



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=L09zRIAweUpSVUg3L1V5U1RoUXFrzd09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

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

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

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

WEDNESDAY, SEPTEMBER 1, 2021

2:00 PM

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. CONFERENCE WITH LEGAL COUNSEL – REPORT FROM CLOSED SESSION AT AUGUST 4 SPECIAL BOARD MEETING**
 - a. Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

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

4. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Regular Meeting of August 4, 2021 and Special Meetings of August 4 and August 24, 2021
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2021
- c. Acceptance of Capital Projects Quarterly Status Report - 4th Quarter FY 2021
- d. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds

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 in Support of the 4th Annual California Clean Air Day

7. REPORT OF THE GENERAL MANAGER/CEO

8. BOARD MEMBER REQUESTS/COMMENTS

9. RECESS TO COMMITTEE MEETINGS

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

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of August 4, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Monthly Performance Report – July 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 August 4, 2021
3. Award of Contract for On-call Program Management Oversight Services
4. Award of Contract for Preliminary Design of Electrical Infrastructure Upgrades for Two Bus Maintenance Facilities
5. 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 August 4, 2021
3. Declaration that Certain Real Property Located at Sequoia Station is Exempt Surplus Land that is Not Necessary for the District's Use Pursuant to the Surplus Land Act; Authorization to Negotiate to Dispose of the Property, and Related CEQA Findings
4. Motion to Accept the US-101 Mobility Action Plan

INFORMATIONAL

5. San Mateo County Shuttle Study Update
6. 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 August 4, 2021

INFORMATIONAL

3. State and Federal Legislative Update
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 – July 2021

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTIONS

- a. Awarding a Contract to Jacobs Project Management Company for On-call Program Management Oversight Services for a Not-to-exceed Amount of \$2.5 Million for a Five-year Term
- b. Awarding a Contract to Stantec Consulting Services, Inc. for Preliminary Design of Electrical Infrastructure Upgrades for Two Bus Maintenance Facilities for a Not-to-exceed Amount of \$415,089 for a One-year Term

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

RESOLUTION

- a. Declaring Pursuant to the Surplus Land Act that Certain Real Property Located at Sequoia Station is Exempt Surplus Land that is Not Necessary for the District's Use; Authorizing District Staff to Proceed to Negotiate to Dispose of the Property; Finding that Such Declaration is Exempt from the California Environmental Quality Act

MOTION

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

SUBJECT DISCUSSED

- c. San Mateo County Shuttle Study Update

14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

- 16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, October 6, 2021 at 2:00 pm, via Zoom teleconference (additional location, if any, to be determined)

17. GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Serenity Woods, et al. v. San Mateo County Transit District, et al.; San Mateo County Superior Court Case No. 18-CIV-06092
- b. Closed Session: Conference with Real Property Negotiators
Property: Sequoia Station Shopping Center on El Camino Real in Redwood City, APN 052-550-010
District Negotiators: Carter Mau, April Chan, and Joan Cassman
Negotiating Party: Lowe Enterprises
Under Negotiation: Price and Terms of Payment

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

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

Agency-designated Representatives: Pat Glenn and David Olmeda

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

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

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.

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

**MINUTES OF BOARD OF DIRECTORS MEETING
AUGUST 4, 2021**

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

MEMBERS ABSENT: M. Fraser, C. Stone (Chair)

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

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Vice Chair Peter Ratto called the meeting to order at 2:02 pm and 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 Meeting of July 7, 2021

b. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2021

c. Acceptance of Quarterly Fuel Hedge Update

d. Award of Contract to Provide On-call Ambassador Services – *Approved by Resolution No. 2021-35*

e. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2021

Public Comment:

Michael Levinson, Paratransit Coordinating Council (PCC), asked if the PCC could be added to the list to receive updates on the ambassador program.

Motion/Second: Groom/Medina

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

Noes: None

Absent: Fraser, Stone

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

- Roland said that people calling into the Zoom meetings get disconnected when the meetings begin.
- Davis Turner, Seamless Bay Area, said he supported the fare changes proposed by MTC (Metropolitan Transportation Commission).
- Adina Levin, Seamless Bay Area, noted that September would be Bay Area Transit Month, a region-wide celebration of public transit.

