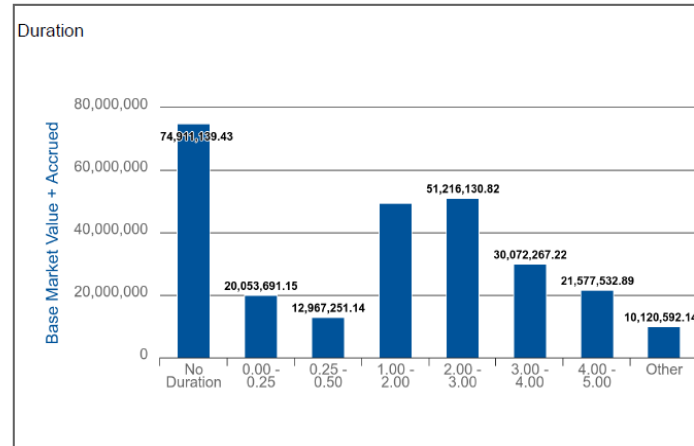
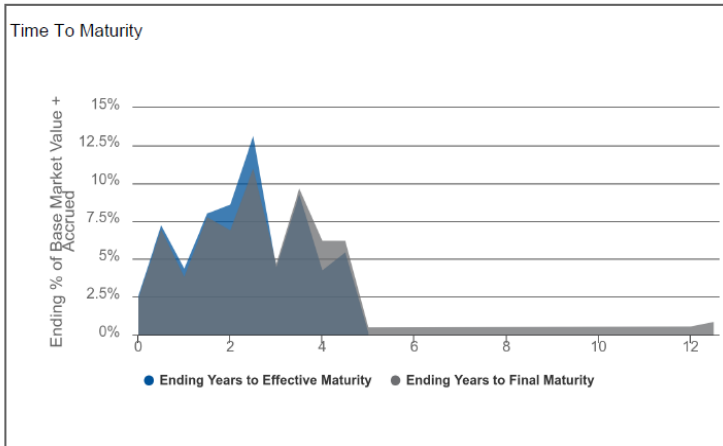
Footnotes:
1) Grouped by Issuer Concentration
2) Groups sorted by: % of Base Market Value+Accrued

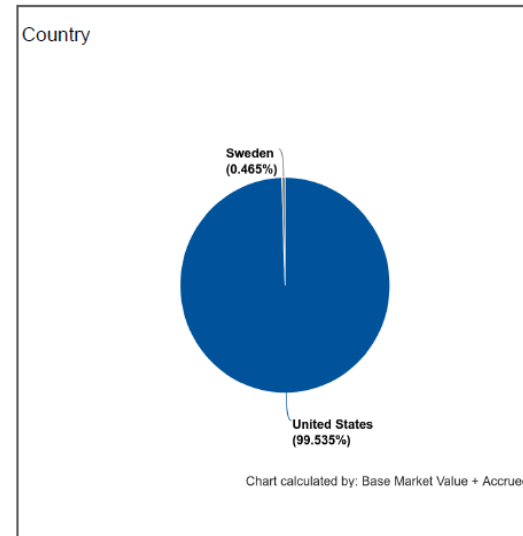
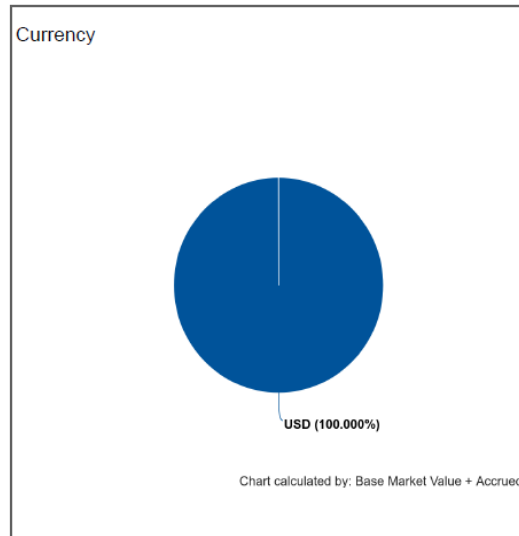
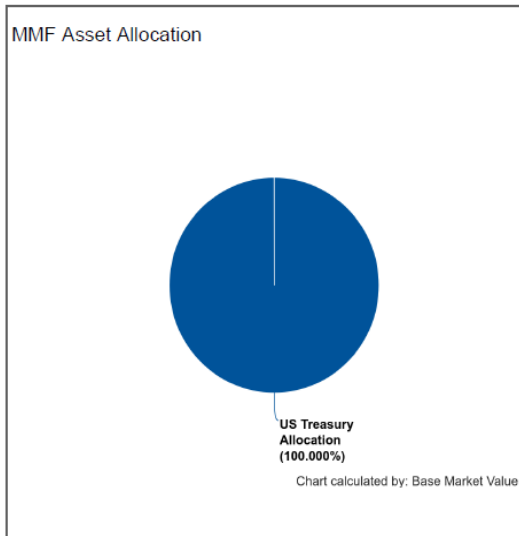
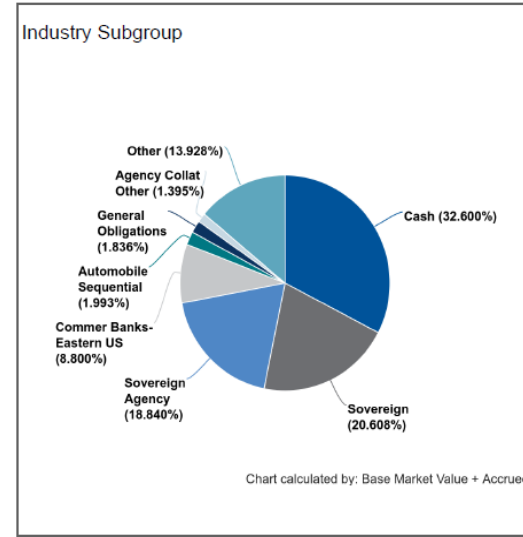
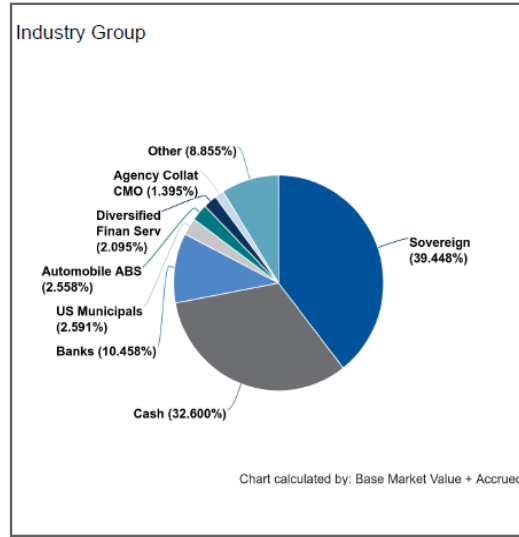
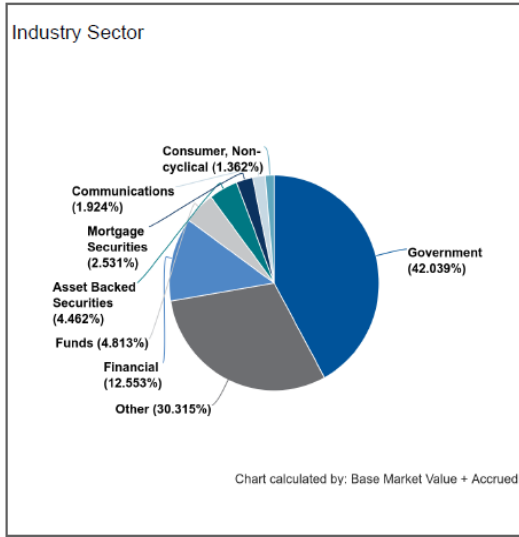




Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.124%	2.666%	1.486%	0.276%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.387%	13.806%	14.544%	7.316%	7.511%	0.000%	0.000%	0.000%	0.000%
A	6.021%	1.787%	2.334%	3.067%	0.473%	0.000%	0.000%	0.000%	0.000%
BBB	0.431%	0.000%	0.467%	0.468%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.118%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%





clearwater

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 02/28/2021
 Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Issue Date/Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	--- 02/28/2021	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: 02/28/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	155,742.24	04/30/2018	11/15/2022	155,713.96	202.12	156,683.24	156,885.36
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	316,252.96	316,278.16
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,696,418.61	1,697,687.59
ABS	14313FAD1	CARMX 2018-3 A3	232,754.68	07/25/2018	06/15/2023	232,722.95	323.79	236,243.16	236,566.95
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	116.25	452,492.85	452,609.10
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	88.54	425,697.67	425,786.21
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	254,468.11	254,506.65
ABS	36255JAD6	GMCAR 2018-3 A3	182,638.39	07/18/2018	05/16/2023	182,595.80	229.82	184,694.95	184,924.77
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	38.25	301,236.68	301,274.93
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	701,498.98	701,630.23
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	399,843.76	399,907.09
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	26.31	409,357.46	409,383.77
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	197.92	1,250,808.87	1,251,006.79
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	53.13	250,631.10	250,684.23
ABS	47788CAC6	JDOT 2018 A3	7,144.46	02/28/2018	04/18/2022	7,143.95	8.45	7,150.94	7,159.39
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	91.67	401,800.71	401,892.38
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	942,693.06	942,876.88
ABS	89238BAD4	TAOT 2018-A A3	69,548.16	01/31/2018	05/16/2022	69,547.36	72.64	69,752.49	69,825.13
ABS	92290BA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,033,290.99	1,033,438.91
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	485,653.27	485,921.78
ABS			9,907,827.93			9,906,030.41	3,576.41	9,976,669.87	9,980,246.28

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	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	3,965.63	2,710,589.40	2,714,555.03
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,902.78	996,153.00	998,055.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	973.96	542,935.80	543,909.76
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	6,340.28	11,015,543.00	11,021,883.28
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,239.58	1,000,421.00	1,002,660.58
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,027.78	992,198.00	993,225.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	81.25	1,280,552.00	1,280,633.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,816.67	1,184,869.20	1,186,685.87
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	766.67	1,148,578.60	1,149,345.27
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	741.32	1,533,268.55	1,534,009.87
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	230.90	477,575.45	477,806.35
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	3,281.25	919,525.50	922,806.75
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,147.92	953,434.25	954,582.17
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	451.39	1,000,728.00	1,001,179.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	666.67	1,576,558.40	1,577,225.07
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	121.53	2,502,142.50	2,502,264.03
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,352.08	1,100,128.70	1,101,480.78
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,843.75	1,500,175.50	1,502,019.25
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	2,112.50	1,279,064.80	1,281,177.30
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	562.50	1,195,284.00	1,195,846.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,047.22	1,298,427.00	1,299,474.22
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	4,833.33	7,985,656.00	7,990,489.33
AGCY BOND			44,250,000.00			44,190,770.95	37,506.94	44,193,808.65	44,231,315.59

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
CASH	CCYUSD	RECEIVABLE	8,312.50	---	02/28/2021	8,312.50	0.00	8,312.50	8,312.50
CASH			8,312.50			8,312.50	0.00	8,312.50	8,312.50

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued 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	23,276.75	925,543.80	948,820.55
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	950,000.00	08/07/2020	02/01/2022	950,000.00	2,826.78	952,634.35	955,461.13
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	4,791.17	980,703.05	985,494.22
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	146.46	973,610.35	973,756.81
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	11,340.00	1,513,236.00	1,524,576.00
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	147.25	973,751.90	973,899.15
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	4,025.00	905,625.00	909,650.00
CD			7,100,000.00			7,100,000.00	46,553.40	7,225,104.45	7,271,657.85

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	7,735.00	968,484.60	976,219.60
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	8,775.00	903,366.00	912,141.00
CORP	02665WC22	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	950,364.90	954,204.90
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	1,008,332.00	1,011,769.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	1,008,332.00	1,011,769.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	2,406.25	705,832.40	708,238.65
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	954,258.30	956,133.30
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	2,583.33	890,656.80	893,240.13
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	962.50	100,332.70	101,295.20
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	2,527.06	251,632.75	254,159.81
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	1,283.33	1,460,705.40	1,461,988.73
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	2,778.13	394,518.00	397,296.13
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	3,704.17	526,024.00	529,728.17
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	812.89	527,207.95	528,020.84
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	706.88	728,630.08	729,336.95
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	469.69	225,182.93	225,652.61
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	916,515.90	920,789.40
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	1,275.00	924,588.35	925,863.35
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	1,821.88	459,144.45	460,966.33
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	793.33	179,373.60	180,166.93
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	138.54	984,678.80	984,817.34
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	939,861.00	940,618.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	983,518.20	988,619.45
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	3,286.00	362,130.48	365,416.48
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	2,242.50	498,947.85	501,190.35
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	11,388.80	957,482.10	968,870.90
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	12,026.25	926,928.90	938,955.15
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	975,950.10	979,275.10
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	4,631.25	333,108.10	337,739.35
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	76.81	393,895.19	393,971.99
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	4,533.33	600,811.20	605,344.53
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	5,145.83	571,951.11	577,096.94
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	462,098.70	462,503.70
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	143,764.04	143,890.04
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	138,629.61	138,751.11
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	8,805.73	726,007.03	734,812.75
CORP	91159HHX1	U.S. BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,905,543.00	1,909,263.00
CORP			24,922,000.00			25,794,337.92	121,328.84	25,988,788.50	26,110,117.34

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	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	4,495,509.00	4,495,509.00
CP	63873JWH9	NATIXIS, NEW YORK BRANCH	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,498,332.00	1,498,332.00
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	4,497,714.00	4,497,714.00
CP			10,500,000.00			10,483,207.08	0.00	10,491,555.00	10,491,555.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	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	705,035.50	706,694.08
FHLMC	3137BM6P6	FHMS K-721 A2	448,236.37	04/09/2018	08/25/2022	452,053.39	1,154.21	462,221.35	463,375.56
FHLMC	3137F62S5	FHMS K-J31 A1	526,163.75	10/29/2020	05/25/2026	526,153.23	249.49	522,659.50	522,908.99
FHLMC	3137FKK39	FHMS K-P05 A	60,113.42	12/17/2018	07/25/2023	60,113.24	160.45	61,747.90	61,908.35
FHLMC	3137FQ3V3	FHMS K-J27 A1	274,837.92	11/26/2019	07/25/2024	274,831.33	479.13	283,891.09	284,370.22
FHLMC			1,959,351.47			1,995,346.49	3,701.87	2,035,555.34	2,039,257.21

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	2,266,404.12	12/29/2020	09/25/2033	2,298,452.49	1,888.67	2,288,154.17	2,290,042.84
FHLMC CMO	3137F7DH5	FHR 5048 B	1,222,235.14	11/30/2020	05/25/2033	1,237,704.05	1,018.53	1,221,287.89	1,222,306.42
FHLMC CMO			3,488,639.26			3,536,156.54	2,907.20	3,509,442.05	3,512,349.25

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	299,962.94	12/15/2016	05/25/2021	306,032.50	669.54	300,787.84	301,457.38
FNMA	3136B1XP4	FNA 2018-M5 A2	82,443.97	04/30/2018	09/25/2021	84,083.87	244.58	83,198.33	83,442.92
FNMA			382,406.91			390,116.37	914.13	383,986.17	384,900.30

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	3,660,496.65	---	02/28/2021	3,660,496.65	0.00	3,660,496.65	3,660,496.65
MMFUND			3,660,496.65			3,660,496.65	0.00	3,660,496.65	3,660,496.65

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	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	627.73	261,760.05	262,387.78
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	239,731.30	240,133.99
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	733.83	354,130.00	354,863.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,362.83	657,670.00	659,032.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	524.17	252,950.00	253,474.17
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	354.29	545,611.00	545,965.29
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	318.75	746,235.00	746,553.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	212.63	404,015.85	404,228.48
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	259.13	328,821.90	329,081.03
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,629.33	1,597,664.00	1,600,293.33
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	336.38	569,664.00	570,000.38
MUNI			5,945,000.00			5,948,878.00	7,761.76	5,958,253.10	5,966,014.86

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	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	7,308.36	2,149,570.31	2,156,878.67
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	20,780.39	6,112,031.25	6,132,811.64
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	10,566.30	3,107,812.50	3,118,378.80
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	7,537.43	1,643,331.25	1,650,868.68
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	11,781.25	2,992,437.50	3,004,218.75
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	3,859.38	980,281.25	984,140.63
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	6,906.25	1,754,187.50	1,761,093.75
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	1,203.13	351,148.44	352,351.56
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	16,023.31	3,056,937.50	3,072,960.81
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	12,492.75	2,383,375.00	2,395,867.75
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	1,571.13	2,553,906.25	2,555,477.38
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	23,188.88	3,775,734.38	3,798,923.26
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	16,574.59	5,266,406.25	5,282,980.84
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	4,889.50	1,553,589.84	1,558,479.35
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,154.70	684,632.81	686,787.51
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,491.71	473,976.56	475,468.28
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,475.14	1,421,929.69	1,426,404.83
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,465.47	889,445.31	891,910.78
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,035.91	2,457,812.50	2,458,848.41
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	391.48	1,493,203.13	1,493,594.61
US GOV			43,740,000.00			43,365,096.90	156,697.04	45,101,749.22	45,258,446.26

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	ccrued Intere	Market Value	Base Market Value + Accrued
---	---	---	155,864,034.72			156,378,749.81	380,947.60	158,533,721.50	158,914,669.10

- * 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: 02/28/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	44,326.64	04/30/2018	11/15/2022	44,318.59	57.53	44,594.46	44,651.99
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,357.99	90,365.19
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	485,420.99	485,784.10
ABS	14313FAD1	CARMX 2018-3 A3	60,959.56	07/25/2018	06/15/2023	60,951.25	84.80	61,873.21	61,958.01
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	33.58	130,720.16	130,753.74
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	20.83	100,164.16	100,184.99
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,906.14	44,912.94
ABS	36255JAD6	GMCAR 2018-3 A3	54,791.52	07/18/2018	05/16/2023	54,778.74	68.95	55,408.48	55,477.43
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	8.29	65,267.95	65,276.24
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,966.80	84,980.26
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	4.49	69,890.30	69,894.79
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	43.54	275,177.95	275,221.49
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	12.75	60,151.46	60,164.21
ABS	47788CAC6	JDOT 2018 A3	2,005.46	02/28/2018	04/18/2022	2,005.32	2.37	2,007.28	2,009.65
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	25.21	110,495.20	110,520.40
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,286.50	100,306.05
ABS	89238BAD4	TAOT 2018-A A3	19,318.93	01/31/2018	05/16/2022	19,318.71	20.18	19,375.69	19,395.87
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,479.27	150,500.81
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,803.49	127,874.15
ABS			2,061,402.11			2,061,025.89	884.84	2,079,347.47	2,080,232.31

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	763.75	522,039.44	522,803.19
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	523.26	273,942.08	274,465.34
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	203.65	113,522.94	113,726.59
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	615.89	275,115.78	275,731.66
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	282.64	272,854.45	273,137.09
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	17.19	270,886.00	270,903.19
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	416.32	271,532.53	271,948.84
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	166.67	249,691.00	249,857.67
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	68.06	140,759.08	140,827.14
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	223.61	462,494.12	462,717.73
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	911.46	255,423.75	256,335.21
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	332.29	275,994.13	276,326.42
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	124.13	275,200.20	275,324.33
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	145.83	344,872.15	345,017.98
AGCY BOND	3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	38.89	800,685.60	800,724.49
AGCY BOND	3137EAUV5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	417.92	340,039.78	340,457.70
AGCY BOND	3137EAUV5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	565.42	460,053.82	460,619.24
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	893.75	541,142.80	542,036.55
AGCY BOND	3137EAUY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	121.88	258,978.20	259,100.08
AGCY BOND	3137EAUZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	221.53	274,667.25	274,888.78
AGCY BOND			6,695,000.00			6,677,474.68	7,054.11	6,679,895.08	6,686,949.19

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	179,112.50	---	02/28/2021	179,112.50	0.00	179,112.50	179,112.50
CASH			179,112.50			179,112.50	0.00	179,112.50	179,112.50

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	6,465.76	257,095.50	263,561.26
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	08/07/2020	02/01/2022	200,000.00	595.11	200,554.60	201,149.71
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	1,386.92	283,887.73	285,274.64
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	42.40	281,834.58	281,876.97
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	3,213.00	428,750.20	431,963.20
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	42.63	281,875.55	281,918.18
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	1,118.06	251,562.50	252,680.56
CD			1,950,000.00			1,950,000.00	12,863.87	1,985,560.65	1,998,424.52

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	2,437.50	250,935.00	253,372.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	263,990.25	265,056.92
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	277,291.30	278,236.61
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	265,071.75	265,592.58
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	240.63	25,083.18	25,323.80
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	758.12	75,489.83	76,247.94
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	740.83	105,204.80	105,945.63
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	195.00	201,001.40	201,196.40
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	465.59	117,336.92	117,802.51
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	226.67	51,249.60	51,476.27
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	39.38	279,856.08	279,895.46
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	273,199.50	274,616.51
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	912.78	100,591.80	101,504.58
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	3,340.63	257,480.25	260,820.88
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	299.29	100,101.10	100,400.39
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	271,097.25	272,020.86
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,425.00	102,494.80	103,919.80
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	1,246.67	165,223.08	166,469.75
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	1,444.44	160,547.68	161,992.12
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	128,360.75	128,473.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	51,344.30	51,389.30
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	25,672.15	25,694.65
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	2,429.17	200,277.80	202,706.97
CORP			3,635,000.00			3,648,716.45	21,255.12	3,748,900.56	3,770,155.67

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	189,817.25	190,263.79
FHLMC	3137BM6P6	FHMS K-721 A2	129,490.51	04/09/2018	08/25/2022	130,593.20	333.44	133,530.61	133,864.05
FHLMC	3137F62S5	FHMS K-J31 A1	124,095.23	10/29/2020	05/25/2026	124,092.74	58.84	123,268.75	123,327.59
FHLMC	3137FKK39	FHMS K-P05 A	17,077.68	12/17/2018	07/25/2023	17,077.62	45.58	17,542.02	17,587.60
FHLMC	3137FQ3V3	FHMS K-J27 A1	71,386.47	11/26/2019	07/25/2024	71,384.76	124.45	73,737.94	73,862.39
FHLMC			517,049.88			526,816.30	1,008.86	537,896.57	538,905.43

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	258,549.74	11/30/2020	05/25/2033	261,822.01	215.46	258,349.36	258,564.82
FHLMC CMO			258,549.74			261,822.01	215.46	258,349.36	258,564.82

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	82,489.81	12/15/2016	05/25/2021	84,158.94	184.12	82,716.66	82,900.78
FNMA	3136B1XP4	FNA 2018-M5 A2	22,672.09	04/30/2018	09/25/2021	23,123.06	67.26	22,879.54	22,946.80
FNMA			105,161.90			107,282.00	251.39	105,596.20	105,847.58

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	906,729.14	---	02/28/2021	906,729.14	0.00	906,729.14	906,729.14
MMFUND			906,729.14			906,729.14	0.00	906,729.14	906,729.14

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	135.39	56,458.05	56,593.44
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	62,538.60	62,643.65
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	115.32	55,649.00	55,764.32
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	157.25	75,885.00	76,042.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	272.57	131,534.00	131,806.57
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	74.08	114,082.30	114,156.38
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	44.63	84,793.45	84,838.08
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	43.19	54,803.65	54,846.84
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	451.92	274,598.50	275,050.42
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	73.13	123,840.00	123,913.13
MUNI			1,030,000.00			1,030,886.10	1,472.51	1,034,182.55	1,035,655.06

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	2,465.47	725,156.25	727,621.72
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	5,635.36	1,657,500.00	1,663,135.36
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	2,993.78	880,546.88	883,540.66
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	850.26	185,375.78	186,226.04
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	812.50	206,375.00	207,187.50
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,234.38	567,531.25	569,765.63
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,616.89	880,812.50	885,429.39
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,394.77	647,656.25	651,051.02
US GOV	912828T99	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	439.92	715,093.75	715,533.67
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	8,147.44	1,326,609.38	1,334,756.82
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,480.66	1,105,945.31	1,109,425.98
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,408.84	447,644.53	449,053.37
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	414.36	131,660.16	132,074.52
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	580.11	184,324.22	184,904.33
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,491.71	473,976.56	475,468.28
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	725.14	261,601.56	262,326.70
US GOV			10,035,000.00			9,957,421.68	39,691.59	10,397,809.37	10,437,500.97

SUMMARY

<u>Security Type</u>	<u>Identifier</u>	<u>Description</u>	<u>PAR</u>	<u>Settle Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Accrued Interest</u>	<u>Market Value</u>	<u>Base Market Value + Accrued</u>
--	--	--	27,373,005.27			27,307,286.75	84,697.74	27,913,379.45	27,998,077.20