- Raayan Mohtashemi expressed his support of fare integration and other transit system integration measures.
- Adrian Brandt said he supported transit riders being able to move seamlessly throughout the region.
- Madeline expressed her support for the integrated seamless fare system.
- San Mateo County Community College District submitted a written comment in support of the rate restructuring through the Way2Go pass program.

5. REPORT OF THE CHAIR

There was no report.

6. REPORT OF THE GENERAL MANAGER/CEO

Carter Mau, Acting General Manager/CEO, noted that the report was in the packet.

He said that the known vaccination rate for SamTrans employees is 76 percent and that masks are now required indoors at facilities for all employees whether vaccinated or not per CDC (Centers for Disease Control and Prevention) guidelines.

He said he attended a memorial service at the SAP Center at San Jose for the VTA (Santa Clara Valley Transportation Authority) shooting victims.

He noted the formation of a mental health resource group for employees.

7. BOARD MEMBER REQUESTS/COMMENTS

There were no requests.

8. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:27 pm.

9. RECONVENE BOARD OF DIRECTORS MEETING

Vice Chair Ratto reconvened the Board meeting at 3:34 pm.

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault reported on the following items:

SUBJECTS DISCUSSED:

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

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

Director Josh Powell led the Board in voting on the following item:

ORDINANCE NO. 107:

- a. Authorizing Reclassifications, Title Changes, Modification, and Addition of Positions to the Table of Position Classifications --- *Approved Ordinance No. 107*

Motion/Second: Powell/Pine
Ayes: Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto
Noes: None
Absent: Fraser, Stone

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

Director Carole Groom led the Board in voting on the following item:

RESOLUTION:

- a. Approving Way2Go Pass Changes, Approving the Associated Title VI Analysis, Authorizing Extension of the Clipper START Regional Means-based Fare Pilot Program, and Updating the Fare Structure -- *Approved by Resolution No. 2021-36*

Motion/Second: Powell/Gee
Ayes: Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto
Noes: None
Absent: Fraser, Stone

Director Groom reported on the following item:

SUBJECT DISCUSSED:

- b. ECR Corridor Initiatives: Updates on Transit Signal Priority (TSP) and Bus Speed and Reliability Study

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Groom reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Vice Chair Ratto announced the time and location of the next meeting as Wednesday, September 1, 2021 at 2:00 pm, with teleconference or location details to be provided prior to the meeting.

16. GENERAL COUNSEL REPORT

Director Jeff Gee said that as a director on SamTrans and Caltrain, and as a Redwood City Councilmember, he would recuse himself on any actions for Item #16b.

Public Comment:

Roland said the Redwood City Council's actions concerning downtown Redwood City and Redwood Junction/North Fair Oaks should be reviewed.

Joan Cassman, Legal Counsel, said that following the two closed sessions, the Board would reconvene into open session to report any actions taken before recessing to the special meeting.

The Board convened into closed session at 3:43 pm.

a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Daniel Rodriguez v. San Mateo County Transit District, Case No. 19-CIV-06667

b. Closed Session: Conference with Real Property Negotiators

Property: Sequoia Station Shopping Center on El Camino Real in Redwood City, APN 052-550-010

District Negotiators: Carter Mau, April Chan, and Joan Cassman

Negotiating Parties: District and Lowe Enterprises

Under Negotiation: Price and Terms of Payment

The Board reconvened into open session at 4:41 pm.

Ms. Cassman noted that the Board completed discussion of two different matters in closed session. She said that regarding the first closed session on existing litigation in the employment disability case of Daniel Rodriguez versus the San Mateo County Transit District, the Board passed a motion to approve a settlement in the amount of \$700,000, with the District's total contribution equal to the self-insured retention under its employer liability insurance policy of \$300,000 and the balance covered by insurance.