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

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 02/01/2021 - 02/28/2021
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	2,536,541.40	0.000	Buy	---	---	02/28/2021	2,536,541.40	0.00	(2,536,541.40)
31846V534	FIRST AMER:US TRS MM Y	(331,014.00)	0.000	Sell	---	---	02/28/2021	(331,014.00)	0.00	331,014.00
31846V534	FIRST AMER:US TRS MM Y	606,071.04	0.000	Buy	---	---	02/28/2021	606,071.04	0.00	(606,071.04)
31846V534	FIRST AMER:US TRS MM Y	(123,972.76)	0.000	Sell	---	---	02/28/2021	(123,972.76)	0.00	123,972.76
36261RAD0	GMALT 2021-1 A4	410,000.00	0.330	Buy	02/17/2021	02/24/2021	02/20/2025	409,938.09	0.00	(409,938.09)
36261RAD0	GMALT 2021-1 A4	70,000.00	0.330	Buy	02/17/2021	02/24/2021	02/20/2025	69,989.43	0.00	(69,989.43)
3137F62S5	FHMS K-J31 A1	(958.46)	0.569	Principal Paydown	02/01/2021	02/01/2021	05/25/2026	(958.46)	0.00	958.46
3137F62S5	FHMS K-J31 A1	(226.05)	0.569	Principal Paydown	02/01/2021	02/01/2021	05/25/2026	(226.05)	0.00	226.05
3137F7DH5	FHR 5048 B	(25,043.60)	1.000	Principal Paydown	02/01/2021	02/01/2021	05/25/2033	(25,043.60)	0.00	25,043.60
3133Q5GZ3	FHS 370 A3	(67,173.14)	1.000	Principal Paydown	02/01/2021	02/01/2021	09/25/2033	(67,173.14)	0.00	67,173.14
3137F7DH5	FHR 5048 B	(5,297.69)	1.000	Principal Paydown	02/01/2021	02/01/2021	05/25/2033	(5,297.69)	0.00	5,297.69
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)
912828B90	UNITED STATES TREASURY	(175,000.00)	2.000	Maturity	02/28/2021	02/28/2021	02/28/2021	(175,000.00)	0.00	175,000.00
3137FQ3V3	FHMS K-J27 A1	(499.71)	2.092	Principal Paydown	02/01/2021	02/01/2021	07/25/2024	(499.71)	0.00	499.71
3137FQ3V3	FHMS K-J27 A1	(129.80)	2.092	Principal Paydown	02/01/2021	02/01/2021	07/25/2024	(129.80)	0.00	129.80
89238BAD4	TAOT 2018-A A3	(20,032.11)	2.350	Principal Paydown	02/15/2021	02/15/2021	05/16/2022	(20,032.11)	0.00	20,032.11
89238BAD4	TAOT 2018-A A3	(5,564.47)	2.350	Principal Paydown	02/15/2021	02/15/2021	05/16/2022	(5,564.47)	0.00	5,564.47
44932HAG8	IBM CREDIT LLC	(900,000.00)	2.650	Maturity	02/05/2021	02/05/2021	02/05/2021	(900,000.00)	0.00	900,000.00
44932HAG8	IBM CREDIT LLC	(250,000.00)	2.650	Maturity	02/05/2021	02/05/2021	02/05/2021	(250,000.00)	0.00	250,000.00
47788CAC6	JDOT 2018 A3	(14,353.87)	2.660	Principal Paydown	02/15/2021	02/15/2021	04/18/2022	(14,353.87)	0.00	14,353.87
47788CAC6	JDOT 2018 A3	(4,029.16)	2.660	Principal Paydown	02/15/2021	02/15/2021	04/18/2022	(4,029.16)	0.00	4,029.16
3136AJ7G5	FNA 2014-M6 A2	(137,205.96)	2.679	Principal Paydown	02/01/2021	02/01/2021	05/25/2021	(137,205.96)	0.00	137,205.96
3136AJ7G5	FNA 2014-M6 A2	(37,731.64)	2.679	Principal Paydown	02/01/2021	02/01/2021	05/25/2021	(37,731.64)	0.00	37,731.64
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	(890,000.00)	2.900	Sell	02/11/2021	02/16/2021	03/15/2021	(891,984.70)	(10,825.86)	902,810.56
63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	(250,000.00)	2.900	Sell	02/11/2021	02/16/2021	03/15/2021	(250,557.50)	(3,040.97)	253,598.47
02004VAC7	ALLYA 2018-2 A3	(30,465.11)	2.920	Principal Paydown	02/15/2021	02/15/2021	11/15/2022	(30,465.11)	0.00	30,465.11
02004VAC7	ALLYA 2018-2 A3	(8,670.84)	2.920	Principal Paydown	02/15/2021	02/15/2021	11/15/2022	(8,670.84)	0.00	8,670.84
36255JAD6	GMCAR 2018-3 A3	(18,997.44)	3.020	Principal Paydown	02/16/2021	02/16/2021	05/16/2023	(18,997.44)	0.00	18,997.44
36255JAD6	GMCAR 2018-3 A3	(5,699.23)	3.020	Principal Paydown	02/16/2021	02/16/2021	05/16/2023	(5,699.23)	0.00	5,699.23
3137BM6P6	FHMS K-721 A2	(1,763.63)	3.090	Principal Paydown	02/01/2021	02/01/2021	08/25/2022	(1,763.63)	0.00	1,763.63
3137BM6P6	FHMS K-721 A2	(509.49)	3.090	Principal Paydown	02/01/2021	02/01/2021	08/25/2022	(509.49)	0.00	509.49
14313FAD1	CARMX 2018-3 A3	(21,503.85)	3.130	Principal Paydown	02/15/2021	02/15/2021	06/15/2023	(21,503.85)	0.00	21,503.85
14313FAD1	CARMX 2018-3 A3	(5,631.96)	3.130	Principal Paydown	02/15/2021	02/15/2021	06/15/2023	(5,631.96)	0.00	5,631.96
3137FKK39	FHMS K-P05 A	(81.72)	3.203	Principal Paydown	02/01/2021	02/01/2021	07/25/2023	(81.72)	0.00	81.72
3137FKK39	FHMS K-P05 A	(23.22)	3.203	Principal Paydown	02/01/2021	02/01/2021	07/25/2023	(23.22)	0.00	23.22
3136B1XP4	FNA 2018-M5 A2	(3,084.86)	3.560	Principal Paydown	02/01/2021	02/01/2021	09/25/2021	(3,084.86)	0.00	3,084.86
3136B1XP4	FNA 2018-M5 A2	(848.34)	3.560	Principal Paydown	02/01/2021	02/01/2021	09/25/2021	(848.34)	0.00	848.34
110122DC9	BRISTOL-MYERS SQUIBB CO	(528,000.00)	3.875	Corporate Action Sell	02/18/2021	02/23/2021	08/15/2025	(597,152.16)	(454.67)	597,606.83
---	---	144,100.33						72,333.49	(14,321.50)	(58,011.99)

* 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.

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 FEBRUARY 2021

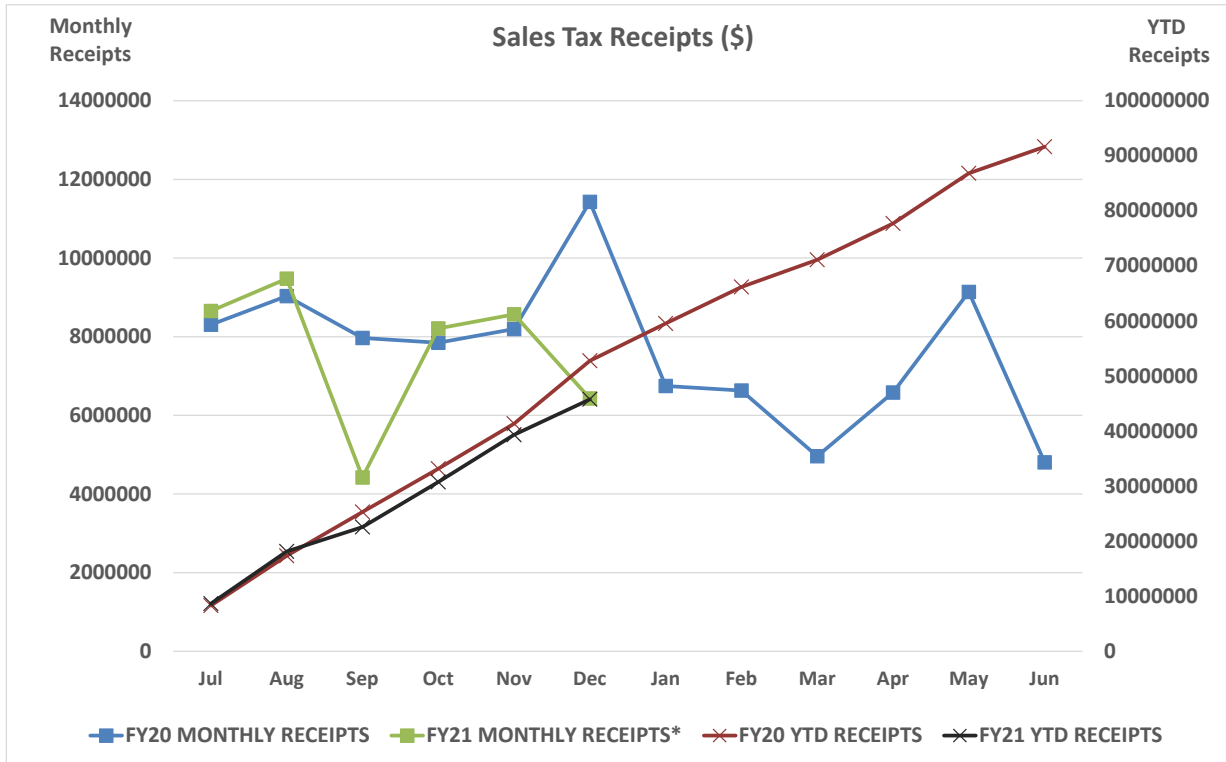
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
Jul	\$8,304,089	8,652,560	4.2%	\$8,304,089	8,652,560	4.2%
Aug	9,033,753	9,475,233	4.9%	17,337,842	18,127,793	4.6%
Sep	7,968,941	4,423,442	(44.5%)	25,306,783	22,551,235	(10.9%)
Oct	7,849,372	8,212,521	4.6%	33,156,155	30,763,756	(7.2%)
Nov	8,194,769	8,570,674	4.6%	41,350,924	39,334,430	(4.9%)
Dec	11,430,057	6,428,114	(43.8%)	52,780,982	45,762,544	(13.3%)
Jan	6,746,535		(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>45,762,544</u>				

SAN MATEO COUNTY TRANSIT DISTRICT
RESOLUTION NO. 2021-10

EXPRESSING APPRECIATION TO

JIM HARTNETT

FOR HIS OUTSTANDING PUBLIC SERVICE AS GENERAL MANAGER / CEO OF THE
SAN MATEO COUNTY TRANSIT DISTRICT

WHEREAS, JIM HARTNETT has served with distinction as General Manager/CEO of SamTrans since he was named to the post in 2015; and

WHEREAS, during **JIM HARTNETT's** tenure, he has been a leader devoted to fulfilling the District's mission and improving the lives of San Mateo County residents; and

WHEREAS, JIM HARTNETT has demonstrated incredible leadership in the face of the worst crisis SamTrans has faced in its history, responding quickly and wisely to the threat of the coronavirus (COVID-19) pandemic, pushing for higher standards to protect riders and SamTrans staff and laying the groundwork for riders' return to the system; and

WHEREAS, JIM HARTNETT was vital to the Get Us Moving Campaign and the passage of Measure W, providing SamTrans with a vitally needed revenue source that will allow for new and innovative approaches to providing transit services to those who need them; and

WHEREAS, JIM HARTNETT was a strong voice of support for the Dumbarton Transportation Corridor Study, which provided the District with a vetted plan to reduce traffic and improve mobility options, better connecting communities throughout the Bay Area and fighting the congestion that plagues thousands of people every day; and

WHEREAS, JIM HARTNETT has prioritized a Comprehensive Operational Analysis of the agency known as Reimagine SamTrans, which will take a top-to-bottom look at SamTrans service and create multiple new service models to see how we can make the system more effective and attract new riders; and

WHEREAS, JIM HARTNETT has fought for dynamic and innovative new programs built to encourage ridership and improve the rider experience, including microtransit, express buses, the SamTrans Mobile App, the Ride Now program, and countless others; and

WHEREAS, JIM HARTNETT presided over the purchase of the first zero emissions bus in the SamTrans fleet, and has laid out a path for the fleet to eliminate diesel vehicles by 2038, ahead of CARB deadlines in order to protect our environment and reduce our carbon footprint; and

WHEREAS, JIM HARTNETT supported the approval of the Youth Mobility Plan, which outlined ways that SamTrans could better serve young riders, helping them stay mobile and active and preparing them for a lifetime of transit ridership; and

WHEREAS, JIM HARTNETT has always advocated for the needs of riders and of disadvantaged communities, fighting to ensure that all people have equal access to transit and the benefits that it provides; and

WHEREAS, JIM HARTNETT was recently selected as the winner of the 2021 Women's Transportation Seminar (WTS) San Francisco Bay Area Chapter's Honorable Ray LaHood Award; and

WHEREAS, JIM HARTNETT also was recognized in 2019 as one of the "Most Admired CEOs" in the San Francisco Bay Area by the San Francisco Business Times; and

WHEREAS, JIM HARTNETT has conducted himself with honesty, integrity and competence in all aspects of his work, setting a high standard for everyone that works at SamTrans and inspiring them to work towards the benefit of all residents of San Mateo County; and

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors hereby commends and expresses its sincere appreciation to **JIM HARTNETT** for his outstanding service as General Manager/CEO of the San Mateo County Transit District and his many accomplishments on the SamTrans Board of Directors.

Charles Stone, Chair
San Mateo County Transit District





MEMORANDUM

BOARD OF DIRECTORS 2021

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

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #7
APRIL 7, 2021

Date: March 31, 2021
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

8-months Ending February 2021 Summary

It has been a year since the shelter-in-place Health Order went into effect on March 17, 2020. SamTrans took actions and implemented safety procedures to reduce the risk of spreading the virus for employees and riders. Vaccines are becoming available and SamTrans is providing free trips for people getting their vaccination. Through the end of March, SamTrans provided approximately 300 free bus trips and 100 free ADA trips for people getting their vaccination shots. SamTrans is committed to maintaining safety measures to protect SamTrans employees and riders, **Safety** remains “**priority 1.**”

Service has been at approximately 82.0 percent of the pre-COVID levels. With some service being added back at the end of March, service will be approximately 82.4% percent and may be adjusted upward as schools reopen.

In February, most San Mateo County schools continued distance learning. However, the Governor is encouraging all 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. Additional information about resuming school service is detailed below.

School Service Plans

As the County moved to the Red-Tier of the four-tier state’s reopening plan in February, more and more schools are announcing plans to reopen in the Spring. On March 16, 2021, San Mateo County move to the Orange-Tier and multiple schools have requested for school-day service to resume.

Given the operating constraints posed by the pandemic, SamTrans could not maintain all of the routes traditionally serving schools. Staff has identified the high-need routes providing bus service to schools and reserved some school day service on routes serving the highest-need populations in San Mateo County (a high number of transit dependent households, high percentage of low income households, and racial/ethnic minorities). Routes that are not high-need were not prioritized for service in the 2020-21 academic year.

Staff are currently working to implement school-based services for a number of schools that are reopening in San Mateo County who have requested service. Requests are being processed in the order of receipt. Currently, requests received before March 10, if approved for implementation, are being implemented on March 28. To date, SamTrans has received requests for service from the following schools and is planning on resuming the following routes:

Community Routes & School Trips Only Local Routes					
School	Start Date	All Routes	High-Need Routes	Routes to Resume	# of Trips
Parkside MS*	03/11	140, 141	140, 141	140, 141 (school trips)	4
Borel MS	04/12	53, 55, 58	53, 55	53, 55	4
Bowditch MS	04/12	54	-	-	-
Tierra Linda MS	03/22	60, 61, 95	95	95	2
Menlo-Atherton HS	04/05	80, 81, 82, 84, 286	81, 286	81, 286	4
Woodside HS	04/05	87, 275	275	275 (school trips)	2

* 03/11 (6th Grade), 03/25 (7th Grade), 03/22 (8th Grade)

On 3/26/21 Staff met with the San Mateo County Office of Education and school district Superintendents to share the plan. Staff will continue the ongoing close communication with the schools during this academic year and develop plans for the 2021-22 academic year. As of March 31, school-day service resumed on nine (9) high-need routes: 83, 55, 81, 83, 95, 140, 141, 275, and 286.

COVID-19 Health Update

Since the COVID-19 pandemic erupted, there have been a total of 37 positives on company property. 24 were at North base, 12 at South Base, and 1 at Central. The last case was in mid-February.

Human Capital Investment

	<u>Feb. 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	1,232	154	5,087	636	12,536	1,567
New fleet/route orientation	0	0	0	0	311	39
VTT/DMV mandated training	184	23	1,932	242	1,978	247
Bus Operator retraining	136	17	1,683	210	1,600	200
Maintenance training	160	20	2,349	294	4,489	561
Bus Simulator training	2	-	135	17	0	0
CPR/AED/First Aid/Other	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>244</u>	<u>31</u>
Total Hours	1,714	214	11,186	1,398	21,158	2,645

Training Class #165 started on January 20 with 6 Trainees graduating on April 2, 2021.

The following employees received their certificate from the University of Pacific Transit and Paratransit Management Program:

- Tomisha Young
- Leita Lee
- Van Pham
- Jonathan Steketee
- Bruce Thompson

samTrans



MEMORANDUM

BOARD OF DIRECTORS 2021

CHARLES STONE, CHAIR
PETER RATIO, VICE CHAIR
MARINA FRASER
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
DAVE PINE
JOSH POWELL

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #7 (a)
APRIL 7, 2021

Date: March 31, 2021
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

Our Six-year Journey Together

Since the Great Recession of 2008 (GR 2008), bus ridership was declining, for SamTrans and across the nation. In October 2012, gas prices peaked before starting a steady decline. At the same time a new transportation provider was emerging, Transportation Network Companies (TNC). A combination of declining gasoline prices and the emergence of TNCs caused bus ridership and consequently farebox revenue to decline.

The GR 2008 resulted in a significant decline in SamTrans Sales Tax Revenue causing a fiscal crisis for SamTrans. Actions were needed to mitigate the significant financial shortfall which included layoffs, furloughs, freezing salaries and a restructure at the executive level.

By 2015, it was evident that SamTrans' Sales Tax Revenues would not be sufficient to offset inflation, declining farebox revenues, bond payments, and future capital requirements.

As SamTrans was working through the recovery of the GR 2008, it was faced with upgrading the 10-year old PeopleSoft system as the developer support for SamTrans' version would be expiring. SamTrans had limited staff during the design phase and greater dependence was placed on contractor and consultant services, which would later result in a difficult launch in 2015 as happens with many new systems.

SamTrans was able to briefly outperform the national downward ridership trend with the SamTrans Service Plan (SSP) that was implemented through various phases in 2013 and 2014. By 2015, SamTrans ridership was trending downwards in parallel with the national trend.

SamTrans faced an ongoing structural deficit arising from the investment in BART to San Mateo County, and the purchase of Caltrain's right of way from Southern Pacific. The long-term financial forecast was not positive, it represented serious financial trouble in future years despite a strong local economy.

In 2015, employee morale remained low despite the reversal of most of the GR 2008 budget reductions; many vacant positions were reestablished, and annual salary increases were projected to be restored.

Fortunately, SamTrans staff remained professional and dedicated to their responsibilities providing a foundation to build upon. Consequently, a new set of values were established: **transparency, accountability, excellence and empathy.**

SamTrans Accomplishments

The executive team was restructured to address the following items and projects:

- Meeting with employees in small groups to hear concerns and recommendations, living the set of values: transparency, accountability, excellence and empathy.
- SamTrans Introduced and implemented a performance management system (additional compensation was suspended)
- In April 2016 there was a first ever SamTrans presentation to the County Board of Supervisors/Commission on Disabilities to advocate for the needs of ADA Paratransit riders.
- A concerted effort was initiated to ensure disadvantaged communities and all people have equal access to transit and the benefits that it provides.
- In 2017 the SamTrans Youth Mobility Plan was implemented as a strategic blueprint for how SamTrans could address mobility needs of youth in the San Mateo County and cultivate the next generation of bus riders.
- Communication with schools were expanded to improve transportation services for students.
- In 2018, SamTrans purchased its first zero emission bus establishing the commencement of a fleet conversion to eliminate diesel vehicles by 2038, ahead of the State's 2040 deadline for zero emission transportation.
- The ECR service was modified and expanded to accommodate the ECR Rapid.
- The Foster City ↔ San Francisco Express Bus was implemented in August 2019.
- The January 2019 fare increase was suspended.
- Fleet reliability improved from 25,280 Miles Between Service Calls in FY 2015 to more than 34,000 YTD in FY 2021
- Historically, SamTrans was averaging 20+ DNOs per month. SamTrans was increasing service in 2019 at a time when a driver shortage for large vehicles, buses and trucks, was developing. The SamTrans DNOs soared to above several hundred in some months. Now with a new Bus Operator Trainee schedule, improved Planning, and daily management of staffing levels, DNOs are averaging approximately 3 per month in FY 2021.
- **Measure W** - From FY 2009 to FY 2014 SamTrans implemented temporary financial stopgap measures such as: 7.5 percent service reduction, fare increase, administrative layoffs, hiring freeze, 2-years of salary freezes for both administrative and union employees, increase employee contributions to PERS and medical costs, instituted furlough days, and more. However, the fiscal crisis remained.
After an extensive analysis and review of the financial structure presented by Staff in 2017, the Board of Directors authorized the "Get Us Moving Campaign" to initiate Measure W, which was approved by the voters in November 2018. The half-cent sales tax was effective July 1, 2019. In accordance with Measure W, 50 percent of the revenues are to be administered by the San Mateo County Transportation Authority (TA) and the other 50 percent by the San Mateo County Transit District.

These were the five objectives for Measure W:

- 1) Countywide Highway Congestion Improvements to improve throughput and travel times on highway facilities in San Mateo County
- 2) Local Safety, Pothole and Congestion Relief Improvements for investment in local transportation priorities including efforts to separate the rail corridor from local roads, improve bicycle and pedestrian connections, incentivize transit options, and improve traffic flow in key congested areas
- 3) Bicycle and Pedestrian Improvements that safely connect communities and neighborhoods with schools, transit and employment centers countywide.
- 4) Regional Transit Connections to better connect residents traveling from San Mateo County to neighboring counties with new and enhanced transit options.
- 5) County Public Transportation System Investments to maintain and enhance bus, paratransit, rail and other countywide mobility services.

For the 50 percent of the funding to be administered by the TA, the TA Board has approved a strategic plan to govern the programming and allocation of the funds to assist in meeting the first four objectives of Measure W.

- Ridership across the nation had been declining since 2012 and SamTrans ridership had been declining since 2015. SamTrans was among a few agencies in the nation that reported a ridership increase, which started in August 2019 and continued through February 2020. This was the result of improvements to route schedules, reliability and service quality.
- The SamTrans Transit Signal Priority (TSP) is under way on El Camino Real. Once the installation and testing period is complete, TSP will help reduce travel times for SamTrans buses on El Camino Real by allowing green lights in selected intersections to be extended for buses.
- New pilot programs were designed and implemented to encourage ridership growth and improve the rider's experience, including OnDemand, micro transit, express buses, the SamTrans Mobile App, and the Ride Now program.
- *Reimagine* SamTrans – A Comprehensive Operational Analysis (COA) of the agency was initiated to increase ridership. Reimagine SamTrans will take a top-to-bottom look at SamTrans service and creates multiple new service models to see how SamTrans can make the transportation network more effective and attract new riders and promote rider frequency.
- **COVID-19 Pandemic** – Ridership plunged in March 2019 with the onset of the COVID-19 pandemic and the shelter-in-place Health Order effective Tuesday, March 17, 2020. SamTrans took action on a number of fronts for the safety of SamTrans employees and riders, and to maintain service for essential workers in the community and for people who have limited transportation options:
 - Initiated free fares and rear-door boarding (March – August 2020)
 - Eliminated field reliefs, Bus Operator receives a fresh bus
 - Signage on buses - facial covering & social distancing required
 - Distributed face masks on-board to riders as needed
 - Maintained a large extra board to minimize crowding on buses
 - Issued hand sanitizers and other PPE to Bus Operators and field personnel
 - Designed, built, and installed Bus Operator safety barriers on all buses (resumed front door boarding and fare collection, August 2020)

- Initiated temperature screening at all facilities
- Installed hand sanitizing stations
- Assessed working conditions (spacing) and instituted social distancing
- Retrofitted restrooms with hands free fixtures and Installed separation barriers where appropriate
- Provided free bus and ADA Paratransit rides for vaccinations
- "Safety" remains "priority1" for SamTrans employees and riders
- Adopted work from home policies for most administrative employees
- SamTrans maintained its workforce, no layoffs (no salary increase in FY 2021)
- SamTrans is positioned to modify/expand service as businesses and/or schools reopen

Peninsula Corridor Joint Powers Board

The Peninsula Corridor Joint Powers Board (JPB), which owns and operates Caltrain, consists of representatives from San Francisco, San Mateo and Santa Clara Counties. SamTrans is the managing agency of the JPB. **Measure RR** was approved in November 2020 and an 1/8 cent Sales Tax will be collected in each of the three counties starting July 1, 2021. The sales tax measure is estimated to provide approximately \$3.2 billion over 30 years to invest in the operation and expansion of faster, more frequent electrified service with added capacity necessary to accommodate expected increases in ridership demand in the decades to come.

Express Lanes Joint Powers Authority (ELJPA):

The TA was instrumental in securing full funding for the US101 Express Lanes project, including approving a \$100 million loan agreement and securing over \$50 million in private sector funding for the construction of the project, in addition to receiving approval for over \$200 million in State SB1 funds for the project. The TA also voted to form a San Mateo County Express Lanes Joint Powers Authority with the City/County Association of Governments of San Mateo County to oversee the management and operation of the US101 Express Lanes once they will open to the public for use.

Goals of the US101 Express lanes are to:

- Encourage carpooling and transit use
- Improve travel time and reliability for express lane users and entire corridor
- Increase person throughput, e.g. increasing the number of people moved through the entire corridor
- Use modern technology to manage traffic
- Reduce congestion in the entire corridor
- Make upgrades to pavement and lane striping

Dumbarton Rail Corridor (DRC)

The Dumbarton Transportation Corridor Study (Study) provided the District with a vetted plan to reduce traffic and improve mobility options, better connecting communities throughout the Bay Area and fighting the congestion that plagues thousands of people every day. After the completion of the Study, the Transit District kicked off a process in 2018 with Cross Bay Transit Partners (CBTP), LLC (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge, connecting the Caltrain corridor at Redwood City to the East Bay.

Jim Hartnett
March 31, 2021
Page 5 of 5

In Spring 2020, the project was put on hold due to the global pandemic and recently restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration for the DRC Project. This effort will build on community coordination done to date and include public outreach - anticipated this Winter. The District is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021.

These are just some of the highlights over the recent years. The San Mateo County Transit District is one of the best performing, stable, efficient transit agencies in the United States. It has high performing, professional, dedicated employees up and down throughout the organization, enthusiastic and embracing our public mission. It is blessed with a dedicated, public-oriented Board of Directors with vision and great leadership. It has earned the trust of the communities we serve and constantly work to maintain that trust and provide the best service possible. It has been an honor to serve you.