Motion/Second: Gee/Pine

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

Noes: None

Absent: Fraser, Stone

Ms. Cassman said that in regards to the second closed session matter involving real property negotiations related to the redevelopment of the Sequoia Station Shopping Center in Redwood City, there is no action to report.

17. ADJOURN

The meeting adjourned at 4:42 pm.

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

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

AUGUST 4, 2021

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

MEMBERS ABSENT: M. Fraser, J. Gee, C. Stone (Chair)

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

1. CALL TO ORDER

Vice Chair Peter Ratto called the meeting to order at 4:43 pm.

Public Comment:

Roland said that eventually SamTrans would no longer be the managing agency for Caltrain.

2. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL

Vice Chair Peter Ratto noted upon the advice of Joan Cassman, Legal Counsel, that any action taken during the closed session would be reported at the next regular Board meeting on September 1.

The Board convened into closed session at 4:47 pm.

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

3. ADJOURN

The special board meeting adjourned at 5:18 pm.

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

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

AUGUST 24, 2021

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

MEMBERS ABSENT: None

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

1. CALL TO ORDER / PLEDGE OF ALLEGIANCE

Chair Charles Stone called the meeting to order at 9:04 am, and requested that Director Jeff Gee lead the Pledge of Allegiance.

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

2. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

There were no comments.

3. FINANCIAL SUSTAINABILITY UPDATE

Carter Mau, Acting General Manager/CEO, provided introductory remarks about what type of service network SamTrans needs to provide to serve the regional market, especially with the added challenge of the pandemic.

Derek Hansel, Chief Financial Officer, provided the presentation.

Director Gee suggested that the Board have a future discussion about implementing strategies to reduce pension liability. Mr. Hansel responded that the District is exploring such strategies.

Chair Stone asked about the possibility of running a pilot of various equity programs involving free transit. Mr. Hansel said that staff would investigate and provide the numbers. Chair Stone asked if the District had made any progress in setting up a meeting with MTC (Metropolitan Transportation Commission) on the topics of zero emissions and the electrification of Caltrain. Mr. Hansel said that they had had several different conversations with MTC on improvements of infrastructure and rolling stock.

4. REIMAGINE SAMTRANS UPDATE

Christy Wegener, Director of Planning, provided the initial part of the presentation on policy guidance and assumptions.

Director Josh Powell said he was on board with the District's understanding of equity versus equality.

Director Rico Medina said that it is important to educate the community about changes to the bus system.

Vice Chair Peter Ratto said resources could be put to better use. He said he was in favor of increasing bus capacity, adding that it is not that much of hardship to have standees on buses since most trips are short.

Director Gee concurred that the hybrid commuting model was replacing the 9-to-5 model.

Director Dave Pine expressed doubt that the passenger maximum load would return to pre-COVID levels or higher. Ms. Wegener said that the tolerance for crowding depends on the route type and they would be looking at exactly what the loads are.

Director Marina Fraser said that she was supportive of improved service allocations for schools. She said that it was critical that the public be aware of the amount of resources needed to provide school services during peak times.

Chair Stone said the Board was interested in continuing with more outreach to and engagement with the public. He said he was concerned with the effect of the state mandates and alignment with school bell schedules, noting that staggered start/end times would help the outcome for service delivery. He asked what the long-term effects of the pandemic would be on transit ridership.

Director Carole Groom asked about having a conversation about fare reduction or elimination.

Director Rose Guilbault said that Reimagine should come with some sort of rebranding. She said that SamTrans' role is that of mobility manager for San Mateo County. Mr. Mau noted that there would be a regionwide fare study as part of the Blue Ribbon Task Force, which would be discussed at a future Board meeting. He said the website redesign included SamTrans rebranding.

The Board meeting recessed at 10:18 am and reconvened at 10:26 am.

Millie Tolleson, Principal Planner, continued with the presentation on the three network alternatives overview and public input.

Chair Stone asked where the equity priority areas are. Ms. Tolleson said in Daly City, South San Francisco, San Bruno, portions of Millbrae, Northern San Mateo, Redwood City, Fair Oaks, East Palo Alto, and a sliver of Redwood Shores.