RESOLUTION NO. 2021-

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

* * *

RESOLUTION ON SAMTRANS' COMMITMENT TO DIVERSITY, EQUITY, AND INCLUSION

WHEREAS, SamTrans believes every person should be valued and respected, and condemns racism, sexism, and xenophobia in rhetoric or action; and

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

WHEREAS, SamTrans condemns the increasing number of hate crimes against Asian Americans and Pacific Islanders including harassment, bullying, and violent acts; and

WHEREAS, SamTrans supports and stands with the Asian American and Pacific Islander communities in San Mateo County and across the nation; and

WHEREAS, SamTrans recognizes the long history of inequity and racism in transit that has excluded, targeted or oppressed people due to their color, race, national origin, gender, income, housing status, sexual orientation, disability status and immigration status; and

WHEREAS, SamTrans will continue to work in making our services and programs accessible and open to all individuals; and

WHEREAS, SamTrans believes in the public sector for the public good, and advancing equity and inclusion is critical to the success of our communities and our society; and

WHEREAS, SamTrans commits to continuing its membership with the Government Alliance on Race and Equity to advance racial equity through mindful governance practices, reviewing neutral policies and their impacts, conducting an internal assessment of racial equity knowledge within the Transit District, and providing training opportunities; and

WHEREAS, SamTrans commits to providing an inclusive community for employees and those within its service area by denouncing discrimination, harassment, bullying, and hate speech; and

WHEREAS, the SamTrans Board remains committed to the mission of promoting equity and protecting public health and will continue to advance the cause of diversity, access, equity and inclusion in its policies, programs and practices;

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors condemns racism and discrimination, and reaffirms its commitment to diversity, equity, access, and inclusion.

Regularly passed and adopted this 7th day of April, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, SamTrans Board of Directors

ATTEST:

District Secretary

RESOLUTION NO. 2021 -

BOARD OF DIRECTORS, SAMTRANS BOARD
STATE OF CALIFORNIA

* * *

RESOLUTION HONORING WOMEN IN TRANSPORTATION

WHEREAS, women of every race, class and ethnic background have made historic contributions to the growth and strength of the transportation industry; and

WHEREAS, SamTrans has been encouraging and supportive of the advancement of its female workforce since its inception in 1976; and

WHEREAS, over the past five years, SamTrans has promoted women at a higher rate for key positions, including directors and above, than the number of women employees in the general population in the organization; and

WHEREAS, under the current leadership, SamTrans continues to be an ardent supporter of the Women in Transportation Seminar (WTS) organization, which provides professional development programs, technical sessions and skills-building workshops for women in the transportation community; and

WHEREAS, a number of district employees are members of the San Francisco Bay Area Chapter of WTS, including a number of key staff who are women and/or minorities at the organization; and

WHEREAS, SamTrans has provided a number of key staff to serve as mentors for WTS' mentorship program; and

WHEREAS, SamTrans sends a number of staff to the annual WTS conference where they can learn and network with colleagues from across the transportation industry; and

NOW, THEREFORE, BE IT RESOLVED that, as we commemorated Women's History Month in March, the SamTrans Board of Directors honors the women who have changed the transportation industry for the better, and reaffirm our commitment to supporting the next generation of female trailblazers as they move forward in this distinguished industry.

Regularly passed and adopted this 7th day of April, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, SamTrans Board of Directors

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

A G E N D A

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

WEDNESDAY, APRIL 7, 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 March 3, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Monthly Performance Report – February 2021
7. 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
MARCH 3, 2021**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, C. Groom, 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 2:28 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF FEBRUARY 3, 2021

Motion/Second: Medina/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, announced that Senior Focus at Sutter Health is closing, which was an important program for many years and represented approximately 5 percent of paratransit ridership.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said they have been planning the agenda for the upcoming PCC retreat and were instating a new member.

Committee Chair Guilbault asked if they will still be recruiting members following the new member joining. Mr. McMullan said they still have four or five vacancies.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Chair, Citizens Advisory Committee, provided a brief summary of the February 24 meeting.

Director Jeff Gee requested that the SamTrans CAC help manage expectations that school service will not be running the same as pre-COVID once they open, and Director Rico Medina echoed his concerns.

Carter Mau, Deputy General Manager/CEO, said they would be meeting in two weeks with the San Mateo County School Superintendent Nancy McGee, to discuss the school districts' needs to provide the best service. He noted that underserved communities would receive priority.

Chair Charles Stone said that people needed to be patient as the District works to restore its school service.

6. QUARTERLY DASHBOARD REPORT – OCTOBER-DECEMBER 2020

David Olmeda, Chief Operating Officer/Bus, provided the presentation. He noted that DNOs (Did Not Operate) are down to nearly zero.

Committee Member Peter Ratto asked if signal priority was in operation all along El Camino Real, and Mr. Olmeda confirmed that it was.

7. MONTHLY PERFORMANCE REPORT – JANUARY 2021

Mr. Olmeda said that as the District aims to recover its services, bus service is performing better than other forms of transit such as BART.

Committee Chair Guilbault asked if he saw a relationship between people having been vaccinated against COVID and ridership. Mr. Olmeda responded that it is too early to determine due to the current low supply of vaccine.

8. ADJOURN

The meeting adjourned at 2:49 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 February 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, Manager, Accessible Transit Services

650-508-6247

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of February 9, 2021 Meeting

ATTENDANCE

Members:

Susan Capeloto, Dept. of Rehabilitation; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Alex Madrid, Consumer; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health.

(Member attendance = 9/12, Quorum = Yes)

Absentees:

Dinae Cruise, Vice Chair, Consumer; Nancy Keegan, Sutter Health/Senior Focus; Scott McMullin, CoA

Guests:

Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Serenity Anderson, First Transit/Redi-Wheels; Richard Weiner, Nelson\Nygaard; Charles Posejpal First Transit/Redi-Wheels; Rich Hedges, Community Member; Henry Silvas, SamTrans; Diana Riedel, SamTrans; Ryan McCauley, SamTrans; Dao Do, Rosener House; Julian Jest, SamTrans

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 JANUARY MINUTES:

Mike Levinson moved to approve the January meeting minutes; Sammi Riley seconded the motion; the minutes were approved with no abstentions.

PRESENTATION: 2020 Paratransit Survey – Julian Jest, Market Research, SamTrans

SamTrans conducts a customer survey every three years to understand rider demographics, access to technology, how they use the service, why they ride paratransit as well as to measure performance and to identify areas for improvement. The survey, conducted by a consultant, consists of telephone interviews of both Redi-Wheels and RediCoast customers. From October 14-28, 2020, the survey was conducted in English, Spanish, Chinese, and Tagalog. 500 interviews were conducted. [The presentation and key findings can be found here.](#)

Following the presentation, Alex Madrid asked how respondents were selected for the survey. Julian responded that respondents were selected randomly but the sampling represented all genders, locations, and ages. They focus on customers who have ridden within the last year to get a good balance.

Alex asked if customer service complaints were followed up on. Julian responded that the results are anonymized so they don't know who gave the feedback. However results are shared internally.

Ben asked if the participants can elect not to be anonymous. Julian said this was not possible; customers are assured that results will be anonymized and this helps with participation. If they mention a concern, they are encouraged to go to customer service. Comments are collected but they tend to be fairly general.

Sandra Lang commented that as 44% of the riders were in the North County this might influence the results. Julian responded that they try to match the survey as closely as possible to where riders live. Sandra also wondered if it might be possible to individually survey the 10% of respondents who live on the Coastsides.

Richard Weiner asked how "on demand service" was defined in the survey. Julian said that they don't give an exact definition but it is a service that customers would be able to call up and book a trip for the same day.

COMMITTEE REPORTS:

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

See page 9.

Grant/Budget Review – Sammi Riley, Chair

Tina presented the budget for paratransit covering the first six months of the fiscal year, from July to December (see Appendix B). She reviewed the funding sources and expenditures compared to annual amounts budgeted.

Alex asked about the low number of taxis being used. Tina responded that since ridership is down, they are only using taxis where it makes sense. Henry Silvas commented that First Transit is required to keep taxi usage below 15% of the total service hours to allow for more accurate budgeting. The cost of using taxi service is >\$110/hour vs. \$52 for directly operated service.

Education – Sammi Riley, Chair

Sammi reported that the committee will meet on March 5th, at 1pm.

Executive – Benjamin McMullan, Chair

Ben reported on the February 2nd meeting during which the committee discussed:

- Ways to increase attendance at the meetings.
- How to encourage more people to join the Consumer Corps.
- Asking Tina about including the PCC flyer in the welcome packet; she will look into this.
- Creating a skills matrix to identify skill sets in new members.

- Celebrated the fact that the PCC has continued to function under COVID.
- Discussed the Work Plan and having two plans for 2021-23 - one if still in shelter in place, another if in a non-COVID environment. Which goals would be feasible if the Nelson\Nygaard contract is not renewed and how the possibility of contract renewal should be addressed?
- Explored the possibility of a speaker at the Retreat scheduled for April 13th that will replace the regular monthly meeting. Richard confirmed that Naomi Armenta from Nelson\Nygaard will be happy to speak at the retreat.
- Working with SamTrans on ACA1.

Anyone with ideas for topics at the Retreat should send them to Jane.

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

Nominations/Membership – Nancy Keegan, Chair

Mike advised that Dao Do’s membership application will be reviewed at the March Executive Committee meeting.

Marie Violet reported that she had been working with Nancy on membership and had invited Carmen Santoni to attend. She had also been in touch with Lynne Murphy of Lesley Senior Communities and she is interested in attending.

CONSUMER COMMENTS

None.

OPERATIONAL REPORTS

This was covered in the PAL meeting.

PERFORMANCE SUMMARY

Tina provided preliminary data for January. Ridership continues to be down compared to the previous year. Also, January is down compared to December because of the additional shelter in place order. The average weekday ridership is 322; there were no agency trips. Taxi service is 9.6% of trips; the number of individuals riding is also lower than last year. They are still providing inter-county transfers. The on-time performance was 98% and the average wait time was very good. Productivity was down due to the limit on the number passengers due to social distancing.

COMMENT STATISTICS REPORT

Tina reported that there were fewer comments than last year and most were reports rather than comment cards. The response time is very good. The most common complaint was for late trips.

SAFETY REPORT

Charles Posejpal reported that there were no safety events in January.

LIAISON REPORTS

Agency – Nancy Keegan

Marie reported that they hadn't met.

ERC – Mike Levinson

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

Commission on Disabilities (CoD) – Ben McMullan

They are still taking applications for Commissioners ([click here for the application.](#)) The deadline has been extended. Ben will give a presentation at the next meeting on the Vaccine Communication and Equity Work Plan as well as disability advocacy around the vaccine.

Center for Independence (CID) – Ben McMullan

CID is creating videos around emergency preparedness that includes power shutoffs. The CID Cares team will have a webinar and resources relating to the pandemic for those receiving in-home care. These will include sanitizing, PPE, and what to do if the caregiver cannot come due to COVID. This will be released in early March.

Commission on Aging (CoA) – Scott McMullin

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that no date has been set for the next meeting. Committee members thought that as many services are not operating in person there are no transportation issues to discuss.

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

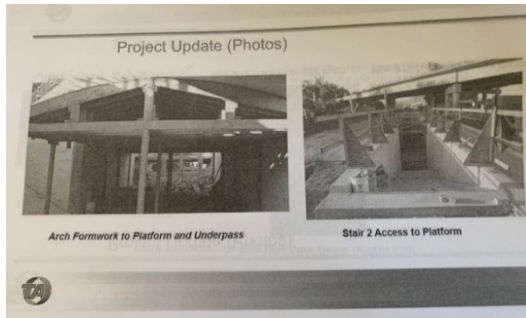
Sandra and Rich Hedges reported that the committee met on February 2nd and discussed the South San Francisco Caltrain update on Ramp 2 and Stair 2, with a tunnel and an underpass. They were assured that it was ADA compliant. It's 65% complete. The topic of lighting and safety was also addressed. Mike asked if the COD is represented on the committee. Tina said that there is a Facilities ADA Administrator who has checked and confirmed that the project is compliant.



Rendering of Underpass



Ramp under Construction



Underpass & Platform Access

OTHER BUSINESS

Tina asked if she should give a presentation about the new express lanes for the next meeting. All agreed that this would be beneficial.

The next meeting will be on March 9th at 1:30pm. The meeting adjourned at 3:22pm.

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

The minutes from the January PAL meeting were included in the meeting packet; Sandra Lang moved to approve; Sammi Riley seconded the motion; the minutes were approved with no abstentions.

Legislative Update

Ryan McCauley from Government and Community Affairs gave the committee a legislative update. His talk notes are in Appendix A.

Alex Madrid asked if Ryan had any information at the Federal or State level related to disability and paratransit. Ryan responded that he hadn't heard of anything specifically related to paratransit. The priority has been to ensure that the service continues to run. He will monitor and report back to the PCC.

Mike made a report at the SamTrans Board of Directors meeting that the PCC would offer support regarding state Constitutional Amendment (ACA1) which, if

approved, would reduce the threshold for passing housing and transportation bills to 55% instead of 2/3rds. This would affect legislation like Measure W.

Ryan was invited to return with another update in June 2021.

Local Advocacy

None.

Policy Issues

Tina reported the following:

- The pandemic continues to show the importance of public transportation and she thanked SamTrans and Redi-Wheels staff for providing a service that customers rely on.
- Face coverings are required on all buses, consistent with the new CDC rules and drivers have a small supply if customers do not have face coverings
- SamTrans is continuing to clean the buses every day with CDC-approved products and is using electrostatic foggers.
- First Transit provides drivers with face masks, gloves, and hand sanitizer.
- Trips are schedule to allow for social distancing.

Alex asked about the mask mandate and how it would affect people who cannot wear a mask. Tina responded that they should contact Redi-Wheels to request a reasonable modification, however, they have not received any such requests to date.

Alex asked how drivers are trained in this situation. Tina responded that if a customer states that their disability prevents them from wearing a mask, the driver is directed to call Dispatch. The SamTrans bus drivers are similarly instructed.

Mike asked how vaccine trips are being handled, particularly regarding drop-off locations and wait times. Tina responded that these are treated like a regular trip with the customer scheduling pickup times. Lynn Spicer reported that customers are being advised to allow plenty of time and Henry Silvas said that they are working closely with the San Mateo County Health Department to accommodate trips to vaccination sites on an individual basis. Tina also stated that there is a "no strand" policy and, if the appointment takes longer than expected, they will send the next available bus, if the customer requests. In some cases this might entail a wait.

The next PAL meeting will be on March 9th, 2021.

Appendix A – Legislative Update

FEDERAL

Presidential Transition

- On January 20th, Joe Biden was sworn in as the 46th president of the United States and Bay Area native Kamala Harris was sworn in as the 49th Vice President. She is the first woman, the first African American and the first Indian-American to hold that position.
- In his first few weeks in office, President Biden has taken measures to reverse some of the previous administration's policies, focusing mainly on the pandemic, immigration, climate change, and racial equity.
 - In one of his first actions as president, Biden signed a mask mandate, requiring masks be worn inside buildings and on land controlled by the federal government as well as public transit and interstate travel. The CDC took quick action on this announcing a federal mandate requiring travelers to wear masks — including on airplanes, buses, ride-shares, ships, and subways

Senate

- January 20th also marked the official transition to a Democratic majority in the Senate for the first time in six years after Senators Jon Ossoff and Raphael Warnock of Georgia were elected in run off elected in early January.
- Alex Padilla, former secretary of state, of California was appointed to Vice President Harris' seat.
- Former Mayor of South Bend, Indiana, and presidential candidate Pete Buttigieg's nomination for transportation secretary, was confirmed by a vote of 86-13 on February 2.
- However, the chamber's 50-50 split, with Vice President Harris as the tie-breaker, leaves Democrats with little room for internal dissent. The slim majority reduces the odds that Democrats will scrap the filibuster, meaning that at least 10 Republicans will need to work with Democrats on most legislation.
- Democrats can use budget reconciliation procedures to pass some of their legislative priorities with a simple majority – a plan that may be already under way to pass Biden COVID relief package.

COVID Relief - President Biden's American Rescue Plan

- President Biden has proposed a \$1.9 trillion "American Rescue Plan," which includes three main categories of proposals:
 - COVID-19 Response and Healthcare Measures
 - Relief to American Workers and Families
 - Support for Small Businesses and Governments
- While the plan includes certain executive actions, the vast majority of proposals are dependent on Congress passing legislation.

- Biden wants Congress to send him the bill by March 14, 2021 when unemployment benefits expire.
- President Biden's American Rescue Plan (spending details):
 - \$415B for Covid-19 Response and Healthcare Measures, including:
 - \$50B to expand testing efforts.
 - \$20B for national vaccination program in partnership with state and local governments.
 - \$440B to Support Local Governments and Small Businesses, including:
 - \$350B in direct state, local and territorial funding.
 - \$20B for transit agencies
 - \$15B in "flexible, equitably distributed" grants to the hardest-hit small businesses.
 - \$35B in small business financing programs, with the aim of leveraging it into \$175B in lending and investment.
 - \$30B in rental and energy and water assistance for hard-hit individuals and families.

The Legislative Path Ahead

- Given slim Democratic majorities in Congress and 60-vote filibuster threshold to pass legislation in the Senate, the legislation has two paths forward:
 - Budget reconciliation process in the Senate, to bypass filibuster (only requires simple majority to pass).
 - Create a bill that would receive bipartisan support in the Senate by regular order.

Given the level of partisan divide in the Congress, it's looking more and more like the path forward is through the reconciliation process.

- And of course, action on this will have to wait (at least in the Senate) until the impeachment trial of the former President is completed.
- Following enactment of his rescue plan, Biden has promised a second recovery package that will include investments in infrastructure, research and development, and clean energy.
- Legislative Priorities and the Road Ahead: February–end of Summer
 - Biden's COVID bill
 - Infrastructure Package
 - FY 2022 Appropriations

STATE

- The Legislature is back in session after a short delay due to COVID.
- Legislators will continue introducing bills until the February 19 deadline.
- It remains to be seen if legislative proceedings will be affected by the pandemic which limited the number of non-COVID bills passed in 2020.
- On January 8, Governor Newsom presented his proposed State Budget which clearly reflects the impact the year-long pandemic has had on California's revenues and focuses on the state's response.

- The budget does not include any state emergency funding for transit, but there are increases in key state funding programs such as the State Transit Assistance program
 - We are also monitoring the state's proposed "regulatory and reporting relief" related to the Transportation Development Act, which will allow agencies to plan with more certainty and flexibility for the expenditure of state transit funding.
 - The Governor's Proposed Budget will now make its way through the Legislature but is not due to the Governor until June 15, with the new fiscal year beginning July 1.

Vaccine Distribution Plan Update

- On January 25, Governor Gavin Newsom announced a major update to the state's COVID-19 vaccine distribution plan.
- The new plan transitions from a sector-based to an age-based distribution of the vaccine and prioritizes vaccinations for people age 65 and over, health care, education and child care, emergency services and food and agricultural workers.
- All future groups will become eligible based on age - this statewide standard will move in unison across all 58 counties. The Newsom Administration argues this approach will "allow the state to scale capacity up while also ensuring the vaccine goes to disproportionately impacted communities."
- Importantly, the new plan would eliminate any priority for sectors identified in Phase 1B - Tier 2, which included transit frontline workers under the "Transportation and Logistics" sector.
- In response to this significant change in policy, California Transit Association (CTA) submitted a letter to Governor Newsom raising concerns with the new plan and urging him to reconsider the decision to deprioritize transit frontline workers.
- We are working with CTA to encourage a change to the Governor's plan.

Report to PCC, February 2021

Summary of Paratransit Expenses and Revenues First six months of FY 2021

	Paratransit Revenue: YTD Actual - July 2020-December 2020		FY 2021 Revenue Budget	
	Year-to-Date	% of Total	Annual	% of Annual
	Actual	Actual	Revenue	Revenue Budget
	Revenue	Revenue	Budget	Rec'd
Passenger fares	\$72,445	1%	\$188,274	38%
Local Transit Development Act (TC	\$975,960	13%	\$2,062,681	47%
Local State Transit Assistance (ST/	\$237,921	3%	\$475,842	50%
Operating grants	\$227,489	3%	\$2,082,536	11%
District sales tax - District ADA pro	\$3,350,939	45%	\$8,986,309	37%
Interest income - paratransit trust	\$363,621	5%	\$505,000	72%
SMCTA Measure A	\$1,624,000	22%	\$3,200,000	51%
Measure M	\$651,066	9%	\$1,600,000	41%
Total	\$7,503,441		\$19,100,642	39%

	Paratransit Expense: Actual - July 2020-December 2020		FY 2021 Expense Budget	
	Year-to-Date	% of Total	Annual	% of Annual
	Actual	Actual	Expense	Expense Budget
	Expense	Expense	Budget	Spent
Redi-Wheels	\$3,382,420	45%	\$6,929,800	49%
ADA Sedan / Taxi service	\$926,485	12%	\$3,629,400	26%
Coastside ADA Support	\$564,972	8%	\$2,032,900	28%
ADA Related Wages and Benefits	\$1,368,104	18%	\$2,649,599	52%
ADA Related support	\$560,851	7%	\$2,863,778	20%
Insurance	\$743,844	10%	\$776,765	96%
ADA Claims and Support	-\$43,234	-1%	\$218,400	-20%
Total	\$7,503,442		\$19,100,642	39%

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

April Chan
Chief Officer, Planning/Grants/TA

SUBJECT: **MONTHLY PERFORMANCE REPORT | FEBRUARY 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. On February 24, 2021, San Mateo County moved into the red tier in the state's four-tier, color-coded reopening plan. As of March 16, 2021, County is in the orange tier.

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) declined by 71.1 percent in the month of February 2021 compared to February 2020. The total monthly ridership declined by 68.4 percent.

Caltrain: Average weekday ridership declined by 94.8 percent in the month of February 2021 compared to February 2020. Similarly, the total monthly ridership declined by 94.0 percent.

Other SamTrans' Key Performance Indicators:

In the month of February 2021, there were 8 preventable accidents, a reduction of 12 accidents compared to February 2020. The goal is to have one or less preventable accidents per every 100,000 miles; in February, SamTrans (including Contracted services) had 1.31 accidents per 100,000 miles.

On-Time Performance (OTP) is calculated by evaluating the time points within each route's schedules across the system inclusive of late, early, and on-time arrivals and departures. OTP for February 2021 surpassed SamTrans' OTP goal of 85.0 percent by achieving 88.6 percent.

In February 2021, there were 5 DNOs (trips that did not operate) – 2 fewer than the 7 DNOs in January 2021, and 181 fewer than the 186 DNOs in February 2020.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Feb-19	Feb-20	Feb-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ
Bus	32,999	37,113	13,050	-64.8%	35,124	36,653	12,733	-65.3%
Paratransit	1,120	1,046	348	-66.7%	1,155	1,110	373	-66.4%
Shuttles	12,249	12,135	1,151	-90.5%	11,218	11,584	1,332	-88.5%
Total	46,368	50,294	14,549	-71.1%	47,497	49,347	14,438	-70.7%

SAMTRANS Total Ridership								
Mode	Feb-19	Feb-20	Feb-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ
Bus	776,155	893,726	334,948	-62.5%	7,076,266	7,393,900	2,800,107	-62.1%
Paratransit	25,476	25,538	8,664	-66.1%	225,507	219,684	76,298	-65.3%
Shuttles	240,774	238,246	22,273	-90.7%	1,911,043	1,975,572	223,192	-88.7%
Total	1,042,405	1,157,510	365,885	-68.4%	9,212,816	9,589,156	3,099,597	-67.7%

CALTRAIN Average Weekday Ridership								
Mode	Feb-19	Feb-20	Feb-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ
Caltrain	64,041	67,218	3,484	-94.8%	66,562	68,614	3,515	-94.9%

CALTRAIN Total Ridership								
Mode	Feb-19	Feb-20	Feb-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ
Caltrain	1,323,427	1,406,951	84,311	-94.0%	12,074,857	12,534,948	709,364	-94.3%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Feb-19	Feb-20	Feb-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ
Dumbarton	130	142	39	-72.5%	128	139	47	-66.1%
BART (San Mateo County)	44,131	43,088	4,358	-89.9%	45,916	45,210	4,501	-90.0%

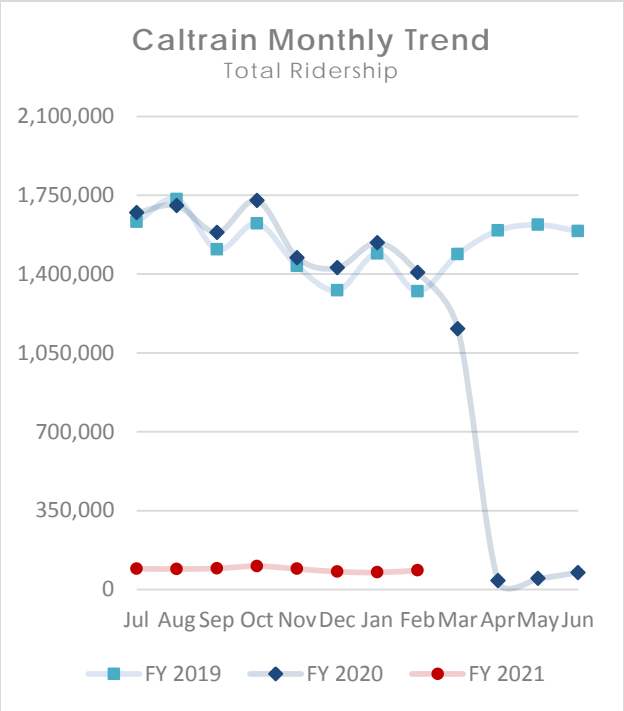
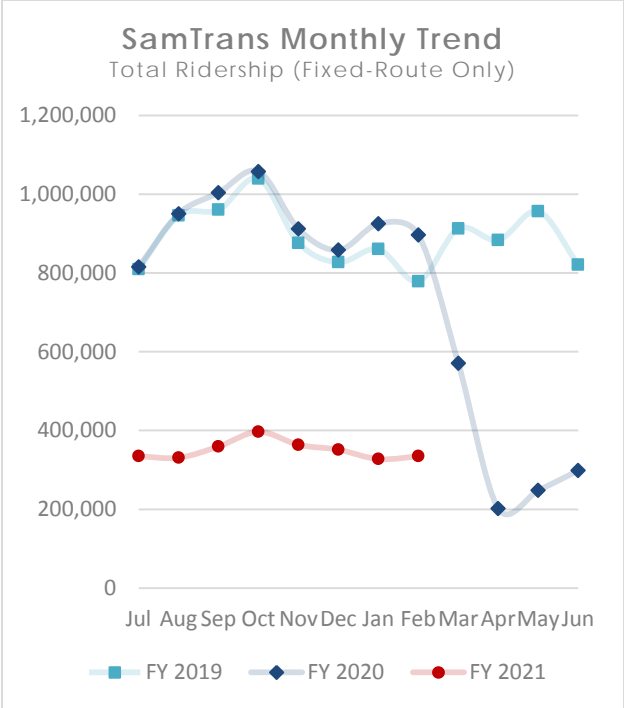
OTHER MODES in San Mateo County Total Ridership								
Mode	Feb-19	Feb-20	Feb-21	%Δ	YTD FY19	YTD FY20	YTD FY21	%Δ
Dumbarton	2,592	2,706	774	-71.4%	21,580	23,612	8,010	-66.1%
BART (San Mateo County)	989,260	977,245	103,598	-89.4%	8,988,964	8,846,296	914,777	-89.7%

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	Feb-19	Feb-20	Feb-21
Adult	395,426	477,304	207,362
Youth	180,195	182,369	17,367
Eligible Discount	200,273	234,505	110,153
Total	775,894	894,178	334,882

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	Feb-19	Feb-20	Feb-21
On-Time Performance	79.9%	82.3%	88.6%
Preventable Accidents	16	20	8
Service Calls	24	24	18
Trips Scheduled	40,831	41,336	33,088
Did Not Operate DNOs	12	186	5

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Feb-19	Feb-20	Feb-21
Revenue Hours (Sched.)	44,935	57,451	33,077
Revenue Miles (Sched.)	520,492	538,838	465,455
Total Fleet Miles (Actual)	740,463	726,321	609,892

PARATRANSIT Operations Key Performance Indicators			
KPI	Feb-19	Feb-20	Feb-21
On-Time Performance (RW)	92.0%	92.7%	98.2%
On-Time Performance (RC)	97.2%	95.3%	96.6%
Preventable Accidents (RW)	4	1	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	1	5	3
Service Calls (RC)	0	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Feb-19	Feb-20	Feb-21
Revenue Miles (RW)	179,830	175,487	73,371
Revenue Miles (RC)	28,388	33,827	9,918
Fleet Miles (RW)	197,128	190,151	86,449
Fleet Miles (RC)	28,388	40,079	15,603

RIDE NOW TAXI SUBSIDY PILOT PROGRAM

RIDE NOW TAXI Month-over-Month			
KPI	Dec-20	Jan-21	Feb-21
Number of New Subscribers	3	0	0
All Rides (One-Way)	14	8	10
Unique Riders	8	3	5
Average Trip Length (mi.)	2.9	2	3.1

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

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 76,237 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 33,883 Miles between Service Calls this month.