Director Guilbault asked how many students use the Portola Valley route. Ms. Tolleson said 20 students in the afternoon and nine students in the morning. She said the priority is to preserve the afternoon service based on parental preference. Director Guilbault asked how they make the decisions on service since the route is not on the equity map.

Vice Chair Ratto said the route that he hears is of most interest to riders is Route 292. He said he was pleased that the route was being retained.

Chair Stone asked if they had metrics for how equity would work. Ms. Tolleson said they would be working on that over the next few months.

Director Gee asked staff to further define equity priorities so that the Board can weigh in more and reach agreement.

The Board meeting recessed at 10:46 am and reconvened at 11:10 am.

Ms. Wegener and Ms. Tolleson continued the presentation on the draft preferred network.

Director Gee asked when the next riders survey would be; Ms. Wegener said September - October 2021.

Vice Chair Ratto expressed his support for the alternatives.

Director Groom said the County has purchased a hotel in Redwood Shores for housing low-income seniors. Ms. Tolleson said the portion of Route 260 that is being retained would serve that facility.

Director Fraser expressed her support for the route alternatives meeting the equity needs.

Vice Chair Ratto asked what the northern terminus of Route 112 would be. Ms. Tolleson said it would remain at Colma, but the southern terminus would change to Sharp Park.

Chair Stone noted that a large development was going in near or at the Serramonte Center in Daly City. Ms. Tolleson said that the Serramonte area would continue to have robust service. Chair Stone suggested that outreach be made to the cities' community development departments. Ms. Wegener said the technical advisory group, which includes various city representatives, would be reviewing the route alternatives. Chair Stone asked about restoring service on Route FCX (Foster City Express). Ms. Wegener said the service was scheduled to be fully restored in August 2022. Chair Stone suggested outreach to Foster City residents that the route is currently running and has been doing so continuously throughout the pandemic.

Chair Stone asked how the District was facing staffing challenges. David Olmeda, Chief Operating Officer/Bus, said that the operator onboarding process takes 10 weeks for

training alone. Mr. Mau said all transit agencies in the Bay Area are experiencing operator shortages, due to a lack of retention. Chair Stone said the high cost of living in the Bay Area is a deterrent to hiring potential operators.

Chair Stone asked what factors helped define the equity priority areas. Ms. Tolleson said they are based on predefined census tracts. She said the primary indicators are income, no-car households, and non-white populations. He asked if the new on-demand services would be pilots. Ms. Wegener said that both the on-demand and some of the fixed routes would be pilots. She said for the on-demand service, they would now operate two vehicles instead of one and that the service would overlay the fixed-route service.

Chair Stone asked if the ECR (El Camino Real) Rapid route would have a possibility of being reinstated in the future. Ms. Wegener said that resources currently do not allow reinstatement of the service. She said that planning would continue to evolve beyond the Reimagine alternatives. Chair Stone said that east-west commute time is already being affected by TSP (traffic signal priority) on north-south routes and electrification of Caltrain. He asked if TSP would be needed on buses once Caltrain ridership achieves equity since it would essentially be duplicating Caltrain service. Ms. Wegener said that Rapid riders do not just go from train station to train station. She said that the ECR route could be sped up with fewer stops if they have a system where there is fare integration with Caltrain.

Chair Stone asked what future outreach plans were. Ms. Tolleson noted the email address Reimagine@samtrans.com where the public can receive a reply from staff and the public website [Reimaginesamtrans.com](https://www.samtrans.com/reimagine) where input can be submitted via a comment form. Chair Stone praised the efforts of the Planning department to inform the public with the email address, website, and surveys.

Mr. Mau thanked the Board for their support and said the District was looking forward to receiving input from the public.

5. ADJOURN

The meeting adjourned at 12:24 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of July year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$4.9 million higher than the prior year. This is primarily driven by the District Sales Tax (page 1, line 10) and Measure W Sales Tax (Page 1, line 11). The increases are partially offset by decreases in SMCTA Measure A (Page 1, line 6).