Notes: KPIs include the third party contractor performance.

Sched. = Scheduled

RW = RediWheels

RC = RediCoast

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	Feb-19	Feb-20	Feb-21
Customer Complaints	165	92	106


The total number of complaints received for SamTrans increased from January (77) to February (106).

MARKETING PROMOTIONS & SOCIAL MEDIA

SamTrans Clipper START: In February 2021 the SamTrans Clipper START Pilot Program was launched, adults who live in the Bay Area and whose annual earnings are up to 200 percent of the federal poverty level, qualify for a 50% discount on any SamTrans route.

SamTrans launched a paid advertisement campaign that targeted low-income riders throughout San Mateo County. The campaign was executed in English, Spanish, and Chinese. Communications included a regional news release, printed collateral on board buses, interior ad cards, bus sides and bus shelter posters. Organic digital media included social media posts across all channels, a new web banner on our website’s home page, a Clipper Start Instagram live session, and Zoom events in both Spanish and English. Lastly, all clickable ads were redirected to the Clipper Start website.

SamTrans Digital Metrics: Feb 2021



New Followers	106	Top Topics	
Feb 21	11,171	COVID	48
Jan 21	11,065	Media	8
Feb 20	10,323	Complaint	6
		START	4
		Compliment	2
<u>SamTrans.com</u> Sessions			
Feb 21	44,058		
Jan 21	55,907	Social Engagement	
Feb 20	121,273	Video Views	30,530
		Impressions	724,762
		Interactions	42,962
SamTrans Mobile App			
App Downloads	1,064		
Orders	9,721	Yelp/FB Rating	
		Overall	2.83
		Monthly	N/A

Notes: Spikes in app downloads and videos (START campaign).

Prepared by: Alex Lam, Senior Planner
 Michelle Louie, Planning Analyst II
 Jeremy Lipps, Manager (Digital Communication)
 James Namba, Marketing Specialist

650-508-6227
 650-622-8038
 650-622-7845
 650-508-7924



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, APRIL 7, 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 March 3, 2021
3. Award of Contract for On-Call Bus Scheduling Support Services
4. 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
MARCH 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 2:49 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF FEBRUARY 3, 2021

3. AWARD OF CONTRACT FOR ON-CALL GENERAL ENGINEERING CONSULTANT DESIGN SERVICES

Kevin Yin, Director, Contracts and Procurement, provided the staff report.

Committee Member Jeff Gee asked if they had done any post-interviews with the other firms that attended the pre-proposal conference. Mr. Yin said that they had reached out to some of the firms and had gotten some feedback about compensation terms or the scope being too broad.

Derek Hansel, Chief Financial Officer, said proposers are less likely to want to compete with a competent incumbent.

Director Carole Groom said she was pleased that the company was local, from South San Francisco.

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

Mr. Yin provided the staff report.

5. PROGRAMMING OF FEDERAL TRANSIT ADMINISTRATION FORMULA FUNDS FOR FISCAL YEAR 2021

Peter Skinner, Director of Grants and Fund Management, provided the staff report.

The Board approved Items #2 through #5 together in one motion.

Motion/Second: Stone/Guilbault

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

Noes: None

Absent: None

6. ADJOURN

The meeting adjourned at 3:03 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 April Chan
Chief Financial Officer Chief Officer, Planning, Grants, TA

SUBJECT: **AWARD OF CONTRACT FOR ON-CALL BUS SCHEDULING SUPPORT SERVICES**

ACTION

Staff proposes the Committee recommend that the Board:

1. Award a contract to CSched USA (CSched) of Chicago, IL for provision of on-call bus scheduling support services (Services) for a five-year term for a total not-to-exceed amount of \$802,794.
2. Authorize the General Manager/CEO, or designee, to execute a contract with CSched in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

SIGNIFICANCE

The San Mateo County Transit District (District) utilizes on-call bus scheduling support services to supplement the District's planning staff in the development, frequency and optimization of routes and scheduling timetables using a specific planning software, HASTUS. The District also uses the HASTUS scheduling software to develop bus and operator assignments.

Approval of the above actions will provide the District with a qualified firm for bus scheduling support services that include but are not be limited to:

- Assisting with top-level run cuts for fixed-route bus service and ensuring that the SamTrans is operating as efficiently as possible,
- Providing reports to further create efficiencies within the District's bus service,

- Providing training to District staff for best use practices with HASTUS software, and
- Optimizing SamTrans service through both schedule building and routing.

BUDGET IMPACT

Funds for the services needed through the end of this fiscal year are included in the Fiscal Year 2021 Operating Budget, and annual amounts needed to support the contracted services going forward will be included in future fiscal year operating budgets.

BACKGROUND

The District advertised a Request for Proposals (RFP), solicitation number 21-S-S-011, for On-Call Bus Scheduling Services on the District's procurement website, which includes Small Business Enterprises (SBEs) registered in the vendor database. Staff received one proposal. The procurement administrator reached out to consultants who showed interest either during the pre-proposal conference or via the procurement portal to determine the reasons for the lack of participation. Staff determined that the bus scheduling services industry is extremely consolidated, and as such, there are only a few consultants available, and only CSched decided to submit a proposal. CSched is the current incumbent.

A Selection Committee (Committee) comprised of qualified staff representing the District's Bus Operations Planning Department reviewed and scored the single proposal in accordance with the following weighted criteria:

- | | |
|--|-----------|
| • On-Call Team Organization and Qualifications of Firm | 25 points |
| • Scheduling and Analyst Qualifications and Experience | 40 points |
| • Understanding of Scope of Services and Proposed Project Management | 25 points |
| • Reasonableness of Cost | 10 points |
| • SBE Preference | 5 points |

Following the initial proposal review, the Committee found the proposal to be acceptable. The Committee decided to interview CSched. Upon completion of the interview, and review of the firm's proposal, the Committee determined that CSched's proposal was responsive to the RFP's requirements and CSched could meet the District's bus scheduling needs as detailed in the RFP's scope of services.

CSched, a specialized consulting agency, will work hand in hand with the District to ensure that SamTrans operates under the most optimized schedule and routing, and will assist in providing training to further improve staff's HASTUS usage skills. The District will issue work directives to CSched, as needed, to supplement staff time on projects that would otherwise not be performed due to staff's workload.

The Committee completed reference checks and found CSched to be in good standing with its clients. Staff conducted a price analysis and determined CSched's negotiated cost proposal to be fair and reasonable, and aligned with costs charged to

other agencies for similar services. Therefore, staff recommends award of a contract to CSched.

STRATEGIC INITIATIVE

Priority 1 – Expand Mobility Options

- Goal 1 – Increase weekday fixed-route ridership by 15 percent
 - Contribute to service enhancements
 - 1-2: Enhance fixed-route service cost-effectively in core markets.

Procurement Administrator: Sujiv Kumar

650-551-6114

Project Manager: Jonathan Steketee, Manager of Bus Operations

650-551-6166

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO CSCHED USA FOR
ON-CALL BUS SCHEDULING SUPPORT SERVICES
FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$802,794 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) issued a Request for Proposals (RFP), solicitation number 21-S-S-011, for provision of On-Call Bus Scheduling Support services; and

WHEREAS, in response to the RFP, the District received one proposal; and

WHEREAS, an Evaluation Committee comprised of qualified District staff reviewed and scored the proposal, conducted an interview, and determined that CSched USA of Chicago, Illinois (CSched) met all of the District's requirements and possesses the requisite depth of experience and required qualifications to successfully perform the scope of services; and

WHEREAS, staff conducted successful negotiations with CSched and determined the firm will perform the requested work for a fair and reasonable price; and

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

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract for the provision of on-call bus scheduling support services to CSched for a five-year term for a total not-to-exceed amount of \$802,794.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby awards a contract to CSched USA of Chicago, Illinois to provide on-call bus scheduling support services for a five-year term for a total not-to-exceed amount of \$802,794; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or designee, is authorized to execute a contract in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of April, 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, APRIL 7, 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 March 3, 2021

INFORMATIONAL

3. Reimagine SamTrans Alternatives and Phase Two Outreach Update
4. SamTrans Energy Procurement Strategy Study and Draft Energy Policy
5. Adjourn

Committee Members: Carole Groom (Chair), Jeff Gee, Dave Pine

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE
MEETING /
COMMITTEE OF THE WHOLE
MARCH 3, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Carole Groom called the meeting to order at 3:03 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF DECEMBER 2, 2020

Motion/Second: Groom/Pine

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

Noes: None

Absent: None

3. SAMTRANS ADAPTATION AND RESILIENCE PLAN STUDY FINDINGS AND RECOMMENDATIONS

Amelia Timbers, Principal Planner, Sustainability, provided the presentation.

Committee Member Dave Pine said he strongly supported climate analysis as an active approach to track sea level rise.

Committee Member Jeff Gee said that the City of Redwood City recently approved setting aside funding to study sea level rise.

Director Marina Fraser said she had not previously been aware of the heat that will be generated in the future, and commended Ms. Timbers on her report.

4. ADJOURN

The meeting adjourned at 3:26 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
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: **REIMAGINE SAMTRANS ALTERNATIVES AND PHASE TWO OUTREACH UPDATE**

ACTION

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

SIGNIFICANCE

The Reimagine SamTrans team has finalized the three network alternatives that will be shared during the project's second round of public outreach in April and May 2021. The network alternatives are designed to reflect the priorities that were elicited from the first round of public outreach in fall 2019, as well as the competing service planning trade-offs that exist in transit service design.

The three alternatives provide a range of bus service options for the future SamTrans system:

- **Alternative 1:** Emphasize direct, high frequency service to places within San Mateo County
- **Alternative 2:** Expand connections to rail stations and the region
- **Alternative 3:** Retain geographic coverage of service within the county

The second round of public outreach is designed to solicit feedback on the route details (route design, frequency, span of service, etc.) and service trade-offs (coverage vs. frequency, etc.) embedded in each alternative. Due to pandemic's impact on travel patterns and ridership, as well as the continued need for social distancing, the team is planning a large virtual presence which includes virtual community meetings and social media events. Additionally, because of the need to cross the digital divide to reach riders who may not be active online, the team will be executing paper-based strategies (postcard mailers, shelter and bus ads) as well as limited in-person engagement opportunities at key locations in the County. Signage in multiple languages will be posted on buses and at high ridership bus stops.

The network alternatives and phase two outreach plan will be presented in detail during the Board meeting.

BUDGET

This item has no impact on the budget.

BACKGROUND

In June 2019, staff launched the District's Comprehensive Operational Analysis (COA) known as Reimagine SamTrans. Reimagine SamTrans incorporates a series of tasks that culminate in a recommendation for a bus network redesign that will take the form of a Preferred Alternative. The Preferred Alternative will be developed based on the feedback received on the three network alternatives during the second round of public outreach in April and May.

The Board received an update on the three network narratives and the draft service policy framework at their December 2020 meeting. The Board also received a project update at their October 12, 2020 virtual workshop, which included an overview of work completed to date, a discussion about the impact of Covid-19 on the study outcomes, a presentation of the draft service policy framework guiding principles, and a discussion and ranking of eight system priorities.

After the second round of public outreach concludes in May, staff will analyze the feedback and craft the preferred network alternative to advance in the third round of outreach this fall. The Preferred Alternative is the route network that will eventually be considered by the Board for approval in early 2022, and implemented in mid-2022.

Prepared By: Christy Wegener, Director, Planning

650-508-6278



Reimagine SamTrans

Update on the Bus Network Alternatives

SamTrans Board of Directors

April 7, 2021

samTrans



www.reimaginesamtrans.com



reimagine@samtrans.com



1-800-660-4287



Agenda

- Project Goals and Timeline
- Policy Assumptions
- Introducing the Alternatives
 - Guiding principles and objectives
 - Approach to school-related service
 - Alternatives overview
- Next Steps
 - Public Outreach in April – May 2021



Revisiting Our Project Goals

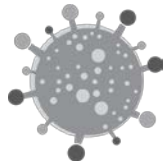
The goals of Reimagine SamTrans are to ...

Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans' efficiency and effectiveness as a mobility provider

How does Covid-19 impact our project purpose?



More important than ever

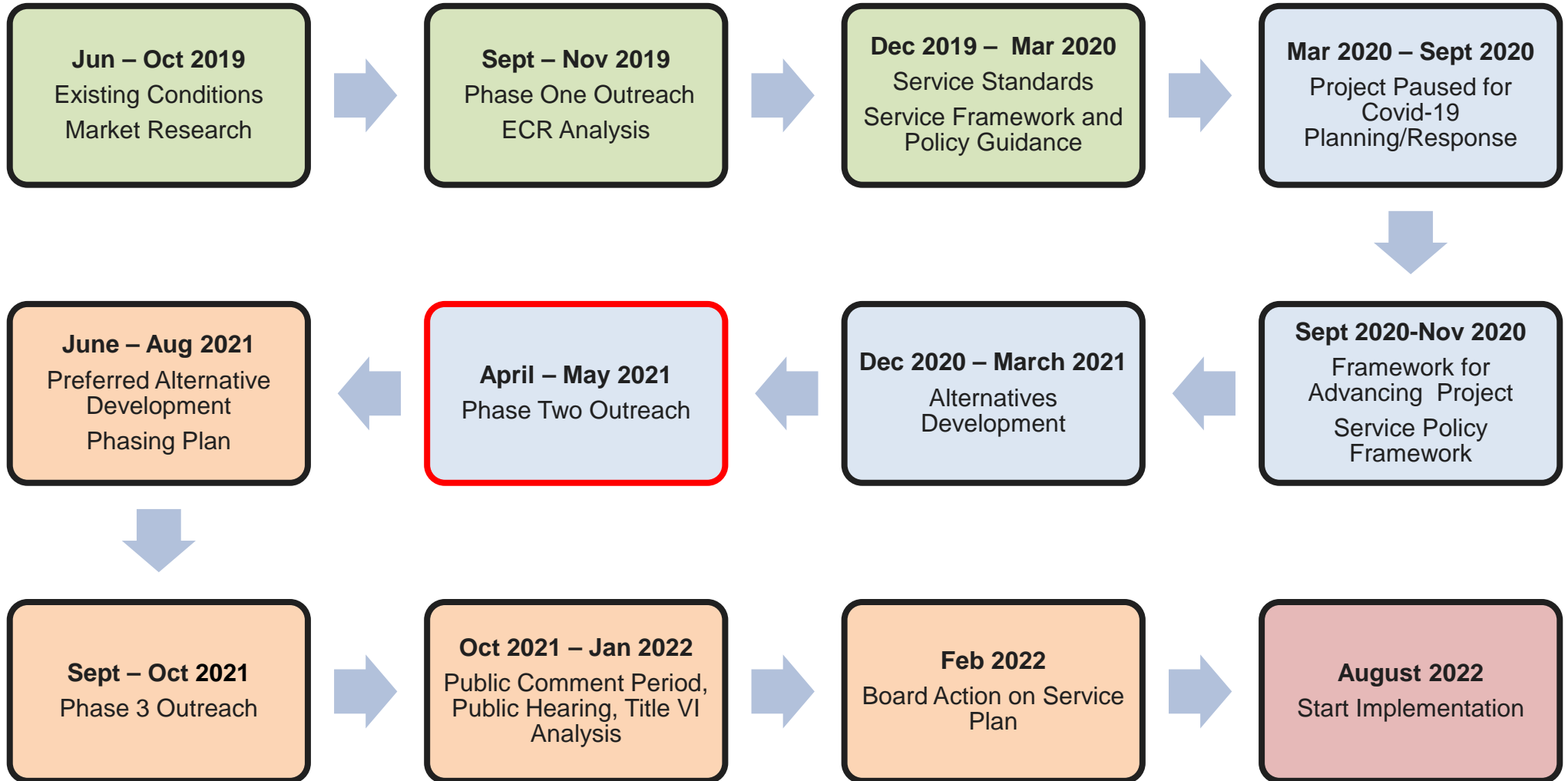
New is harder than before — uncertainty around this market

More frequent still possible

More important to be efficient and effective with resources — has effectiveness changed?



Project Timeline





Assumptions for August 2022

- **Passenger max load – returned to pre-Covid or higher**
- **Resources – recruiting to fill FY20 authorized bus operator positions**
- **Schools – full-time, in-person learning**
- **Fleet – connected via cellular, better real-time info**
- **Remote working trends – continue to monitor, do not expect full 100% return to office**



THE ALTERNATIVES

- Guiding principles and shared objectives
- Approach to school-related service
- Video & overview of the alternatives





What Are Our Guiding Principles?



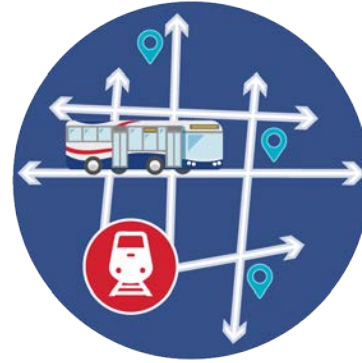
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

Provide transportation services that support principles of social equity



What are the objectives of all three alternatives?

Scheduling

More efficient scheduling to reduce costs and maximize resources

Equity

Add or improve service in high-need areas

Efficiency

More efficient resource allocation, such as using all capacity on school-related routes

Reliability

Address reliability and on-time performance

Connections

Improve connections at county and regional hubs

Less Duplication

Reduce route duplication within our system





Approach to School-Related Service

Prioritizing **equity/high-need routes** in all three alternatives.

1. Consolidate Trips

- Highly dependent on ridership and varies annually. Factors include allowing standees, maximizing available bus capacity.

2. Consolidate Routes

- Blend two routes with the same school destination into one route. This may result in longer trips but maintains a one-seat ride.

3. Eliminate routes

- Least preferable option. Only two school routes identified for potential elimination.



What are the themes of our **three alternatives**?

- **Alternative 1:** Emphasize direct, high frequency access to places within the county
- **Alternative 2:** Improve connections to rail and the region
- **Alternative 3:** Retain geographic coverage of service within the county



Alt 1: Direct, high-frequency service within the county

Noteworthy Changes

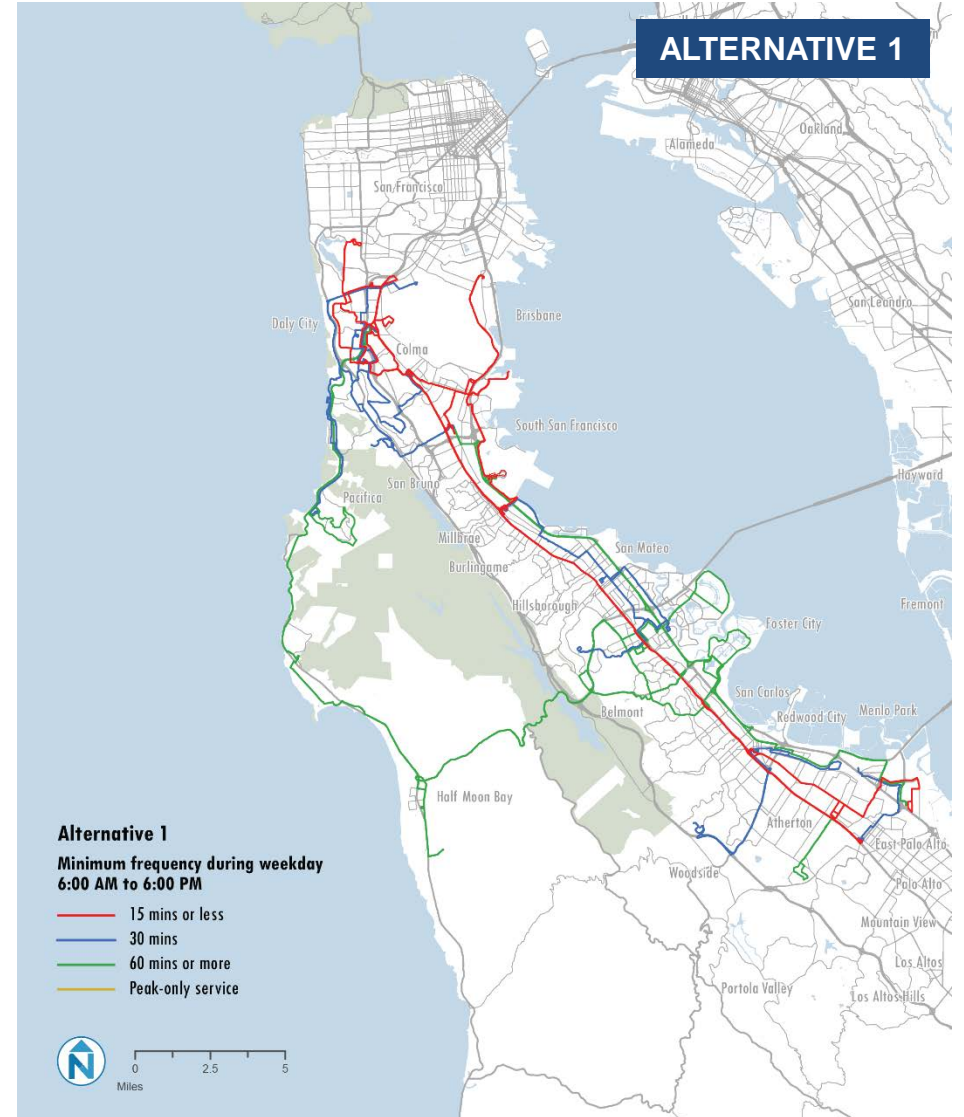
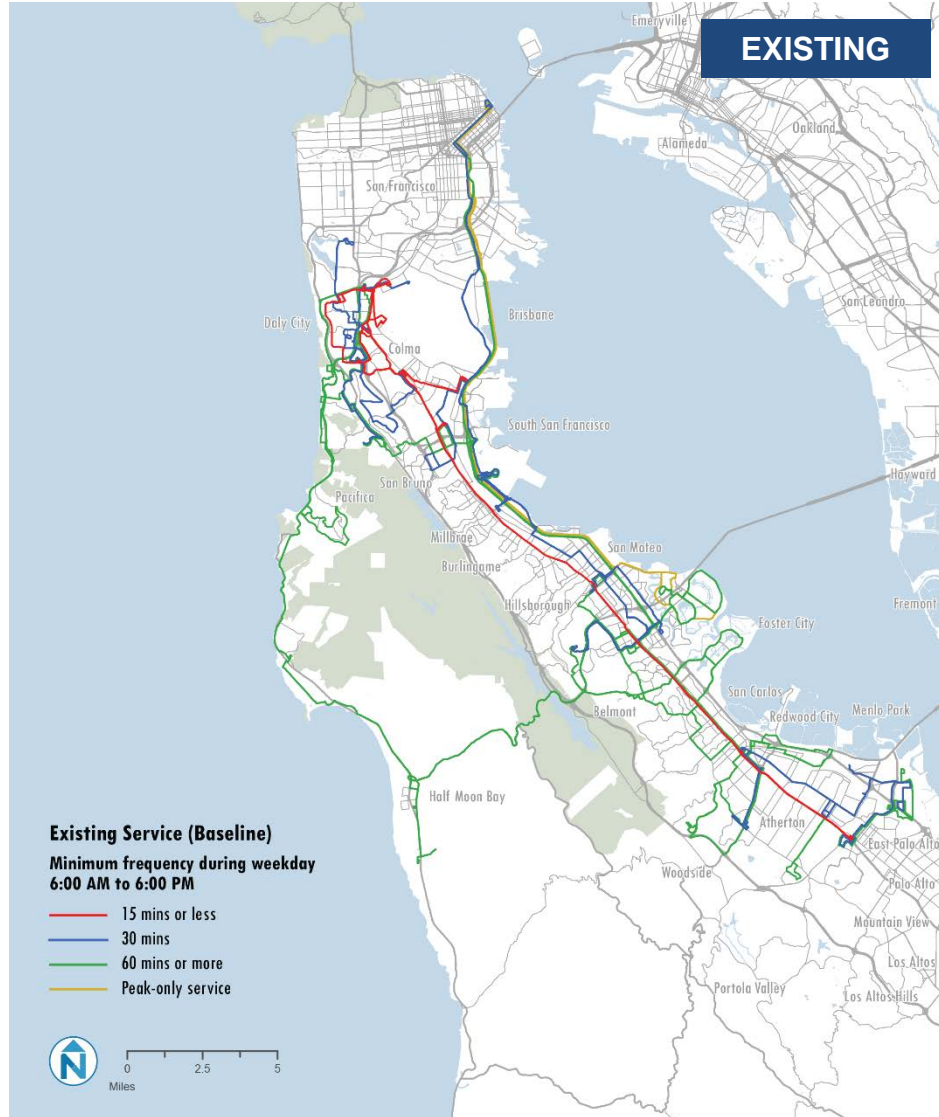
- 15-min frequency on seven routes at least twelve hours a day, seven days a week
- Improved weekday frequency on additional seven routes
- Extended service into Oyster Point from Daly City, SSF, San Bruno
- East Palo Alto to SFO/San Bruno BART limited stop route
- All service into downtown SF truncated near county line

Implications by service type...

- ↓ *School-related service: Moderate reduction*
- ↓ *Local service: Neutral – modest reduction*
- ↑ *Frequent service: Moderate increase*
- ↓ *Express service: Neutral – moderate reduction*



Alt 1 | System Map Comparison





Alt 1 | ECR Concept

- Split route at Millbrae Transit Center
 - North segment: increase frequency to 10-12 minutes on weekdays
 - South segment: continues every 15 minutes on weekdays
- Supplement with all-day ECR Rapid (limited stop) service

Benefits: Improves reliability; allows for different frequencies (higher in busier North segment) and more efficient scheduling

Risks: Forces transfer for riders past Millbrae; finding suitable space for turn-around and bus layover



Alt 2: Expanded connections to rail and the region

Noteworthy Changes

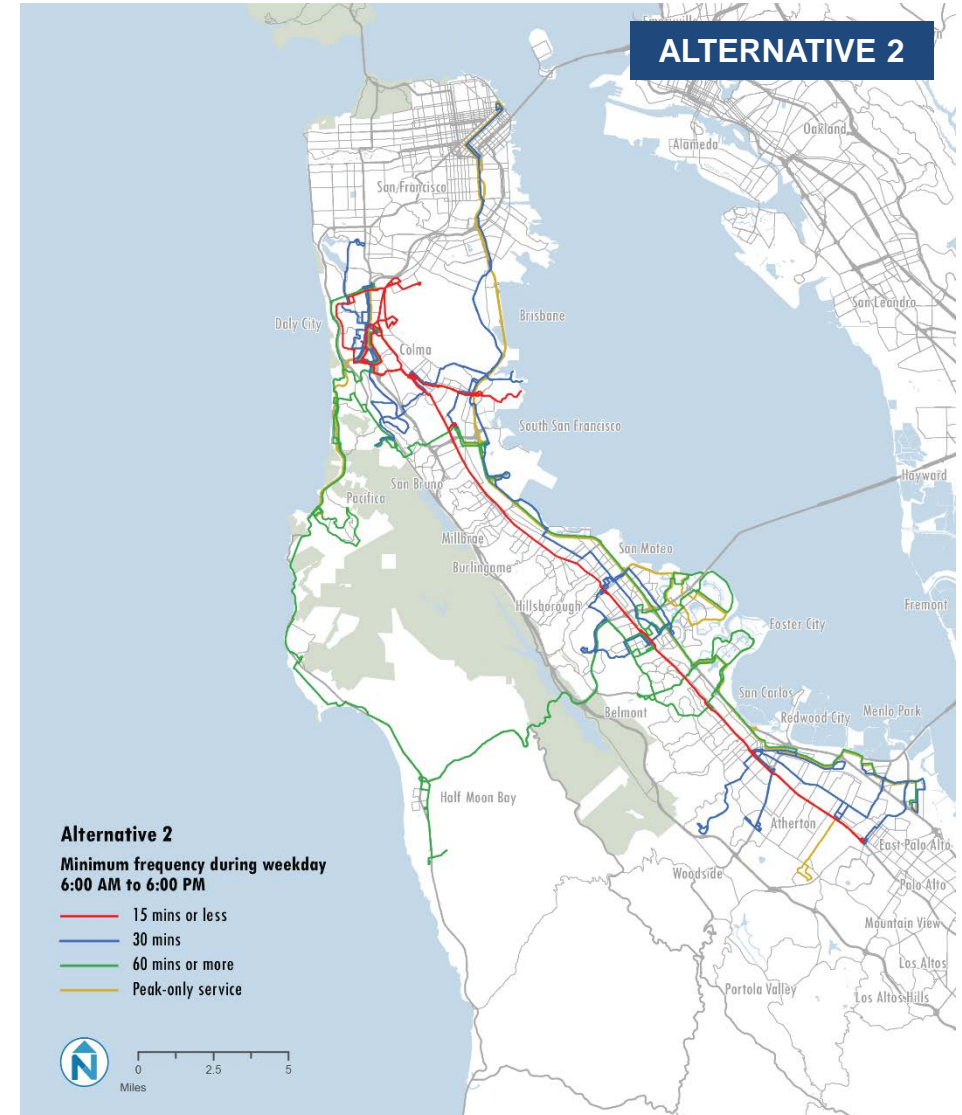
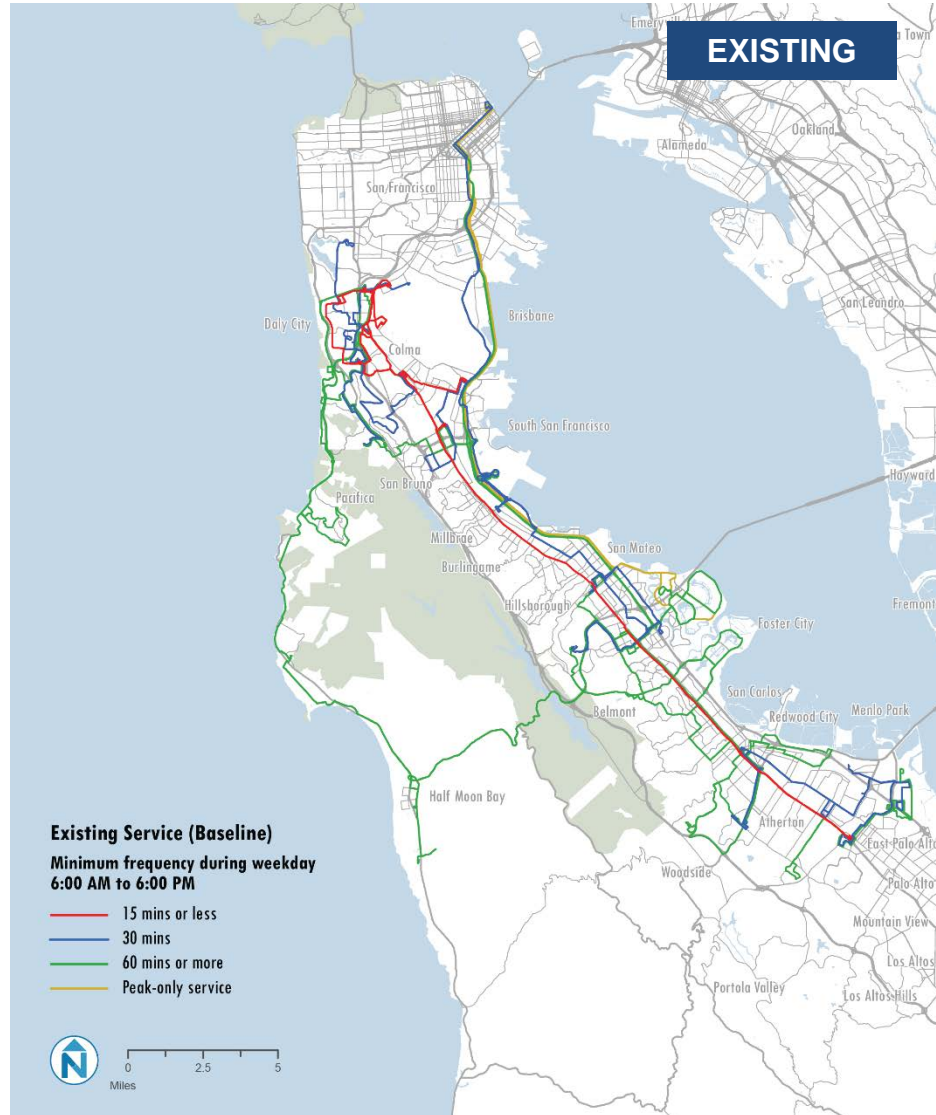
- More direct & tailored service to Colma BART, Millbrae BART/Caltrain, Hillsdale Caltrain, Redwood City Station
- Expanded service to community colleges
- Two new routes into Oyster Point
- Three routes into downtown SF – Route 292 and two express routes from San Mateo and Foster City (FCX)

Implications by service type...

- ↓ *School-related service: Moderate reduction*
- ↑ *Local service: Moderate – significant increase*
- *Frequent service: Neutral*
- ↑ *Express service: Moderate - significant increase*



Alt 2 | System Map Comparison





Alt 2 | ECR Concept

- Transition ECR into a limited stop service
- Consolidate or remove about 30% of current stops in each direction

Benefits: Improves reliability for all riders, reduces one-way peak running times during peak by 10-15 minutes, saves 1-2 buses, builds up to bus rapid transit

Risks: About 13% of ECR riders would need to walk farther to access service



Alt 3: Retain geographic service coverage

Noteworthy Changes

- Eleven routes with better midday and weekend frequency or span
- Better connections between East Palo Alto and Stanford, Daly City and SFO
- Fully restore FCX express
- Microtransit zones for East Palo Alto, Foster City, Millbrae and mid-Coast/Half Moon Bay

Likely implications by service type...

↓ *School-related service: Moderate reduction*

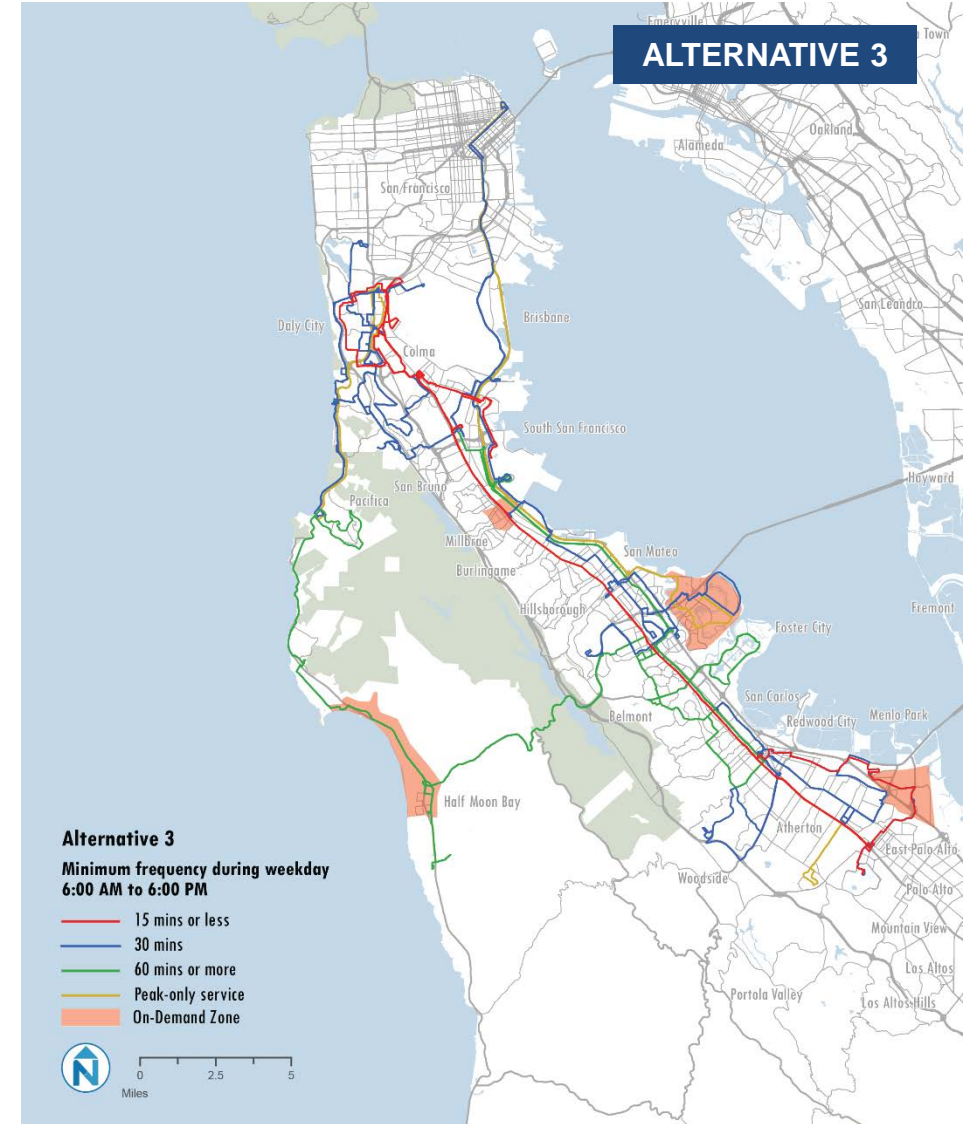
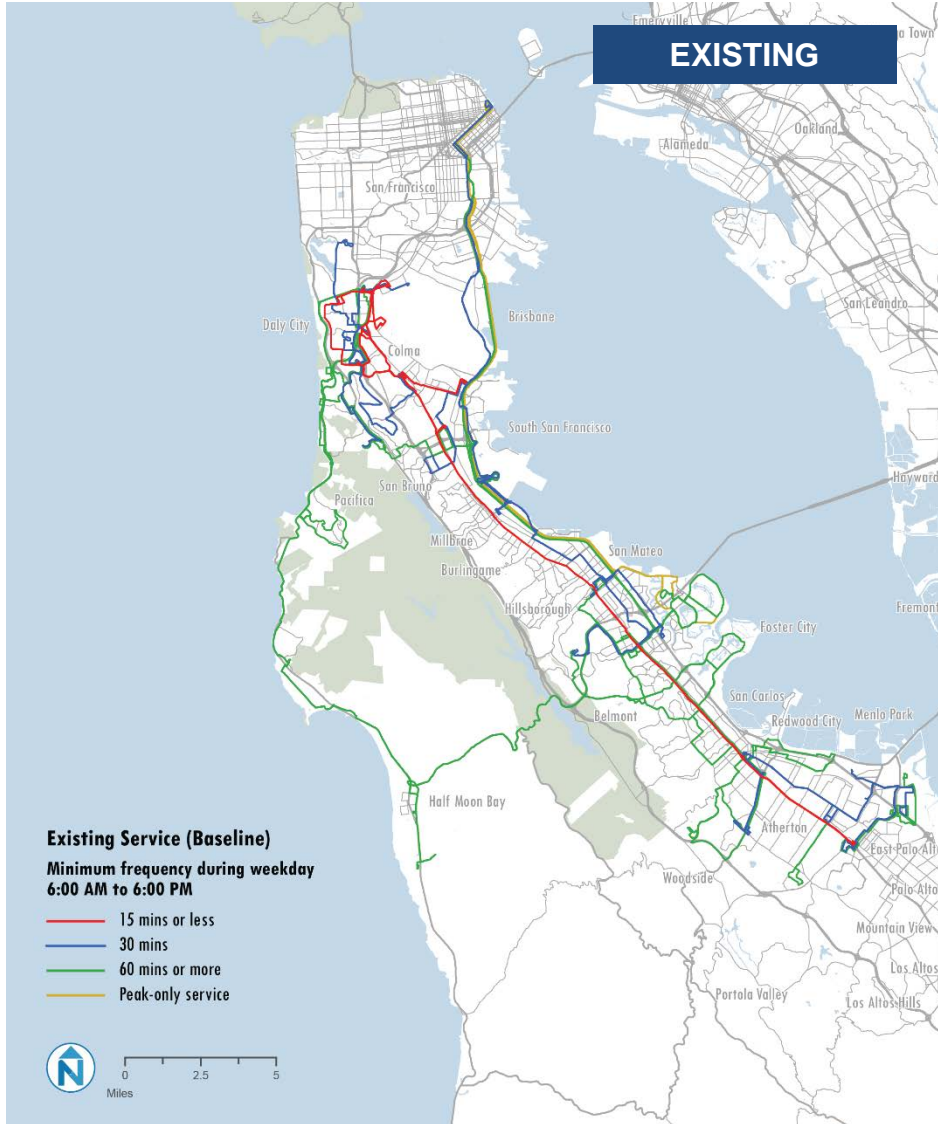
↑ *Local service: Neutral – moderate increase*

○ *Frequent service: Neutral*

↓ *Express service: Significant reduction*



Alt 3 | System Map Comparison





Alt 3 | ECR Concept

- Retime route to better reflect actual operating conditions
- No change in span or frequency is recommended
- Route 398 would operate as a limited stop service between Redwood City and Hillsdale

Benefits: may improve on-time performance, does not require transfer

Risks: ongoing challenges with scheduling, inefficiencies



How do the alternatives compare?

		1	2	3
	Customer Focus			
	Address key themes of rider feedback	●●○	●●○	●●○
	Add more midday and weekend service	●●○	●○○	●●●
	Add frequency	●●●	●●○	●○○
	Workforce Delivery			
	Reduce pressure on peak service delivery	●●●	●○○	●●○
	Reduce split shifts	●●●	●○○	●●○
	Effective Mobility			
	Have the potential to increase ridership	●●●	●●○	●○○
	Leverage other transportation investments (101 Managed Lanes, BART, Caltrain)	●○○	●●●	●○○
	Add faster routes with fewer stops	●●○	●●○	●○○
	Provide service to new areas	●○○	●●○	●●●
	Increase percentage of people with access to high-frequency bus service	●●●	●○○	●○○
	Social Equity			
	Increase access to places within 45 minutes on transit from equity zones	●●○	●●○	●○○
	Increase share of residents in equity zones with high frequency service	●●●	●●○	●○○



Public Input: April-May 2021

- Opportunities to participate:
 - Review route proposals and take a survey on www.reimaginesamtrans.com
 - Attend a virtual public meeting
 - Talk to staff during a live social media event or virtual Q&A session
 - Meetings with schools, cities, stakeholder groups





Crossing the Digital Divide

Comprehensive outreach campaign including:

- Home mailers to equity need areas (low-income or communities of color)
- Customer service team
- Partnerships with community-based organizations
- Limited number of outdoor pop-up events





Operator Outreach

- Outdoor listening sessions at all SamTrans and CUB facilities
- Distributing informational booklets for review and comment



Questions/Discussion

**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 ENERGY PROCUREMENT STRATEGY STUDY AND DRAFT
ENERGY POLICY**

ACTION

This item is for information only. Any input received at the April 2021 meeting for the SamTrans Energy Procurement Strategy Study (Energy Study) and draft Energy Policy (Energy Policy) will be incorporated into the Final Study and Policy, as appropriate. Staff will return with the final Energy Policy proposal to the Board at a subsequent meeting for approval.

SIGNIFICANCE

In January 2020, as a part of preparation for fleet electrification, SamTrans commenced an Energy Study of its future electrified energy demand and an assessment of sources and procurement options for that demand. The Energy Study led to the development of an Energy Policy to guide SamTrans' future decision-making process regarding energy matters.

Staff will present the Energy Study findings and the draft Energy Policy at the April Board meeting and will return at a later meeting to present the Energy Policy for Board adoption.

The Executive Summary and draft Energy Policy are attached. The complete Energy Study can be found at the following

URL: https://www.samtrans.com/Assets/sustainability/pdf/SamTrans+Energy+Strategy+Study_Final-032921.pdf.

BUDGET IMPACT

This item has no impact on the budget.

BACKGROUND

With Board approval, SamTrans opted in to one hundred percent renewable electric power service from Peninsula Clean Energy for its facilities in 2017. The following year,

the 2018 SamTrans Business Plan identified a transition to zero-emissions, electrified bus fleet as a key mobility initiative.

Per SamTrans' 2020 Innovative Clean Transit Plan and in compliance with CARB's 2040 zero-emission bus mandate, SamTrans is transitioning from a bus system fueled by diesel to one primarily powered by electricity. The financial and sustainability impacts of SamTrans' decisions about energy will increase in proportion to its electricity consumption. Electrification presents SamTrans with new risks and opportunities that the agency has not previously addressed, such as participation in California's dynamic, rapidly evolving electric power market and policy environment. The Energy Study (Executive Summary Attachment A, full report URL above) and subsequent Energy Policy (Attachment B) will help guide SamTrans' future energy procurement.

Key findings of the study include the following:

1. In the near term, the next four years, the most cost effective service is the default service from the local community choice aggregator (CCA).
2. Among one hundred percent renewable options, the most cost effective option is from the local CCA.
3. SamTrans would benefit from pursuing renewable options that the Energy Study demonstrates are financially viable.
4. SamTrans would benefit from purchasing Renewable Energy Credits (REC) to maximize revenue from participation in the Low Carbon Fuel Standard Program.
5. SamTrans would benefit from actively participating in regulatory proceedings at the California Public Utilities Commission (CPUC), the California Independent System Officer (CAISO), and the California Air Resources Board (CARB).

Key objectives of the Energy Policy include the following:

1. Manage financial and energy resources judiciously.
2. Improve SamTrans' environmental sustainability.
3. Minimize operational and maintenance impacts.
4. Encourage system resilience.
5. Support the local economy.

Prepared By: Amelia Timbers,
Principal Planner Sustainability

650-508-7713

ATTACHMENT A

SAMTRANS

ENERGY PROCUREMENT STRATEGY FINAL REPORT

APRIL 2021



WSP USA

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GLOSSARY OF TERMS

AC	Alternating Current
AES	Advanced Energy Storage
APA	Attribute Purchase Agreement
BEB	Battery Electric Bus
BESS	Battery Energy Storage System
BEV	Battery Electric Vehicle
CA	California
CA HSR	California High Speed Rail
CAISO	California Independent System Operator
CARB	California Air Resources Board
CCA	Community Choice Aggregator
CCE	Community Choice Energy
CEC	California Energy Commission
CO ₂	Carbon dioxide
COA	Comprehensive Operational Analysis
COD	Commercial Operation Date
CSP	Curtailment Service Provider
CPUC	California Public Utilities Commission
CUB	Contract Bus Fleet
DA	Direct Access
DC	Direct Current
DER(s)	Distributed Energy Resources
DRAM	Demand Response Auction Mechanism
EIR	Environmental Impact Report
ESP	Electric Service Provider
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gas
GRC	General Rate Case
HFTZ	High Fire Threat Zone
IOU	Investor Owned Utility(ies)
IRR	Internal rate of return
IRS	Internal Revenue Service
ITC	Investment Tax Credit
kW	Kilowatt

kWh	Kilowatt-hour
LCFS	Low Carbon Fuel Standard
LSE	Load Serving Entity
MACRS	Modified Accelerated Cost- Recovery System
MOU	Municipal Owned Utility
MW	Megawatt
MWh	Megawatt-hour
NEM	Net energy metering
NGOM	Net generation output meter
NREL	National Renewable Energy Laboratory
PCE	Peninsula Clean Energy
PCIA	Power Charge Indifference Adjustment
PG&E	Pacific Gas & Electric
PPA	Power Purchase Agreement
PSPS	Public Safety Power Shutoff
PV	Photovoltaic
REC	Renewable Energy Credit
RES-BCT	Renewable Energy Self-Generation Bill Credit Transfer
RFP	Request for Proposals
RPS	Renewable Portfolio Standard
SAID	Service Agreement ID
SGIP	Self-Generation Incentive Program
SMR	Steam methane reforming
SOP	Super-Off-Peak
TELP	Tax-exempt lease purchase
TOU	Time of Use
TV	TerraVerde Energy, LLC
UEDM	Utility expense data management
VPP	Virtual Power Plant
(v)PPA	(Virtual) Power Purchase Agreement
W	Watt
WREGIS	Western Renewable Energy Generation Information System

DEFINITIONS

Community Choice Aggregation/Energy (CCA/CCE)	CCE/CCA are programs that allow local governments to procure power (including lower carbon power) on behalf of their residents, businesses, and municipal accounts from an alternative supplier while still receiving electricity delivery (called transmission and distribution) service from their existing utility provider (PG&E). SamTrans is currently served by a CCA provider.
Demand Reduction	Decreased demand for peak power.
Direct Access Power	Direct Access (DA) is an option available to non-residential customers that would allow SamTrans to purchase their electricity directly from a third-party supplier, including products that are exposed to wholesale market pricing. Under this option, SamTrans would be granted the ability to contract directly with any Electric Service Provider (ESP).
Distributed Energy Resources (DER(s))	DERs are decentralized, electricity-producing infrastructure located close to the consumer they supply energy to, and are connected to a local distribution system or host facility. DERs can include solar panels and battery storage systems, and can be integrated into a microgrid.
Electric Service Provider (ESP)	A non-utility entity that offers electric service to customers within the service territory of an electric utility.
Eligible Renewable Energy Resource	Energy sources that are eligible to meet the State of California's Renewable Energy Portfolio Standard (RPS). The RPS is a law that sets the minimum level of renewables utilities are required to procure. Eligible renewable resources include solar and solar thermal electric; wind; certain biomass resources; geothermal electric; certain hydroelectric facilities (energy from dams); ocean wave, thermal and tidal energy; fuel cells using renewable fuels; landfill gas; and municipal solid waste conversion, not the direct combustion of municipal solid waste. Large hydroelectric generation (e.g., Hetch Hetchy) and nuclear are excluded.
Greenhouse Gas (GHG) Emissions	Gases that trap heat in the atmosphere, including carbon dioxide (CO ₂), methane (CH ₄), nitrous oxide (N ₂ O), and fluorinated gases.
GHG-Free Energy	Electricity that does not emit carbon or other greenhouse gases. In California, GHG-free energy includes all eligible renewable energy sources plus large hydroelectric and nuclear energy.
Grid Services Programs	Distributed Energy Resources, such as batteries can participate in relatively new grid services programs such as the Demand Response Auction Mechanism (DRAM). Similar to traditional demand response programs (where customers are compensated for allowing the utility to

turn off some of certain loads during certain high energy usage events), the DRAM program (as well as others) enable behind-the-meter resources to earn revenue by reducing or shifting a facility's load at specified times.