Year to Date Expenses: As of July year-to-date actual, the Total Uses of Funds (page 1, line 43) are \$2.1 million lower than the prior year-to-date actual. This is primarily due to the decreases in Caltrain (page 1, line 24) and the Draw from prior year surplus (page 1, line 41). The decreases are partially offset by increases in the Motor Bus segment (page 1, line 22), ADA expenses (page 1, line 23), Reserve for Operating Reserve Fund (page 1, line 39), and the Reserve for Sales Tax Stabilization Fund (page 1, line 40).

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

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

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

650-551-6180
650-622-7890

**SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2022
JULY 2021**

% OF YEAR ELAPSED: 8.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<u>SOURCES OF FUNDS</u>							
Operating Revenues							
1 Passenger Fares	36,578	678,607	642,028	1,755.2%	8,183,000	8,183,000	-
2 Local TDA and STA Funds	3,191,353	3,541,661	350,308	11.0%	42,499,928	42,499,928	-
3 Pass through to Other Agencies	31,695	49,781	18,086	57.1%	597,375	597,375	-
4 CARES Act Funds	-	-	-	100.0%	16,037,830	16,037,830	-
5 Operating Grants	310,054	497,243	187,190	60.4%	4,392,998	4,392,998	-
6 SMCTA Measure A	1,504,720	315,467	(1,189,253)	(79.0%)	3,785,600	3,785,600	-
7 AB434 Funds, TA Funded Shuttle & Other	34,862	24,943	(9,920)	(28.5%)	315,900	315,900	-
8 Subtotal - Operating Revenues	5,109,263	5,107,702	(1,562)	0.0%	75,812,631	75,812,631	-
Other Revenue Sources							
10 District Sales Tax	5,603,322	8,040,833	2,437,511	43.5%	96,490,000	96,490,000	-
11 Measure W Sales Tax	2,758,659	4,020,417	1,261,758	45.7%	48,245,000	48,245,000	-
12 Investment Income	288,781	201,895	(86,886)	(30.1%)	2,840,000	2,840,000	-
13 Other Interest, Rent & Other Income	375,256	221,794	(153,462)	(40.9%)	5,845,069	5,845,069	-
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	2,736,501	4,181,049	1,444,548	52.8%	33,829,222	33,829,222	-
15							
16 Subtotal - Other Revenues	11,762,519	16,665,988	4,903,469	41.7%	187,249,291	187,249,291	-
17 Total Revenues	16,871,783	21,773,690	4,901,907	29.1%	263,061,922	263,061,922	-
18 Total Sources of Funds	16,871,783	21,773,690	4,901,907	29.1%	263,061,922	263,061,922	-
19							
<u>USES OF FUNDS</u>							
21 PCJPB, SMCTA & SAMTR Capital W&B	2,736,501	4,181,049	1,444,548	52.8%	33,829,222	33,829,222	-
22 Motor Bus	17,740,034	20,005,399	2,265,364	12.8%	144,208,978	144,208,978	-
23 A. D. A. Programs	734,779	2,115,306	1,380,527	187.9%	17,877,833	17,877,833	-
24 Caltrain	1,226,054	-	(1,226,054)	(100.0%)	-	-	-
25 Other Multi-modal Programs	155,974	56,004	(99,970)	(64.1%)	2,780,281	2,780,281	-
26 Pass through to Other Agencies	31,695	49,781	18,086	57.1%	597,375	597,375	-
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
28 Total Operating Expense	22,625,038	26,407,539	3,782,501	16.7%	199,389,100	199,389,100	-
29							
30 Total Operating Surplus / (Deficit)	(5,753,255)	(4,633,849)	1,119,406	(19.5%)	63,672,822	63,672,822	-
31							
32 District Sales Tax Capital	466,182	303,517	(162,665)	(34.9%)	3,642,205	3,642,205	-
33 Measure W Sales Tax Capital	83,333	567,560	484,227	100.0%	6,810,721	6,810,721	-
34 Reserves for Future Capital Allocation	-	-	-	100.0%	-	-	-
35 Sales Tax Allocation - Capital Program	549,515	871,077	321,562	58.5%	10,452,926	10,452,926	-
36							
37 Total Debt Service	738,898	701,057	(37,842)	(5.1%)	19,149,881	19,149,881	-
38							
39 Reserve for Operating Reserve Fund	-	5,544,177	5,544,177	100.0%	41,240,626	41,240,626	-
40 Reserve for Sales Tax Stabilization Fund	-	1,206,125	1,206,125	100.0%	14,473,500	14,473,500	-
41 Draw from prior year surplus	-	(12,956,285)	(12,956,285)	100.0%	(21,644,111)	(21,644,111)	-
42							
43 Total Uses of Funds	23,913,451	21,773,690	(2,139,761)	(8.9%)	263,061,922	263,061,922	-
44							
45 NET SURPLUS / (DEFICIT)	(7,041,668)	-	7,041,668	(100.0%)	-	-	-