Investor Owned Utility (IOU)	Utilities owned privately by shareholders. Other types of non-IOU utilities include municipally owned utilities and community choice aggregators.
Load Serving Entity (LSE)	An organization that serves end users and has been granted authority by the state to sell electric energy to end users. Legislation would be required to allow SamTrans to become an LSE.
Low Carbon Fuel Standard (LCFS)	The LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. SamTrans will generate LCFS credits by switching from diesel fuel to electricity in proportion to the percentage of the fleet that is operated using electricity instead of diesel. The benefits provided by the alternative fuel source (e.g., grid electricity) are compared to the standard fuel source (e.g., gasoline or diesel) and the GHG emissions associated with the complete life-cycle of each fuel is compared in order to determine the reduction in GHG emissions due to the use of the alternative fuel source. The agencies can increase the value of the LCFS credits by achieving zero-carbon electricity by either 1) using DER onsite to charge the vehicles; or 2) retiring renewable energy credits (RECs).
Microgrid	A local energy grid that can be disconnected from the traditional grid and operate autonomously, which provides resilience during a power outage. A solar-battery storage system could be designed as a microgrid.
Oversubscribed	Demand for power that exceeds supply, especially in regard to a program that has capped its participation in terms of capacity.
Peak Power	In reference to electric power, the maximum power output a load serving entity can supply to load within a defined period of time.
Peak Shaving	Strategies used to proactively reduce peak power demand.
Power Purchase Agreement (PPA)	A long-term electricity supply agreement between two parties: the power producer and the power consumer. The power producer funds, constructs, owns and operates the energy generation source (e.g., solar) and charges the consumer and agreed upon rate per kWh. The energy generation source can be located either on or off the consumer's property.

Renewable Energy	Electricity from a source that is not depleted when used, and that is not derived from fossil or nuclear fuel. In California, the term "eligible renewable" is used to indicate which renewable sources qualify for the Renewable Energy Portfolio Standard (RPS). The RPS is a law that sets the minimum level of renewable energy utilities are required to procure. Large hydroelectric sources are not eligible renewable sources because they result in other negative environmental impacts (e.g., to fish and aquatic communities). Low-impact hydroelectric sources have fewer negative environmental impacts and are considered to be eligible renewable energy resources than ineligible sources. A Power Content Label (PCL) Identifies the percentage of eligible renewable energy resources used by an energy provider.
Renewable Energy Credit (REC)	RECs are credits “created” by a renewable energy generator, like a solar array, when it produces renewable energy. A REC allows the holder to claim the environmental benefits of one unit of energy generated from a renewable source. RECs can be monetized and have financial value.
Renewable Portfolio Standard (RPS)	The RPS is a law mandating a minimum level of eligible renewable energy resource use by investor owned utilities (IOUs). The law is implemented at the state level. In this study the law will refer to California’s RPS; however, other states have also adopted RPS legislation.
Retail Electricity	Retail providers (e.g., investor owned utilities like PG&E and CCAs like PCE) that sell power directly to end-use consumers. In California, end-use customers need legislative authority to bypass a retail provider and procure electricity directly on the wholesale market.
Tariff	The rates utilities charge customers, typically differentiated by customer type and level of electricity consumption.
Time-of-Use (TOU)	A rate plan in which rates vary according to the time of day, season and day of the week. Higher rates are charged during periods of higher electricity demand, or "peak" hours, and lower rates during low demand hours (called off-peak). PG&E’s new TOU rates, which go into effect in 2021, shift the peak period, the higher cost period, to 4 – 7 PM year-round.
Wholesale Power	The wholesale electricity market is typically a market for generators and resellers (e.g., PG&E, CCAs and Electric Service Providers), but there are some instances where large energy users are granted access to the market (e.g., BART).

EXECUTIVE SUMMARY

As SamTrans transitions from diesel- to electric-powered buses, electricity – and the procurement thereof – will become an increasingly important component of the agency’s fuel spend, environmental impacts, and participation in revenue-generating opportunities such as the Low Carbon Fuel Standard (LCFS) market. It is also critical to consider options for power resilience in the event of a sustained power outage.

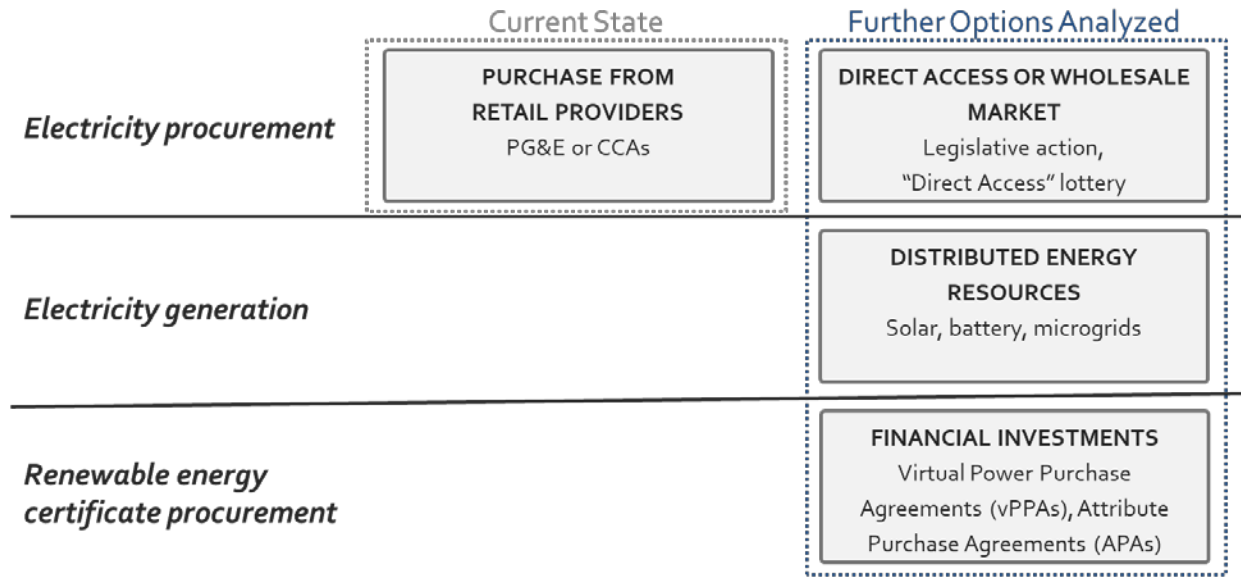
WSP and TerraVerde Energy (TerraVerde) (the “Project Team”) were retained to conduct a comprehensive energy procurement study to evaluate SamTrans’ short- and medium-term energy procurement options. This report provides an analysis of the electricity and technology procurement options available to SamTrans, including evaluation of the associated environmental impacts, risks, trade-offs, operational impacts and financial considerations of each option. This report also includes discussion of the potential benefits associated with jointly procuring electricity with Caltrain.

The report analyzed SamTrans’ total load when its bus fleet, currently comprised of diesel buses, is fully electrified and operating the same number of BEBs. While SamTrans is planning to rollout its electrification plan in phases, overall recommendations do not change.

SamTrans currently procures 100% greenhouse gas (GHG)-free and renewable electricity through Peninsula Clean Energy (PCE), a Community Choice Aggregation/Energy (CCA/CCE). This electricity is still delivered to SamTrans through Pacific Gas & Electric’s (PG&E’s) transmission and distribution network. Over the short-term (1 to 4 years), SamTrans has the option to choose from two types of retail electricity providers to serve its growing load: (1) an investor-owned utility (IOU) (in this case, PG&E) or (2) a CCA (in this case, PCE). SamTrans also has the option to install onsite distributed energy resource (DER) systems (a solar photovoltaic system and/or battery energy storage system) to reduce electricity procurement needs and costs.

Over the medium- to long-term (4+ years), SamTrans can continue to remain a retail electricity customer and choose between currently available providers, or it could pursue expanded retailer choice through the Direct Access (DA) or work to have access to the wholesale electricity market, provided DA capacity is available or SamTrans is granted legislative authority to purchase through the wholesale market. DER systems could also be installed over the medium-term as additional technology options become available or existing options become more affordable. The energy procurement and technology options evaluated in this study are summarized in Figure ES-1.

Figure ES-1. Energy Procurement and Technology Options



Key findings and suggestions from the study are presented in a condensed form below. For complete discussion please see the full report.

PHASE 1: SHORT-TERM ENERGY PROCUREMENT STRATEGY SUMMARY

Both PCE and PG&E offer default rates and “greener” rates that have higher percentages of GHG-free and/or renewable energy. The short-term energy procurement strategy analysis demonstrates that PCE has more favorable standard rates compared to PG&E for SamTrans’ existing and future electric load. The PG&E Solar Choice rate is less expensive compared to the CCA 100% renewable rate for SamTrans’ existing load. However, the CCA 100% renewable rate is predicted to be less expensive compared to the PG&E Solar Choice rate for SamTrans’ future battery electric bus (BEB) load. Table ES-1 summarizes the future annual costs associated with the new electrical services for full bus electrification at the North and South Operations and Maintenance (O&M) facilities.

SamTrans can also earn LCFS credits for switching from diesel buses to BEBs, which can offset a large portion of SamTrans’ electricity costs¹. The LCFS Program allows for the sale of Renewable Energy Credits (RECs) generated when low carbon fuel displaces fossil fuel use. SamTrans can sell the credits its BEB fleet generates for revenue in a statewide REC market.

¹ SamTrans must register with the LCFS program and participate to receive revenues.

The potential financial benefits from the LCFS program are factored into the table, based on the use of grid electricity and assuming full electrification. LCFS benefits scale in proportion to the amount of the fleet SamTrans has electrified and is operating.

As shown in Table ES-1, the CCA default option provides savings of approximately \$137,780 over the PG&E standard rates. The PG&E Solar Choice battery electric vehicle (BEV) rates were not released at the time of this study. Therefore, the Project Team is unable to calculate the savings between the CCA 100% green option and the PG&E Solar Choice rates. However, based on a comparison of the non-BEV rates, it is expected that the CCA 100% green option will provide cost savings over the PG&E Solar Choice rate.

Table ES-1. Future Rate Analysis Summary²

Costs/Savings	Annual Electricity Cost (BEV Rate)	Total Electricity Costs with Grid Electricity LCFS Credit (\$/YR)
PG&E Default Costs	\$4,210,172	\$344,508
PG&E Solar Choice Costs³	Unknown	Unknown
CCA Default Costs	\$4,072,392	\$206,728
CCA 100% Green Costs	\$4,356,148	\$490,484
CCA Savings (default)	\$137,780	
CCA Savings (100% Green)	Unknown	

LCFS credits can increase in value if the fuel displacing fossil fuel is zero-carbon electricity. There are two pathways to achieving zero-carbon electricity for LCFS purposes: (1) through onsite renewable energy sources used to directly power the vehicles; or (2) by purchasing other qualifying RECs from zero-carbon sources such as solar photovoltaic (PV), wind, renewable portfolio standard (RPS)-eligible hydroelectric generation, ocean wave, ocean thermal or tidal current sources. Pathway 2 is financially viable as long as revenue generated by the LCFS program from zero-carbon electricity exceeds the cost of the RECs. Table ES-2 summarizes the estimated difference in the value of LCFS credits generated through grid electricity versus zero-carbon electricity. Achieving zero-carbon electricity provides a projected additional LCFS credit benefit of approximately \$751,846 annually.

² Power demand reflects fully electrified fleet.

³ The PG&E Solar Choice BEV rate was not available at the time of this study. The Solar Choice tariff has been updated with BEV rates as of March 5, 2021. A new analysis would need to be conducted to compare the cost of the Solar Choice rate and the CCA 100% Green rate.

Table ES-2. Low Carbon Fuel Standard Benefits Summary⁴

Transformer	Consumption (kWh/ YR)	LCFS Using Grid Electricity (\$/kWh)	LCFS Using Zero Carbon Electricity (\$/kWh)	LCFS Using Grid Electricity (\$/YR)	LCFS Using Zero Carbon Electricity (\$/YR)
North Base	15,624,203	\$0.1362	\$0.1627	\$2,128,522	\$2,542,505
South Base	12,751,320			\$1,737,142	\$2,075,005
TOTALS:	28,375,523			\$3,865,664	\$4,617,510

The Project Team analyzed the feasibility of installing solar PV and/or battery energy storage (BESS) DER systems at North and South bases. Based on the analysis, a solar PV plus BESS system appears to be viable at both facilities and would yield greater economic benefits compared to solar-only. A cash purchase scenario, where SamTrans owns the solar PV and BESS infrastructure, is projected to yield greater savings compared to third-party ownership (see Table ES-3). A solar PV-only system would also be viable.

Table ES-3. Solar PV plus BESS Projected Utility Cost Impacts⁵

Site/ Scenario	Est. Capital Cost (\$)/ PPA Rate (\$/KWh)	SGIP⁶ Incentive (\$)	Cumulative Cash Position (Yr 25) (\$)
North and South base 3 rd Party Ownership	\$0.1650 PPA + 70% shared savings BESS	TO PROVIDER	\$2,231,833
North and South base Cash Purchase	\$14,521,992	\$2,130,800	\$6,485,506

The projected solar PV production would only cover approximately 16 percent of SamTrans' estimated BEB electricity consumption. If the solar PV systems directly provide electricity to the BEB chargers, this would count as zero-carbon electricity under the LCFS program and increase SamTrans' LCFS revenue. Therefore, SamTrans would need to purchase RECs to achieve the zero-carbon electricity LCFS value for its entire projected electricity consumption. As shown in

⁴ Assumes the LCFS credit price is \$100 per ton CO² equivalent. The LCFS credit price varies over time. The value used is conservative based on the past two years of history showing that the lowest LCFS credit price was \$150 per ton CO² equivalent in April of 2018 and the highest LCFS credit price was \$218 per ton CO² equivalent in February of 2020. The LCFS value shown uses projected carbon content values from CARB for 2022 grid electricity, solar electricity and diesel.

⁵ The pro formas are based on a 22 percent ITC rate. The 26 percent ITC rate was recently extended. Therefore, the third-party ownership structure would yield even greater savings if constructed were to commence in 2022.

⁶ The SGIP incentive assumes the Large-Scale Storage budget based on Step 3 incentives adjusted as required by SGIP rules.

Table ES-4, if SamTrans were to pursue zero-carbon LCFS credits, onsite solar PV production would reduce SamTrans’ annual REC costs by approximately \$89,512.

Table ES-4. Solar Production and REC Summary

Transformer	Consumption (kWh/YR)	Projected Solar PV Production (kWh/YR)	REC Cost⁷ without Solar PV System (\$)	REC Cost with Solar PV System (\$)	Annual Reduction in REC Cost (\$)
North Base	15,624,203	2,718,291	\$312,484	\$258,118	\$54,366
South Base	12,751,320	1,757,286	\$255,026	\$219,881	\$35,146
TOTALS:	28,375,523	4,475,577	\$567,510	\$477,999	\$89,512

Short-term energy procurement findings and suggestions include:

- **The new BEB transformers should use the BEV rate Tariff.** PG&E introduced BEV rates, which can be used by SamTrans instead of the standard B-20-P rate. The BEV rate tariff provides cost savings over the B-20-P rate.
- **Consider setting up future electric accounts that will serve large loads as primary voltage service.** Receiving service on primary voltages generally provides additional bill savings. However, the physical changes to the electric service required to achieve the annual bill savings alone do not justify the cost to complete the transition from secondary voltage service to primary voltage service for existing meters. Therefore, this should only be evaluated when infrastructure changes are already being considered for a specific site. It would be beneficial for SamTrans to review the option of setting up future electric accounts that have large loads on the highest voltage level service that makes sense, as is the case for the new electric services being installed at transmission level for the purposes of bus electrification.
- **Continue to procure electricity through regional CCA.** PCE, like most CCA providers, currently provide more cost effective rates compared to the PG&E equivalent rates. The PCE default rate is the most cost effective option available to SamTrans based on our analysis.
- **An onsite solar PV plus BESS at North and South bases will provide financial savings.** Based on current conditions and incentives, cash purchase of a solar PV and BESS system at North and South bases would provide approximately \$6,485,506 savings over the lifespan of the systems. The financial benefit of a third-party ownership structure is heavily dependent on the status of the federal solar investment tax credit (ITC) at the

⁷ Assumes the market cost is \$20/REC.

time of construction. At the time of this study, the ITC was 26 percent and set to reduce to 22 percent in 2021 and 10 percent in 2022. The Project Team prepared pro-formas based on the 22 percent and 10 percent ITC rates. Under the 22 percent rate, third-party ownership provides approximately \$2,231,833 in financial savings over the lifespan of the systems. However, at 10 percent, the third-party ownership structure does not yield financial benefits. In December 2020, Congress extended the 26 percent ITC rate through the end of 2022. The rate will step down to 22 percent in 2023 and 10 percent in 2024. Therefore, if SamTrans were to contract with a third-party and start construction by the end of 2022, the total savings would be greater than identified in the financial analysis conducted as part of this study.

- **Cash purchase of the DER systems would likely not comport with SamTrans' balance sheet.** For both the solar plus DER and solar-only options, the initial project cost would correspond to a considerable portion of unrestricted cash reserves and total operating revenues in FY 2019, even before the large financial impact of the COVID-19 pandemic. Loans, grants or specialized bonds or third-party ownership, are likely better options for SamTrans. See Section 3.36, 4.2.3, and Appendix E for more information.
- **SamTrans should consider leveraging a tax-exempt lease purchase (TELP) structure for onsite solar and/or battery systems.** This structure allows a municipality that wants to own a project, but needs to finance the purchase, to do so without the complication of issuing bonds. A TELP is essentially an installment sale of a project to a municipality. It is set up in form to look like the sponsor is leasing the project to the municipality, but the municipality has an option to purchase the project at the end of the lease term for a nominal price. The 'tax-exempt' qualification to this financing method is associated with the federal income tax exemption recognized by the lessor on the interest earnings they receive through the repayment schedule. Because the lessor does not pay federal income tax on the interest earned, the tax-exempt lease carries a much lower interest rate than other types of leases and installment loans. This significantly lowers the cost of financing to the borrower.

While not offering direct ownership from “year 0,” this option should be evaluated by SamTrans, as it allows to leverage certain incentives such as the Federal ITC described in Section 2.1.1. Under this scenario, a “tax-sponsor” (an entity other than the agency and subject to taxes) would own the project, or a portion of it, for a period of time before passing ownership to the agency, and would be able to leverage the ITC benefits which are realized in the year the solar project begins commercial operations. The duration of this initial time is normally at least five tax years, corresponding to six contract years, during which the asset vests to the owner, because, according to the “clawback” provision, the Internal Revenue Service (IRS) will recapture any unvested portion of the credit if the project owner sells it before the end of the fifth year of commercial operations. After six

years the agency can buy out the unowned portion of the solar project at a depreciated fair market value. See Section 4.2.3 for more information.

- **SamTrans could also consider financing onsite solar and/or battery systems through other federal, state or local incentive programs or by issuing green bonds.** As discussed in Section 4.2.3, the U.S. Department of Energy and the California Energy Commission each offer different financing and loan programs for renewable energy projects. SamTrans could also consider issuing a green bond to finance onsite DER systems. Green bonds are discussed in more detail in Section 4.2.3.
- **Pairing a BESS with onsite solar yields additional financial and resilience benefits.** When paired with an onsite solar PV system, a BESS can further reduce demand and provide savings value that is not available to a stand-alone battery energy storage system or solar PV system. Integrating energy storage systems with solar PV systems provides a holistic approach to renewable energy generation and financial savings. A solar PV system by itself provides per-kWh utility bill savings and some peak demand reduction but is subject to intermittency based on weather conditions and therefore plays an unreliable role in ensuring that demand charges can be effectively managed. In cases where the customer has high demand charges, solar PV and energy storage can be controlled together to provide the optimal overall bill and peak demand savings through charge/discharge management software capable of making decisions that allow for optimized financial savings based on the actual operating profile on a real time basis. This includes the ability to decide when to charge the battery system with energy provided by the solar PV system, ensuring that the battery is always charged and available for use to make up for a period of low production from the PV system. Batteries charged by solar PV also have the potential of providing “energy arbitrage,” i.e., charging the batteries from the solar PV during low bill credit periods and exporting energy from the batteries during high bill credit periods. In addition, a combined solar PV and energy storage system can be configured to have the added benefit of providing an alternative source of power and resiliency in times when the grid is either unreliable or not available.
- **Consider purchasing RECs to increase the value of SamTrans’ LCFS credits.** Achieving zero-carbon electricity provides a projected additional LCFS credit benefit of approximately \$751,846, assuming a price of \$20 per REC. SamTrans can reduce the amount of RECs needed if onsite solar is used to charge the BEBs. Based on the estimated value of the LCSF benefits and the costs for procuring energy, SamTrans has the potential to cover the majority of the costs of their utility bills once the fleet is fully electrified.
- **Consider implementing two energy efficiency recommendations.** SamTrans would realize minor energy and cost savings by implementing the two recommended energy efficiency improvements (upgrade belt-driven fan systems with synchronous belts and implement a chilled water supply temperature reset strategy) identified in Section 3.4.

- **Investing in a utility expense data management (UEDM) solution will streamline electricity data collection and payment and reduce costs.** UEDM offers companies an end-to-end solution that centralizes utility information (cost and consumption), improves data accuracy, reduces costs (direct and indirect expenses), and provides for timely and insightful reporting all within a single cloud-based platform. However, a UEDM may only produce savings for SamTrans if pursued jointly with Caltrain.

PHASE 2: MEDIUM-TERM ENERGY PROCUREMENT STRATEGY SUMMARY

The medium-term energy procurement strategy analysis demonstrated that there are potential financial and sustainability benefits to procuring electricity through DA or wholesale markets. Neither option is currently available to SamTrans, but the agency can take steps now to position for future opportunities. Table ES-5 summarizes the estimated savings associated with DA or wholesale procurement.

Table ES-5. Estimated annual savings from DA or wholesale procurement versus retail

Estimated Electricity Consumption When Fully Electrified (MWh)	36,000
Percent Electrified at Plan	100%
Year Plan is Met	2032
Average Blended Rate from Task 3 Report (\$/MWh)	\$195
Estimated Annual Spend in Year Plan is Met (2020 dollars and rates)	\$7,000,000
Estimated 10% Annual Savings Wholesale v. Retail Electricity⁸	\$700,000

The emergency power review conducted as part of Phase 2 compared the various fuel sources, costs and availability of diesel, natural gas and hydrogen fuel cell emergency backup generators. Diesel emergency generators currently have the fewest barriers to entry from a capital and operational cost perspective and could be rented or shared between North and South bases. While cleaner burning, a natural gas-powered generator would require significant investment, particularly if there isn't a suitable natural gas line located adjacent to each base. Moreover, jurisdictions in the Bay Area have started to enact regulations prohibiting certain uses of natural gas. Hydrogen fuel cell emergency power generators have the lowest emissions. However, the technology is nascent, and therefore, expensive, particularly if SamTrans does not intend to purchase fuel cell vehicles. Based on SamTrans' 2020 Innovative Clean Technology (ICT) plan, SamTrans will not need significant backup power for the BEB fleet for several years. Therefore, SamTrans should monitor industry trends and reconsider hydrogen emergency power backup in the future as the technology matures.

⁸ Annual savings are <\$0.5 million until 2029.

Medium-term energy procurement findings and suggestions include:

- **SamTrans should engage the regional CCA relative to any products that would provide electricity and LCFS-compliant RECs.** PCE does not currently offer a product that meets the California Air Resource Board's (CARB's) requirements for zero-carbon fuel sources (which increase the value of LCFS credits). However, PCE could provide bundled product (i.e., electricity plus the associated RECs) that would be compliant in the LCFS program thereby leading to increased LCFS revenue.
- **SamTrans should continue to monitor the Direct Access market and consider participation.** The DA market is a market in California that allows energy buyers to have expanded choice in their service provider. For example, if a buyer is granted the ability to enter the DA market, they can choose a different electricity service provider than their current options of PG&E and CCAs, the current electricity retail providers for the agencies. DA procurement is likely to result in savings for SamTrans, regardless of whether or not it pursues jointly with Caltrain. However, SamTrans' savings may be even higher if it does jointly procure with Caltrain. DA is only available via a lottery system and the program is currently at capacity. Additional capacity may become available in 2024, but the amount, timing, and process to apply for capacity are all in question. If sufficient capacity is added that could serve SamTrans' anticipated load, it may be worth applying.
- **SamTrans should partner with other California transit agencies (such as California High Speed Rail) to pursue legislation that would enable access to the wholesale market and conjunctive billing.** Though BART was able to gain access to the wholesale market through legislation, the process was very specific to BART's unique circumstances and took many years to finalize. Other California transit agencies have interest in gaining access to the wholesale market as well and have taken steps towards this goal. It will be important to ensure that the legislation is inclusive of (1) existing modes of transit and (2) non-rail transit. By pursuing legislation, SamTrans will have the option to switch to wholesale procurement in the future if desired.
- **SamTrans should participate in CPUC, CAISO and PG&E regulatory processes that would affect future electric vehicle rates and access to Direct Access and wholesale energy markets.** The California energy market is complex and dynamic. SamTrans would benefit by actively engaging in the rulemaking process. This is another opportunity to partner with other California transit agencies, particularly those in the Bay Area, who may have similar goals.
- **SamTrans should not pursue wholesale market participation without addressing its significant risks.** Wholesale electricity prices are subject to greater variability over time as the market reacts to real-time supply and demand needs, but on the whole are lower than retail electricity prices since they are also competitive. The estimated savings from wholesale procurement will be somewhat offset by the need to engage an entity that will

effectively operate as your Electric Service Provider (ESP) or to take management of the wholesale market electricity efforts in-house. Either management route will have both real costs, likely including consulting, legal fees, and ESP management fees or additional staff headcount plus it will have a material impact on internal staff time regardless of whether or not the management is out- or in-sourced. It is important to weigh the benefits of access to the wholesale market with these costs.

- **SamTrans would benefit from jointly procuring energy with Caltrain.** If SamTrans elects to pursue onsite DER, unique CCA products, DA, or wholesale market strategies, it would benefit from procuring energy together to reduce costs and streamline management.
 - **If SamTrans does not procure jointly with Caltrain, it is likely not going to be financially beneficial to pursue wholesale electricity on its own, at least until full fleet electrification is reached.** SamTrans will have a much smaller load compared to Caltrain. In addition, the fleet will not be fully electrified until 2038.
- **Diesel-powered and battery electric system emergency power backup is more cost effective in the short-term.** SamTrans already has diesel infrastructure in-place and an onsite diesel-powered emergency generator. Based on the 2020 ICT Plan, the fleet will continue to need diesel fuel for another seventeen years. Therefore, it may be prudent to use traditional emergency generators initially until a larger portion of the fleet has been electrified. SamTrans could consider renting diesel generators to reduce cost and avoid investment in technology that may become obsolete in the future. In addition, if SamTrans installs a BESS at either base, the BESS system can provide backup power for a portion of the fleet.
- **SamTrans should monitor developments in hydrogen fuel cell emergency backup power technology.** The technology is currently nascent but is expected to become financially competitive in the future.
- **SamTrans should consider combining the solar PV and BESS system into a microgrid.** Installing a microgrid controller to enable the system to island from the grid would require minimal additional cost.