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

% OF YEAR ELAPSED: **8.3%**

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	36,478	643,981	607,502	1,665.4%	7,753,000	7,753,000	-
2 LOCAL (TDA) TRANSIT FUND	2,712,488	2,872,821	160,333	5.9%	34,473,853	34,473,853	-
3 STATE TRANSIT ASSISTANCE	295,011	464,665	169,654	57.5%	5,575,975	5,575,975	-
4 OPERATING GRANTS	310,054	15,900	(294,153)	(94.9%)	1,808,887	1,808,887	-
5 DISTRICT SALES TAX REVENUE	14,020,289	15,781,999	1,761,710	12.6%	89,551,669	89,551,669	-
6 INVESTMENT INTEREST INCOME	224,985	169,889	(55,097)	(24.5%)	2,475,000	2,475,000	-
OTHER REVENUE SOURCES:							
7 Rental Income	85,010	13,803	(71,207)	(83.8%)	1,684,688	1,684,688	-
8 Advertising Income	31,403	25,115	(6,288)	(20.0%)	745,500	745,500	-
9 Other Income	24,316	17,226	(7,090)	(29.2%)	140,406	140,406	-
10 TOTAL OTHER REVENUES	140,729	56,144	(84,585)	(60.1%)	2,570,594	2,570,594	-
11 TOTAL MOTOR BUS	17,740,034	20,005,399	2,265,365	12.8%	144,208,978	144,208,978	-
AMERICAN DISABILITIES ACT:							
12 Passenger Fares Redi-Wheels	100	34,626	34,526	34,526.0%	430,000	430,000	-
13 Local TDA 4.5 Redi-Wheels	144,200	151,201	7,001	4.9%	1,814,413	1,814,413	-
14 Local STA - Paratransit	39,654	52,974	13,321	33.6%	635,687	635,687	-
15 Operating Grants	35,699	481,343	445,644	1,248.3%	2,584,111	2,584,111	-
16 Sales Tax Revenue - ADA	1,075,176	1,040,655	(34,521)	(3.2%)	6,913,022	6,913,022	-
17 Interest Income - Paratransit Fund	63,795	32,006	(31,789)	(49.8%)	365,000	365,000	-
18 SMCTA Measure A Redi-Wheels	278,667	315,467	36,800	13.2%	3,785,600	3,785,600	-
19 SM County Measure K	-	-	-	0.0%	-	-	-
20 Measure M Paratransit	109,826	7,033	(102,793)	(93.6%)	1,350,000	1,350,000	-
21 TOTAL ADA PROGRAMS	1,747,117	2,115,306	368,189	21.1%	17,877,833	17,877,833	-
MULTI-MODAL TRANSIT PROGRAMS:							
22 Transfer from SMCTA for Caltrain	1,226,054	-	(1,226,054)	(100.0%)	-	-	-
23 Other Sources - Caltrain	-	-	-	0.0%	-	-	-
24 AB434 Funds-SamTrans Shuttle	34,862	24,943	(9,920)	(28.5%)	315,900	315,900	-
25 Employer SamTrans Shuttle Funds	84,690	113,473	28,783	34.0%	1,762,500	1,762,500	-
26 Dumbarton Rental Income	40,010	45,144	5,134	12.8%	161,975	161,975	-
27 Sales Tax Revenue - Gen. Operating Asst.	1,012	(127,556)	(128,568)	12,700.6%	539,906	539,906	-
28 TOTAL MULTIMODAL	1,386,629	56,004	(1,330,625)	(96.0%)	2,780,281	2,780,281	-
29 TOTAL REVENUES	20,873,780	22,176,709	1,302,929	6.2%	164,867,092	164,867,092	-