OPPORTUNITIES, RISKS AND TRADEOFFS

Each energy procurement decision is associated with different opportunities and risks and may have implications on other decisions. Tables ES-6 and ES-7 present the primary risks, trade-offs and other considerations for each of the options evaluated in this study. Figure ES-2 illustrates the energy procurement options in a decision tree format and Figure ES-3 provides a high-level timeline of near-term decisions.

Table ES-6. Energy Procurement Opportunity Matrix





















OPPORTUNITY 	TIME HORIZON 	LEVEL OF EFFORT 	FINANCIAL IMPACTS 	ENVIRONMENTAL BENEFIT 	LOCAL ECONOMIC BENEFIT 	EMERGENCY POWER POTENTIAL 
Retail Electricity Options						
PG&E Default	Near-term	Low	\$\$			
PG&E 100% Renewable	Near-term	Low	\$\$\$			
CCA Default	Near-term	Low	\$		✓	
CCA 100% Renewable	Near-term	Low	\$\$\$		✓	
Direct Access (DA)	Medium-term	High	\$\$-		✓	
Purchasing Wholesale Electricity						
Procuring Power on the Wholesale Market	Long-term	High	\$\$-			
Wholesale Power Purchase Agreements (PPA)	Long-term	High	\$\$-			
On-Site Energy Resources						
Solar PV	Medium-term	Medium	\$\$\$		✓	✓
Battery Energy Storage	Medium-term	Medium	\$\$		✓	✓
Hydrogen	Long-term	High	\$\$\$\$		✓	✓
Other Opportunities						
Renewable Energy Credits (REC)	Near-term	Medium	\$			
Low Carbon Fuel Standard (LCFS) Credits	Near-term	Medium	\$\$\$\$			
Grid Services Programs	Medium-term	Medium	\$			

Table ES-7. Risk Analysis and Trade-off Matrix

Option	Primary Risks	Trade-offs	Impact on Other Options: how decisions effect acting on other options	Additional Considerations
Current State	Overpaying relative to other options, not maximizing LCFS revenue.	Ease; minimal effort to maintain current contracting.	DA, legislative action, and current state are mutually exclusive options.	Potential new products that create more LCFS revenue; would need comparative cost analysis.
DER: Solar PV, Batteries, & Microgrids	Regulatory changes and/or changes in energy usage at project locations could impact the savings performance from these systems.	Cost savings from avoided electricity costs and avoided costs from REC purchases, revenues earned through emerging grid services programs.	Distributed projects would pair well with each of these additional options.	With the step-down of the ITC and the fast-paced incentive funding draw down for SGIP, procurement of these projects should be prioritized.
Direct Access	Transactional costs with minimal payback; difficult negotiating for LCFS-qualifying RECs.	Ability to potentially spur new renewable energy generation; cost savings v. retail; potentially more lucrative LCFS credit generation.	DA, legislative action, and current state are all relatively mutually exclusive options.	The program is at capacity; seeking capacity at this stage may not be worth the effort; wait until it reopens.
Wholesale market	Significant effort with no guarantee of success; risks associated with being exposed to wholesale trading.	Potential cost savings.	DA, legislative action, and current state are all relatively mutually exclusive options.	This process and the results for BART are complex; encourage a debrief with BART before exploring deeply.
Financial investment: vPPA	Expensive and risk financial position relative to only receiving RECs.	Long term REC position with potentially more lucrative LCFS credit generation.	All other options, specifically relative to their REC generation impact this option.	Only should be implemented if other sources of potential LCFS revenue are unsuccessful.
Financial investment: APA	Overpaying for RECs in the long term.	Long term REC position with potentially more lucrative LCFS credit generation.	All other options, specifically relative to their REC generation impact this option.	This is a potentially good alternative to buying spot-market RECs for use in the LCFS program.

Figure ES-2. Energy Procurement Decision Tree

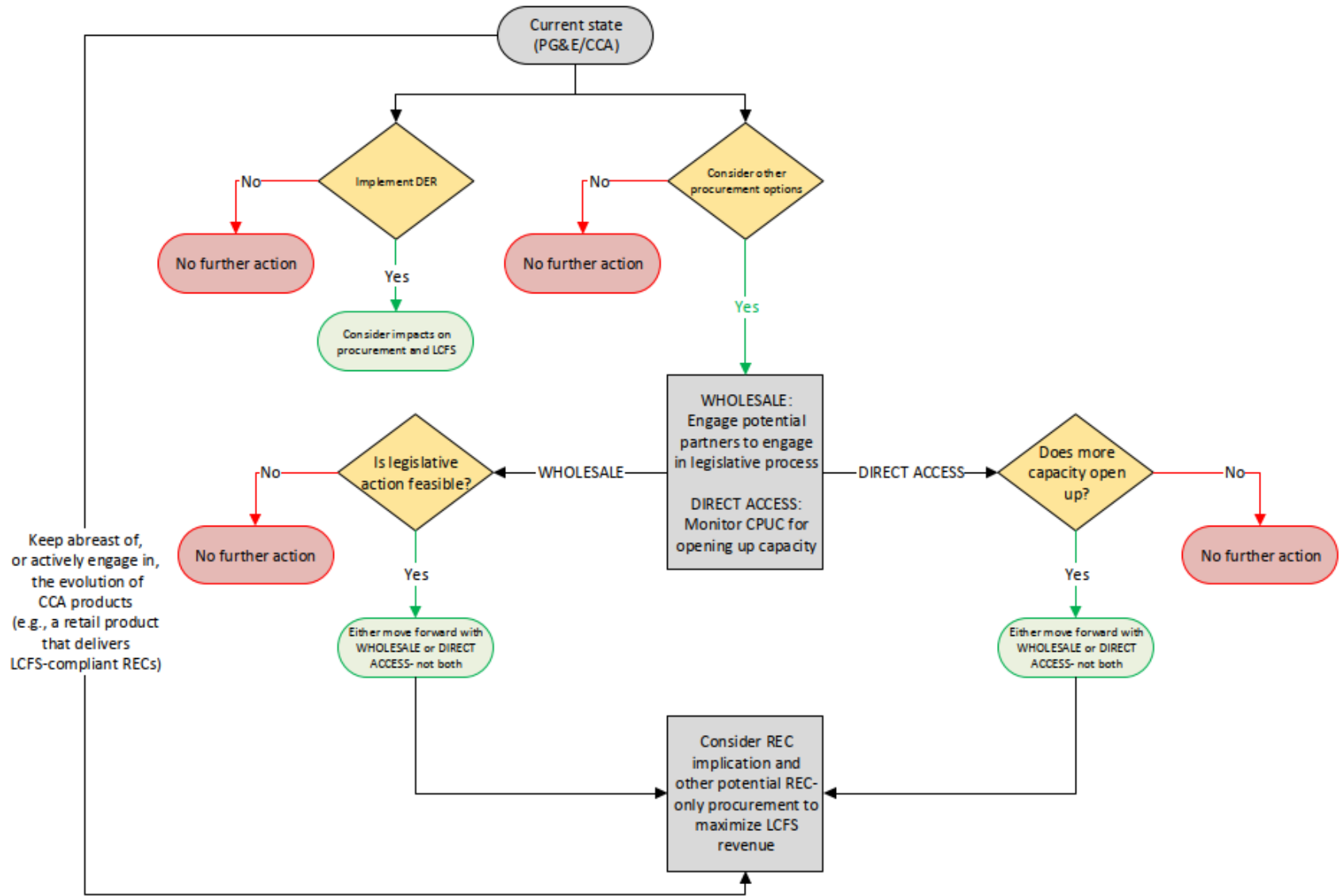
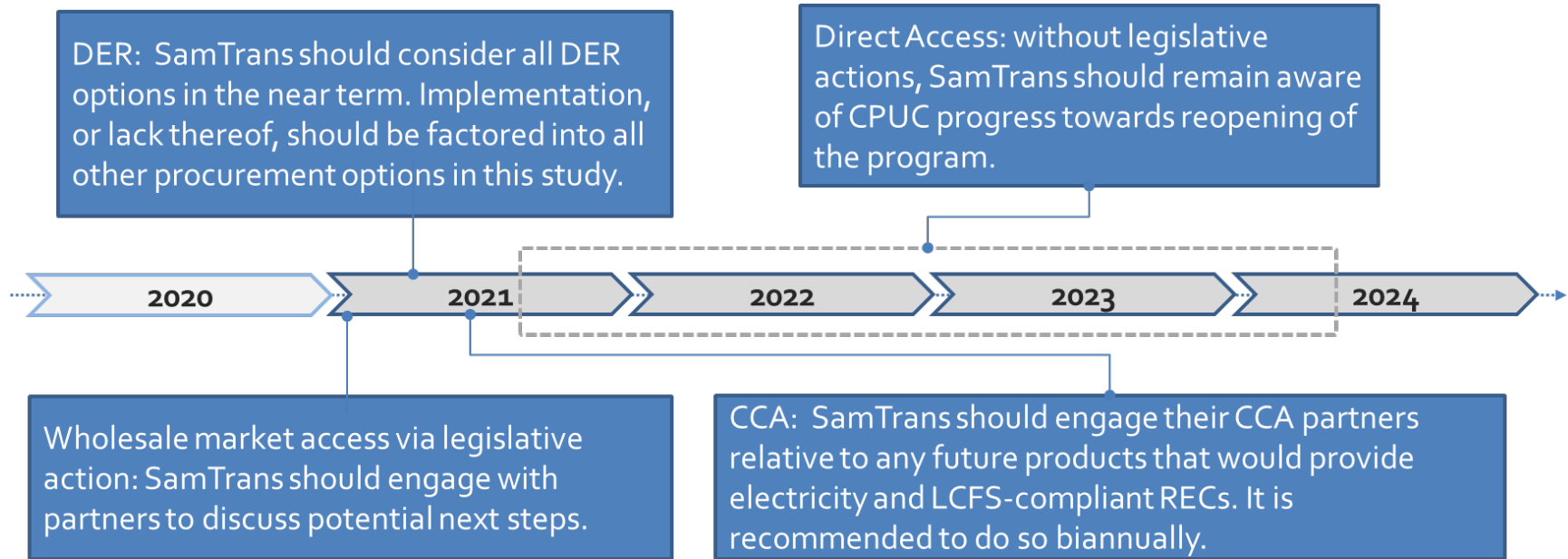


Figure ES-3. Time Horizon



** Consideration of renewable energy certificate procurement should be considered throughout in relation to electricity procurement decisions*

ATTACHMENT B

SamTrans Energy Policy

DEFINITIONS

- *Carbon intensity*: carbon dioxide per a kilowatt-hour of electricity consumed. Describes the relative harm to the atmosphere of a given resource or activity.
- *Criteria Air Pollutant (CAP)*: air pollutants regulated under the U.S. Clean Air Act. These include carbon monoxide, lead, ground-level ozone, particulate matter, nitrogen dioxide, and sulfur dioxide.
- *Electric Demand*: the rate at which SamTrans uses electricity.
- *Greenhouse Gas (GHG) Emissions*: gases that trap atmospheric heat. These include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases.
- *Low Carbon Fuel Standard Program (LCFS)*: a program by the State of California, which compensates agencies for substituting fossil fuels with low carbon fuels.
- *Renewable Energy*: electricity that comes from a source that when consumed is not depleted. In California, the term "eligible renewable" refers to energy sources that qualify for the state's Renewable Energy Portfolio Standard (RPS). Qualifying resources include solar photovoltaic, wind, biomass, and small hydropower as "renewable". Nuclear power and large hydroelectric sources are not eligible renewable sources in California.
 - *Renewable Portfolio Standard (RPS)*: a law that sets the minimum level of renewable energy utilities are required to procure.
 - *Distributed Energy Resources (DER)*: energy sources that are modular and generate electricity near where the user consumes it, away from a centralized power plant. In California, this typically refers to solar photovoltaic and energy storage / batteries.

BACKGROUND & PURPOSE

SamTrans' bus service significantly reduces Bay Area fossil fuel dependence by providing an alternative to reliance on carbon intense, inefficient single occupancy vehicle travel. In California, transportation accounts for 47 percent of the state's GHG emissions. Maximizing ridership on public transportation, including SamTrans' bus service, is a vital method of reducing GHG emissions from on-road transportation.

In addition to facilitating the reduction of community fossil fuel consumption, SamTrans has worked diligently to reduce its own use of fossil fuels. The Sustainability Policy of the San Mateo County Transit District, which operates SamTrans, reads as follows:

1. Streamline business practices to reduce waste and improve operational effectiveness.
2. Evaluate and improve the long-term resource efficiency of our facilities and equipment, including the life-cycle return on investment.
3. Educate and incentivize our employees to integrate sustainability practices into their work and their personal lives.
4. Encourage business partners to incorporate sustainability practices into their own operations.
5. Measure the environmental impacts of our activities on an ongoing basis, and set and meet targets to reduce our impacts.
6. Deploy sustainability-themed programs that encourage the use of public transit and that support our local communities.

SamTrans' sustainability activities have yielded significant results. Since 2014, the American Public Transit Association (APTA) has awarded SamTrans silver level recognition for its commitment to sustainability. Between 2016 and 2018, SamTrans reduced diesel usage by 6.5 percent, Criteria Air Pollutants by 14 percent and electricity usage by 5 percent. SamTrans' transition to an electric fleet presents a tremendous opportunity to increase its organizational sustainability by slashing its diesel use, the source of 80 percent of its generated emissions.

Per its 2020 Innovative Clean Transit Plan, SamTrans is transitioning from a bus system fueled by diesel to one primarily powered by electricity. The financial and sustainability impacts of SamTrans' decisions about energy will increase in proportion with its electricity consumption. Electrification presents SamTrans with new risks and opportunities that the agency has not previously addressed, such as participation in California's dynamic, rapidly evolving electric power market and policy environment.

The Energy Policy simplifies the administration of energy matters at SamTrans. It equips SamTrans staff and Board with guideposts to navigate existing and emerging questions related to energy procurement, technology acquisition, and project development, among others. This Energy Policy prioritizes organizational values regarding energy, which encompasses issues of cost, savings, revenue opportunities, sustainability, regulation, carbon intensity, and the trade-offs among these factors. The policy lays a foundation for the development of energy-related standard operating procedures.

SamTrans' Energy Policy can help strengthen its financial performance. The 2021 Energy Procurement Strategy Study demonstrated that SamTrans has the potential to generate millions of dollars in annual income under the 2020 conditions of the California Low Carbon Fuel Standard Program, generate revenue through potential investment in battery systems, and create savings by streamlining procurement practices.

Objectives

1. Manage financial and energy resources judiciously.

- a. The Energy Policy prioritizes balancing sustainability goals with financial imperatives in energy-related decision-making and investments.
- b. Energy-related investment or capital outlay will comport with SamTrans' capital planning and budget priorities.
- c. SamTrans will consider distributed energy resource (DER) projects that are financially viable, compatible with SamTrans' real property and facilities policies, and consistent with SamTrans' service planning.
- d. SamTrans will prioritize participation in applicable energy programs and opportunities that generate revenues, cost-savings, or returns.
- e. SamTrans will monitor, and where relevant, engage in regulatory processes at agencies that regulate energy and energy markets and whose decisions may significantly affect SamTrans' operations and financial interests once electrified.

2. Improve SamTrans' environmental sustainability.

- a. The Energy Policy advocates for, and SamTrans aspires to, ongoing reduction in the use of fossil fuels and fossil fuel infrastructure throughout the organization.
- b. The Energy Policy prioritizes increasing the proportion of clean energy that SamTrans consumes, in alignment with the state of California's Renewable Portfolio Standard (RPS).

3. Minimize operational and maintenance impacts.

- a. SamTrans will analyze and weigh operational impacts and maintenance costs for energy-related projects or programs.

4. Encourage system resilience.

- a. To deliver its critical transportation services, SamTrans will explore options to increase the resilience of its electric power supply by researching potential energy storage opportunities, microgrids or other relevant technologies and programs.

5. Support the local economy.

- a. SamTrans will consider the value of energy procurement practices and projects that could generate local economic benefit.

Energy Procurement Strategy Study & Draft Energy Policy

Amelia Timbers
Principal Planner, Sustainability
April 7, 2021

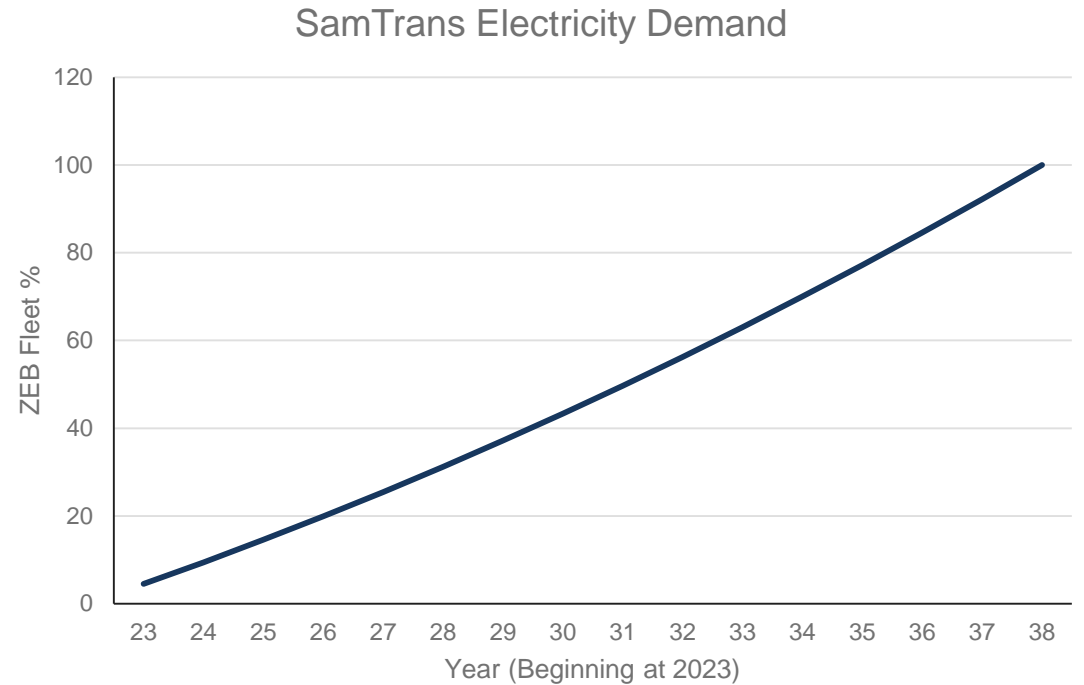
Agenda

- Purpose and Need
- Timeline
- Energy Procurement Strategy Study (Energy Study)
 - Scope
 - Findings
- Draft SamTrans Energy Policy (Energy Policy)
 - Development Process
 - Objectives
- Next Steps

Energy Study Purpose

As SamTrans' fleet electrification increases its electricity demand, the consequences of SamTrans' energy choices can materially impact its finances, sustainability, and more.

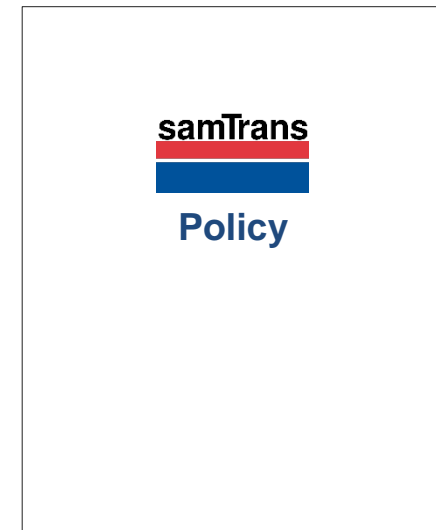
The Energy Study provides data and analysis that forms the basis of the draft SamTrans Energy Policy (Energy Policy).



Energy Policy Purpose

The SamTrans Energy Policy (Energy Policy) will equip SamTrans to navigate future decisions regarding energy procurement, technology acquisition, and project development.

- **Define and prioritize organizational values**
- **Enable consideration of trade-offs**
- **Serve as a foundation for standard operating procedures**



Project Timeline



Energy Procurement Strategy Study

ENERGY STUDY

Energy Study Scope

Short Term Energy Analysis (1- 4 Years)

Cost Analysis

Near Term Opportunities

Financing Options

Medium Term Energy Analysis (4+ Years)

Market Analysis

Financial Analysis

Retail or Wholesale

Collaborative Procurement

Near Term Energy Study Findings

- The most cost effective service is the default service from the local community choice aggregator (CCA).
- Among 100% renewable options, the most cost effective option is from the local CCA.
- SamTrans would benefit from pursuing renewable options that the Energy Study demonstrate are financially viable now.

Medium Term Energy Study Findings

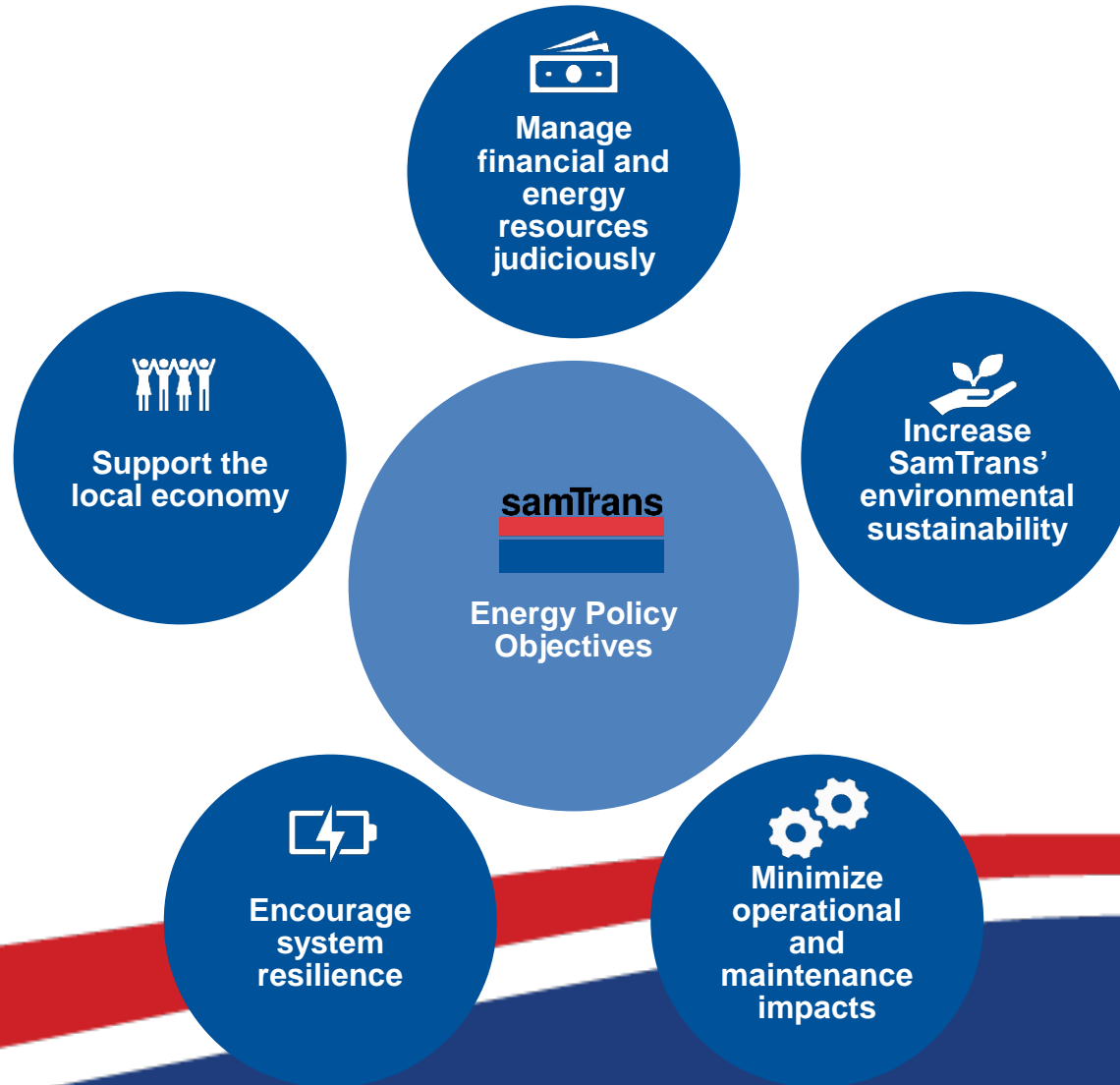
- SamTrans could benefit from participating in a state program that will compensate SamTrans for fossil fuel it replaces with low carbon energy.
- SamTrans would benefit from actively participating in proceedings at agencies that regulate energy and where we have not needed to before:
 - the California Public Utilities Commission (CPUC)
 - the California Independent System Officer (CAISO)
 - the California Air Resources Board (CARB)

DRAFT SAMTRANS ENERGY POLICY

Energy Policy Development Process

- **Spring/Summer 2020** – completed Energy Study and review findings.
- **Fall 2020** – developed policy in line with study findings; review policy concepts and understand policy tradeoffs.
- **Winter 2020** – reviewed draft policy internally across different departments and determine how policy will be used to help guide future projects and programs.

Energy Policy Objectives



Manage Financial & Energy Resources Judiciously

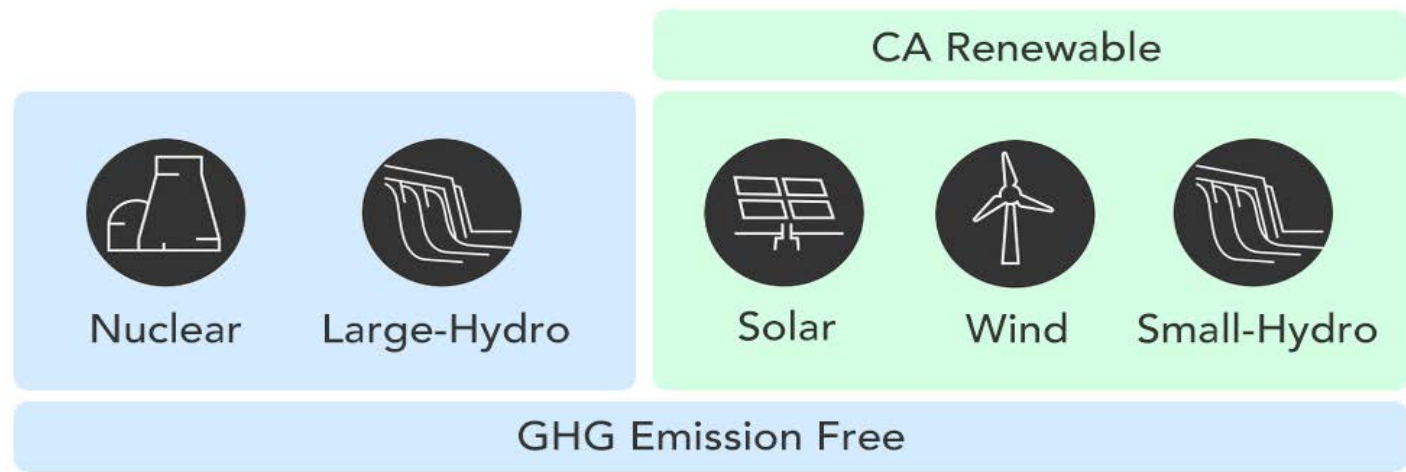
- The Energy Policy prioritizes balancing sustainability goals with financial imperatives in energy-related decision making and investments.
- Energy-related investment or capital outlay will comport with SamTrans' capital planning and budget priorities.
- SamTrans will consider distributed energy resource (battery and solar) projects that are financially viable, compatible with SamTrans' real property and facilities policies, and consistent with SamTrans' service planning.

Manage Financial & Energy Resources Judiciously

- SamTrans will prioritize participation in applicable energy programs and opportunities that generate revenues, cost-savings, or returns.
- SamTrans will monitor, and where relevant, engage in regulatory processes at agencies that regulate energy and energy markets and whose decisions may significantly affect SamTrans' operations and financial interests once electrified.

Increase SamTrans' Environmental Sustainability

- The Energy Policy advocates for, and SamTrans aspires to, ongoing reduction in the use of fossil fuels and fossil fuel infrastructure throughout the organization.
- The Energy Policy prioritizes increasing the proportion of clean energy that SamTrans consumes, in alignment with the state of California's Renewable Portfolio Standard (RPS).



Minimize Operational & Maintenance Impacts

SamTrans will analyze and weigh operational impacts and maintenance costs for energy-related projects or programs.



Encourage System Resilience

To deliver its critical transportation services, SamTrans will explore options to increase the resilience of its electric power supply by researching potential energy storage opportunities, microgrids, or other relevant technologies and programs.



Support The Local Economy

SamTrans will consider the value of energy procurement practices and projects that could generate local economic benefit.



COMMUNITY IMPACT REPORT

Clean Power, Lower Rates and
Community Investment



San Mateo County's
Community
Electricity Provider

Next Steps

- Staff will receive feedback from the Board and return at the next meeting to present the policy for adoption.
- Following adoption, staff will prepare an implementation plan.

Questions?

Please feel welcome to contact me at 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, APRIL 7, 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 March 3, 2021
3. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 361 (Rivas) and SB 339 (Wiener)
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
MARCH 3, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: None

Staff Present: 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 3:26 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF FEBRUARY 3, 2021

Motion/Second: Stone/Medina

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

Noes: None

Absent: None

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Jessica Epstein, Government and Community Affairs Officer, briefly summarized the highlights of recent federal legislation, which included approval of President Biden's pandemic rescue plan.

She said on the state side that more than 2,500 bills were introduced that focus heavily on pandemic relief and response. She noted that there are several items in the budget trailer bill relating to the Transportation Development Act (TDA).

4. ADJOURN

The meeting adjourned at 3:32 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 AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT AB 361 (RIVAS) AND SB 339 (WIENER)**

ACTION

Staff proposes the Committee recommend the Board:

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

SIGNIFICANCE

The 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

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Holland & Knight LLP | www.hklaw.com

SamTrans As of March 18, 2021 Transportation Report

President Biden Signs Into Law \$1.9T Covid Relief Bill

- On March 11, President Joe Biden signed into law a \$1.9 trillion coronavirus relief package, the [American Rescue Plan Act of 2021](#).
- The bill includes the following for transit:
 - \$26.086 billion for Federal Transit Administration (FTA) Urbanized Area Formula Grants (Section 5307)
 - \$317 million for FTA Rural Area Formula Grants (Section 5311)
 - \$50 million for FTA Enhanced Mobility for Seniors and Individuals with Disabilities Grants (Section 5310)
 - \$100 million for non-urbanized intercity bus program recipients
 - \$25 million for Section 5307 planning grants to restore service
 - \$2.21 billion for operating assistance grants to eligible recipients that require additional support for operations, personnel, cleaning, sanitization and debt payments costs incurred to maintain operations and avoid layoffs and furloughs due to COVID-19, with grants to be evaluated by the FTA based on the level of financial need demonstrated; the FTA is required to issue a Notice of Funding Opportunity (NOFO) for these grants within 180 days after the bill is signed into law
 - \$1.675 billion for Capital Investment Grants (CIG)--**Peninsula Corridor Electrification will receive \$52,415,186**
 - \$1.425 billion for New Start and Core Capacity projects:
 - \$1.25 billion for CIG project sponsors that have an existing Full Funding Grant Agreement (FFGA) and have received a FY 2019 or FY 2020 CIG allocation.
 - \$175 million to CIG projects with an existing FFGA that received a CIG allocation prior to FY 2019
 - \$250 million for Small Start projects that are a recipient of a CIG allocation or an applicant in the project development phase
- The bill also includes \$45.57 billion in direct federal aid for municipalities with populations of at least 50,000, using a modified Community Development Block Grant (CDBG) formula

House Democrats Set Guidelines for Return of Earmarks

- On February 26, House Appropriations Chair Rosa DeLauro (D-Conn.) [announced](#) guidance to solicit lawmakers' requests for earmarks, the system of designating funds for specific local projects that's been banned since 2011.
- House Republicans voted on March 17 to allow their members to request dedicated-spending projects, but Senate Republicans have yet to decide on whether to participate in earmarking. Senate Democrats have yet to issue guidance for their process.
- Under the House's new system, earmarks for for-profit companies would be banned. Members can request funding for state and local governments or for certain nonprofits.
 - Total earmark spending will be capped at 1% (around \$13 billion) of discretionary spending.
 - House members will only be able to request up to 10 projects across all of the appropriations bills.
- DOT [Local Transportation Priorities](#) can include the following projects:
 - Capital projects or project-specific planning/design for a capital project.
 - Supported by the state or local government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement.
 - Administered by public entities.

House Democrats Unveil CLEAN Future Act

- On March 2, House Democrats on the Energy and Commerce Committee [unveiled](#) comprehensive legislation with a national goal of net-zero greenhouse gas emissions by 2050 through targeted investments in clean energy across the transportation, power and industrial sectors.
- The 10-title [bill](#), at a \$565 billion price tag over the next 10 years, would establish a federal Clean Electricity Standard (CES) to put the U.S. on an ambitious path to 100% clean electricity generation by 2035 and establish a second national target of 50% reduction in greenhouse gas pollution from 2005 levels by 2030.
- The introduction of the bill comes is timely as President Joe Biden is expected to propose a large infrastructure package as soon as this month that incorporates several clean energy and climate goals. However, the legislation at this point is Democratic-only, which could make it difficult to move through regular order or through the Senate.
- The transportation title:
 - Authorizes \$500 million to deploy electric vehicle supply equipment (EVSE).

- Directs the Secretary of Energy to conduct an assessment to determine the challenges to and opportunities for the deployment of EVSE in underserved or disadvantaged communities.
- Establishes a Department of Energy (DOE) program to support the development and accessibility of electric vehicle charging infrastructure in underserved communities by providing technical assistance and awarding grants for eligible projects.
- Revitalizes EPA’s clean school bus program and authorizes \$2.5 billion annually to accelerate the transition to zero-emission school buses and clean commutes for kids.

Administration Readies Infrastructure Economic Package After Virus Relief

- Following passage of the \$1.9 trillion COVID relief bill, President Biden and lawmakers are laying the groundwork for another top legislative priority — a long-sought boost to the nation’s roads, bridges and other infrastructure that could run into Republican resistance due to a cumbersome price tag.
- During his presidential campaign, Biden pledged to spend \$2 trillion on infrastructure and clean energy, but the White House has not ruled out an even higher price tag. The upcoming proposal, which is expected to be modeled after President’s [Build Back Better plan](#), is expected to focus on job creation with investments to boost “workers that have been left behind” by closed coal mines or power plants, as well as on communities located near polluting refineries and other hazards.
- Senate Environment and Public Works (EPW) Committee Ranking Member Shelley Moore Capito (R-W.V.) said there is bipartisan support for ambitious steps on infrastructure, but that “should not extend to a multitrillion-dollar package that is stocked full with other ideologically driven, one-size-fits-all policies that tie the hands of our states and our communities.”
- The Senate EPW Committee's goal is to pass an infrastructure bill by Memorial Day.
- House T&I Committee Chairman Peter DeFazio said that he foresees a comprehensive House package that will go beyond roads, bridges and public transit, similar to the [Moving Forward Act](#) from the 116th Congress. DeFazio told reporters, “I’m totally willing to work with (Republicans) if they’re willing to recognize climate change, or if they don’t want to recognize climate change, they can just recognize that electric semis and electric vehicles are a flood on the horizon and we’ve got to get ahead of it.”
- House Transportation and Infrastructure (T&I) Committee Ranking Member Sam Graves (R-Mo.) said Republicans would be open to a larger package as long as it didn’t greatly add to the national debt.

Senate Public Works Panel Kicks Off 2021 Infrastructure Hearings

- On February 24, the Senate EPW Committee conducted a hearing entitled "Investing In Transportation While Addressing Climate Change, and Fostering Economic Growth."
- Led by new Chairman Tom Carper (D-DE), the committee wrestled with important questions that will determine whether it will really be possible to pass infrastructure spending that gives States the flexibility and independence they want to improve their transportation infrastructure in a fair and equitable way. The committee also set incredibly lofty goals for future investment, including addressing climate change, improving equity, and fostering economic growth.
- The panelists for the hearing included Governor Gretchen Whitmer of Michigan; Governor Larry Hogan of Maryland; Mayor Michael Hancock of Denver, Colorado; and Victoria Sheehan, President of American Association of State Highway and Transportation Officials (AASHTO) and Commissioner of the New Hampshire Department of Transportation.
- Lawmakers questioned the witnesses on a variety of topics, ranging from investment in infrastructure projects to surface transportation reauthorization bill. The consensus amongst Senators was that the EPW Committee possesses a paramount responsibility in crafting bipartisan legislation that fosters immediate economic recovery, while dedicating adequate attention to environmental review standards.
- Much of the discussion revolved around the future of electric vehicles (EV) as a primary mode of transportation, funding for large-scale building projects, and the role that the federal government can play in providing equitable investment across rural and urban communities alike.
- The Senators and the witnesses repeatedly came back to the ideas of limiting regulations on state DOT's and improving project delivery. They wrestled with the problem of the possibility that the in-progress shift to EVs would eventually make gasoline taxes unworkable as the main revenue mechanism for the Highway Trust Fund, and whether or not to maintain the user-pay system by levying a new Vehicle Miles Traveled tax.

Groups Press Biden on Local Hires for Infrastructure

- On March 1, a large group of cities, unions, transit departments and organizations from 24 states sent a [letter](#) to the President urging his administration to overturn regulation that prohibits local hire incentives on federally funded infrastructure projects.
- "Not only does local hire address the fundamental goal of having residents participate in infrastructure investments in their own towns and cities, it can also increase opportunities for workers of color, women, veterans, returning community members, and others facing barriers to employment," the groups wrote.
- In 2015, the Obama administration launched a local hiring pilot program in the Department of Transportation. Through this pilot program, agencies getting grant funding

through the FTA or the FHWA were able to include local hire provisions.

- The pilot was withdrawn in the Trump administration, reverting back to prohibiting geographic hiring preferences.
- The letter comes one week after New York Democratic Senators Chuck Schumer and Kirsten Gillibrand wrote a [letter](#) to DOT urging them to implement a new local hire pilot program, similar to the one in the Obama administration.

USDOT Announces FY 2021 Round of the INFRA Grant Program

- On February 17, the DOT [announced](#) it is seeking applicants for the FY 2021 round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program. The funding available for this year's grants totals approximately \$889 million.
- "As we work to recover and emerge from this devastating pandemic stronger than before, now is the time to make lasting investments in our nation's infrastructure," said Secretary Buttigieg. "We are committed to not just rebuilding our crumbling infrastructure, but building back in a way that positions American communities for success in the future—creating good paying jobs, boosting the economy, ensuring equity, and tackling our climate crisis. The INFRA grant program is a tremendous opportunity to help achieve these goals."
- The USDOT seeks INFRA projects that address climate change and environmental justice. Projects will be evaluated on whether they were planned as part of a comprehensive strategy to address climate change and whether they support strategies to reduce greenhouse gas emissions such as deploying zero-emission vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled.
- Racial equity will also be considered as a selection criterion, to the extent that project sponsors have completed equity-focused community outreach, and projects are designed to improve connections to underserved communities to reduce barriers to opportunity. The Department will also consider whether the project is located in a federally designated community development zone, including qualified Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods.
- INFRA projects will also be rated on the extent that they apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost effective manner. Additionally, DOT is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction.
- Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

FTA Rescinds Trump Cost-Share Policy in CIG Program

- On February 16, the FTA rescinded Trump administration [guidance](#) for how the federal government would consider applications for project funding under the CIG program.
- The policy prohibited states and local entities from using federal loans as part of their local funding match when applying for grants. Critics of the policy said it established barriers to certain transit projects from qualifying for CIG dollars.
- In a "[Dear Colleague Letter](#)," the FTA said it will now "rely on the CIG statutory framework" to ensure that projects have met federal transportation law, the Major Capital Investment Projects Final rule, and the CIG Final Interim Policy Guidance published in June 2016.
- House T&I Committee Chairman Peter DeFazio (D-Ore.) and other Democratic lawmakers had encouraged President Joe Biden's administration to rescind the FTA policy. "The Trump administration's guidance that put up artificial barriers to critical transit projects is exactly where it should be — in the trash bin," DeFazio said in a statement.

Grant Opportunities & Award Announcements

- [2021 High Priority Program – Innovative Technology Deployment \(HP-ITD\)](#): \$20 million available. Applications due by March 15, 2021.
- [FY 2021 Competitive Funding Opportunity: Low or No Emission Vehicle Program](#): \$180 million available. Applications due by April 12, 2021.



March 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 – April 2021**

General Update

February 19 marked the Legislature's deadline to introduce bills for consideration in the first year of the 2021-22 Legislative Session. Altogether, more than 2,500 bills were introduced between the Senate and Assembly. Policy committee hearings have begun for some bills, but we expect the committees to ramp up the hearings in late-March. The budget committees continue to hear the Governor's budget proposals. The Legislature will break for Spring Recess on March 25.

American Rescue Plan Act of 2021

On March 11, President Biden signed into law the American Rescue Plan of 2021. The emergency relief package provides \$30.5 billion in relief funding to transit agencies nationwide and \$1.7 billion to Amtrak. California's transit agencies are expected to receive approximately \$4 billion in relief funding from the package.

The transit funding included in the bill would flow as follows:

- \$26.086 billion for grants to urbanized areas (FTA 5307)
- \$50 million for grants for seniors and persons with disabilities (FTA 5310)
- \$317.2 million for grants to rural areas (FTA 5311)
- \$100 million for grants to (FTA 5311(F))
- \$2.207 billion for additional assistance to maintain operations (through application to DOT Secretary)
- \$1.675 billion for additional Capital Investment Grant (CIG) support (FTA 5309)
 - \$1.425 billion for [specific New Start and Core Capacity projects](#), a final estimate for additional CIG funds for Caltrain PCEP of \$52,415,186.

Vaccine Distribution

As we reported in our last report, the California Transit Association (Association) submitted a letter to Governor Newsom and several state agencies, requesting that the state include transit workers in Phase 1 of the state's vaccine distribution plan. Subsequently, the California Department of Public Health's (CDPH) COVID-19 Vaccine Drafting Guidelines Workgroup took formal action to include transit

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 and in response, the Association raised concerns with the new plan and urged the Governor to reconsider the decision to deprioritize transit workers in the state’s new plan. **On March 11, CDPH issued a new provider bulletin that allows transit workers to be eligible for the COVID-19 vaccine beginning March 15.**

Bills with Recommended Action

AB 361 (Rivas) Open Meetings

This bill would require a local agency to use teleconferencing without complying with the Brown Act when holding a meeting to declare or ratify a local emergency when state/local health officials have required or recommended social distancing. The bill would require that teleconferenced meetings provide notice of the meeting, post agendas, and means for public comment. This bill would declare the Legislature’s intent to improve and enhance public access to local agency meetings during the COVID-19 pandemic and future emergencies and would eliminate the need for an executive order. **We recommend the District SUPPORT this bill.**

SB 339 (Wiener) Road User Charge

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

Bills of Interest

AB 339 (Lee) Open Meetings: Translation. This bill would require meetings of a legislative body to offer public comment via call-in or internet-based service. The instructions would need to be posted online along with the meeting agenda. Among other requirements, the bill would also require agenda and meeting access instructions to be translated into the language spoken by at least five percent of the people that live in the region governed by the local body. Similarly, the bill would require legislative bodies of local agencies to employ qualified bilingual staff to provide translation services during the meeting in regions that govern a non-English speaking population that makes up five percent of the people served by the body.

AB 629 (Chiu) Blue Ribbon Transit Recovery Task Force

While no substantive amendments are yet in print, this bill will serve as Assembly Member Chiu’s vehicle to move proposals related to the work of the MTC Blue Ribbon Transit Recovery Task Force. The focus of the conversations so far are around a transit network manager construct.

AB 917 (Bloom) Vehicles: Video Imaging of Parking Violations.

This bill would expand current state law to authorize transit agencies to use readily available camera technology to discourage illegal parking in transit-only lanes and at transit stops where parking is already prohibited under existing law. This bill does not create any new violations.

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 3/12/21

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 3/12/21

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 3/12/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 339 Lee D</p> <p>State and local government: open meetings.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation, as provided, and requires translation services to be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized, except as specified. The bill would require instructions on how to attend the meeting to be posted at the time notice of the meeting is publicized, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/21

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>Recommend Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 455 Bonta D</p> <p>Bay Bridge Fast Forward Program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law 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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 476 Mullin D</p> <p>Department of Transportation: state highways: transit bus pilot program..</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 629 Chiu D</p> <p>Subdivisions: local ordinances.</p>	<p>Introduced in the Assembly.</p>	<p>The Subdivision Map Act provides that when a local ordinance requires improvements for a division of land which is not a subdivision of 5 or more lots, regulations must be limited to the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements of the parcels being created. Existing law provides that a subdivider is not required to fulfill those construction requirements until a permit or other grant of approval for development of the parcel is issued, unless otherwise provided by ordinance. This bill would make nonsubstantive changes to those provisions.</p>	<p>Watch</p>
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>In the Assembly Privacy and Consumer Protection Committee.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 917 Bloom D</p> <p>Vehicles: video imaging of parking violations.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward-facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops and stations. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require local governments, as defined, to do an inventory of public restrooms that are available to the homeless population to use during the COVID-19 state of emergency, as defined. The bill would require local governments to report their findings to the Office of Emergency Services, which would be required to compile the information in a report to the Legislature, as provided. This bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1049 Davies R</p> <p>Public Transportation Account: loan repayment.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: Climate Catalyst Revolving Loan Fund Program.</p>	<p>In the Assembly Jobs, Economic Development & the Economy Committee.</p>	<p>(1)Existing law, the Charge Ahead California Initiative, administered by the State Air Resources Board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and establishing a self-sustaining California market for zero-emission and near-zero-emission vehicles in which zero-emission and near-zero-emission vehicles are a viable mainstream option for individual vehicle purchasers, businesses, and public fleets. This bill would establish the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). The bill would require the Governor’s Office of Business and Economic Development (GO-Biz), in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles, as defined, by a public agency, as defined. The bill would require that the master service agreement, at minimum, establish standard pricing for bulk purchases of zero-emission fleet vehicles, taking into consideration applicable financial incentives and low-cost financing options. The bill would require GO-Biz to provide for the first round of zero-emission fleet vehicle acquisitions under the master service agreement no later than January 31, 2022, to the extent feasible, or otherwise as soon thereafter as is reasonably practicable. The bill would establish the Office of the Clean Vehicles Ombudsman, under the control of a director known as the Clean Vehicles Ombudsman, within DGS and require the ombudsman, among other things, to provide technical assistance to a public agency in the procurement of zero-emission fleet vehicles upon request. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1157 Lee D</p> <p>Local transportation funds: State Transit Assistance Program: reports.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1271 Ting D</p> <p>Surplus land.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, the local agency disposing of surplus land to comply with certain notice requirements prior to disposing of the land or participating in negotiations to dispose of the land with a prospective transferee,</p>	<p>Watch</p>

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		<p>particularly that the local agency send a notice of availability to specified entities, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law requires the local agency disposing of the land to send a notice of availability to local entities and housing sponsors for the purpose of developing low- and moderate-income housing, as provided. Existing law specifies requirements that must be met for entities desiring to develop land for those purposes, prioritizes the entity that proposes the greatest number of units, and in the event that more than one entity proposes the same number of units that meet the affordable housing requirements, prioritizes the entity that proposes the deepest average level of affordability for the affordable units. Existing law provides that these provisions do not preclude a local agency, housing authority, or redevelopment agency that purchases land from a disposing agency from reconveying the land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. Existing law authorizes any public agency disposing of surplus land to a specified entity that intends to use the land for certain purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land. Existing law requires, beginning January 1, 2021, a local agency, prior to agreeing to terms for the disposition of surplus land, to provide the Department of Housing and Community Development with a specified description of the process followed to dispose of the land and a copy of any recorded restrictions against the property, as specified, in a form prescribed by the Department of Housing and Community Development. Existing law requires the Department of Housing and Community Development to, among other things, review the description and submit written findings to the local agency within 30 days of receiving the description if the proposed disposal of the land will violate specified provisions of law and includes a timeline for the local agency to respond and take certain action pursuant to the department's findings. Existing law, beginning January 1, 2021, imposes a penalty for violation of these surplus land provisions after a local agency receives the notification from the Department of Housing and Community Development and a penalty for subsequent violations. Existing law authorizes specified entities or persons to bring an action against a local agency to enforce the provisions related to surplus land and allows a local agency 60 days to cure or correct an alleged violation before the action may be brought, except</p>	

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		<p>as specified. This bill would provide that these surplus land provisions do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. The bill would provide that any local agency disposing of surplus land to a specified entity that intends to use the land for specified purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land. The bill would make other technical changes.</p>	
<p>AB 1499 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>In the Assembly Transportation Committee.</p>	<p>(1)Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>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>

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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>

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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

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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>

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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 51 Durazo D</p> <p>Surplus residential property.</p>	<p>In the Assembly Housing and Community Development Committee</p>	<p>This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation. This bill would, with respect to surplus residential property that is located within the City of Los Angeles, instead require that if the surplus residential property is not sold to a former owner or present occupant, as described above, the property be offered at fair market value to purchasers who are present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present occupants. If the surplus residential property</p>	<p>Watch</p>

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		<p>is a historic home, as defined, the bill would then require that the property be offered to the city in which the property is located or a nonprofit private entity dedicated to rehabilitating and maintaining the historic home for public and community access and use, subject to specified terms and conditions. Finally, the bill would require that surplus residential property be offered to a housing-related entity, subject to specified terms and conditions. The bill would require a housing-related entity to cause the property to be used for low- and moderate-income rental housing for a term of at least 55 years, subject to a recorded affordability covenant, as provided, and to provide a first right of occupancy to the present occupants. The bill would authorize the Department of Transportation to designate in regulations, or delegate by agreement to, a public agency to monitor a property's compliance with the bill's terms, conditions, and restrictions, in the case of a historic home, or the recorded covenant, in the case of surplus residential properties sold to a housing-related entity, and authorize the monitoring entity to charge the property owner a fee to cover the cost of monitoring. The bill would provide zoning specifications for the purpose of increasing opportunity for affordable housing within the 710 state route corridor, that would remain in effect until such time as the City of Los Angeles updates the specified community plan and zoning. The bill would require any net increase of housing units to be used for low- and moderate-income rental housing for a term of at least 55 years, and requires the purchase and operation of the property to be subject to a covenant recorded against the property that requires the property to remain available and affordable for rental by lower income and moderate-income households, as defined, for a term no shorter than 55 years. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. 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>

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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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 339 Wiener D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>In the Senate Transportation 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>Recommend Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 372 Leyva D</p> <p>Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.</p>	<p>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>
<p>SB 563 Allen D</p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan adoption process.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing law authorizes the legislative body of a city or county to propose the establishment of an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law requires the proceedings for the establishment of the district to be instituted by the adoption of a specified resolution and requires an infrastructure financing plan to be prepared, as specified. Existing law requires a copy of the resolution and the plan to be sent to each landowner within the district. Existing law requires the public financing authority to consider the adoption of the plan at 3 public hearings and, at the 3rd hearing, terminate the proceedings, adopt the plan, or call an election depending on the percentage of the combined number of landowners and residents in the area who are at least 18 years of age who file a protest. If an election is called, existing law makes adoption of the plan dependent on the vote of that population. This bill, instead, would make the above-described plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 623 Newman D</p> <p>Electronic toll and transit fare collection systems.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 640 Becker D</p> <p>Transportation financing: jointly proposed projects.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly submit to the commission a list of proposed projects to be funded by the cities and counties' apportionments of those funds, as specified. The bill would require that funds apportioned jointly to cities and counties for this purpose be available for expenditure for 3 full fiscal years after the apportionment.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: transportation-related contracts.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state’s long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 719 Min D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require the exempt surplus land to require the residential units on the land to comply with specified affordability requirements, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. The bill would make a local agency that violates these requirements subject to specified penalties. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 771 Becker D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure W revenues if the state did not reimburse local entities for lost revenues. The requested amendment would be to restore the local reimbursement for lost revenues.</p>	<p>Watch</p>