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

% OF YEAR ELAPSED: 8.3%

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	11,914,912	13,042,939	1,128,027	9.5%	74,245,160	74,245,160	-
2							
3 Services:							
4 Board of Directors	9,296	18,088	8,793	94.6%	118,733	118,733	-
5 Contracted Vehicle Maintenance	25,553	9,843	(15,710)	(61.5%)	1,364,178	1,364,178	-
6 Property Maintenance	11,537	12,615	1,078	9.3%	1,757,000	1,757,000	-
7 Professional Services	18,870	108,871	90,001	477.0%	5,998,730	5,998,730	-
8 Technical Services	207,363	496,905	289,542	139.6%	10,299,017	10,299,017	-
9 Other Services	75,922	14,620	(61,302)	(80.7%)	4,341,939	4,331,939	(10,000)
10 Materials & Supply:							
11 Fuel and Lubricants	167,072	158,595	(8,477)	(5.1%)	3,526,864	3,526,864	-
12 Bus Parts and Materials	98,169	90,282	(7,887)	(8.0%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	15,246	2,932	(12,315)	(80.8%)	1,093,563	1,093,563	-
14 Timetables and Tickets	-	-	-	0.0%	224,134	224,134	-
15 Office Supplies / Printing	11,527	7,552	(3,974)	(34.5%)	405,194	405,194	-
16 Other Materials and Supply	5,982	7,210	1,227	20.5%	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	10,316	1,432	(8,884)	(86.1%)	669,200	669,200	-
20 Other Utilities	7,186	4,796	(2,390)	(33.3%)	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,585,441	383,486	17.4%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	17,678	22,415	4,737	26.8%	600,000	600,000	-
23 Workers' Compensation	166,906	230,000	63,094	37.8%	3,756,275	3,756,275	-
24 Taxes and License Fees	32,528	53,647	21,119	64.9%	967,142	967,142	-
25 Leases and Rentals	1,600	562	(1,038)	(64.9%)	81,900	81,900	-
26 Promotional and Legal Advertising	6,365	14	(6,351)	(99.8%)	1,252,443	1,252,443	-
27 Training and Business Travel	88	4,598	4,510	51.4	675,125	675,125	-
28 Dues and Membership	13,897	71,000	57,103	410.9%	188,467	188,467	-
29 Postage and Other	26,272	18,768	(7,504)	(28.6%)	217,442	227,442	10,000
30							
31 Total District Operated Buses	15,046,240	16,963,125	1,916,885	12.7%	118,684,861	118,684,861	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	1,608,033	1,700,000	91,967	5.7%	21,123,100	21,123,100	-
35 Coastside Services	130,964	135,312	4,348	3.3%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	14,017	19,447	5,430	38.7%	229,300	229,300	-
37 La Honda - Pescadero	-	-	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	2,497	10,175	7,679	307.5%	72,000	72,000	-
39 CUB Related Wages & Benefits	31,383	24,155	(7,228)	(23.0%)	505,717	505,717	-
40 CUB Related Other Support	399	3,902	3,503	878.2%	143,936	143,936	-
41 CUB Insurance	901,592	1,201,398	299,806	33.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	4,910	(52,116)	(57,026)	(1,161.4%)	200,000	200,000	-
43 Total Contracted Bus Service	2,693,794	3,042,274	348,479	12.9%	25,524,117	25,524,117	-
44							
45 TOTAL MOTOR BUS	17,740,034	20,005,399	2,265,364	12.8%	144,208,978	144,208,978	-

OPERATING EXPENSES
FISCAL YEAR 2022
JULY 2021

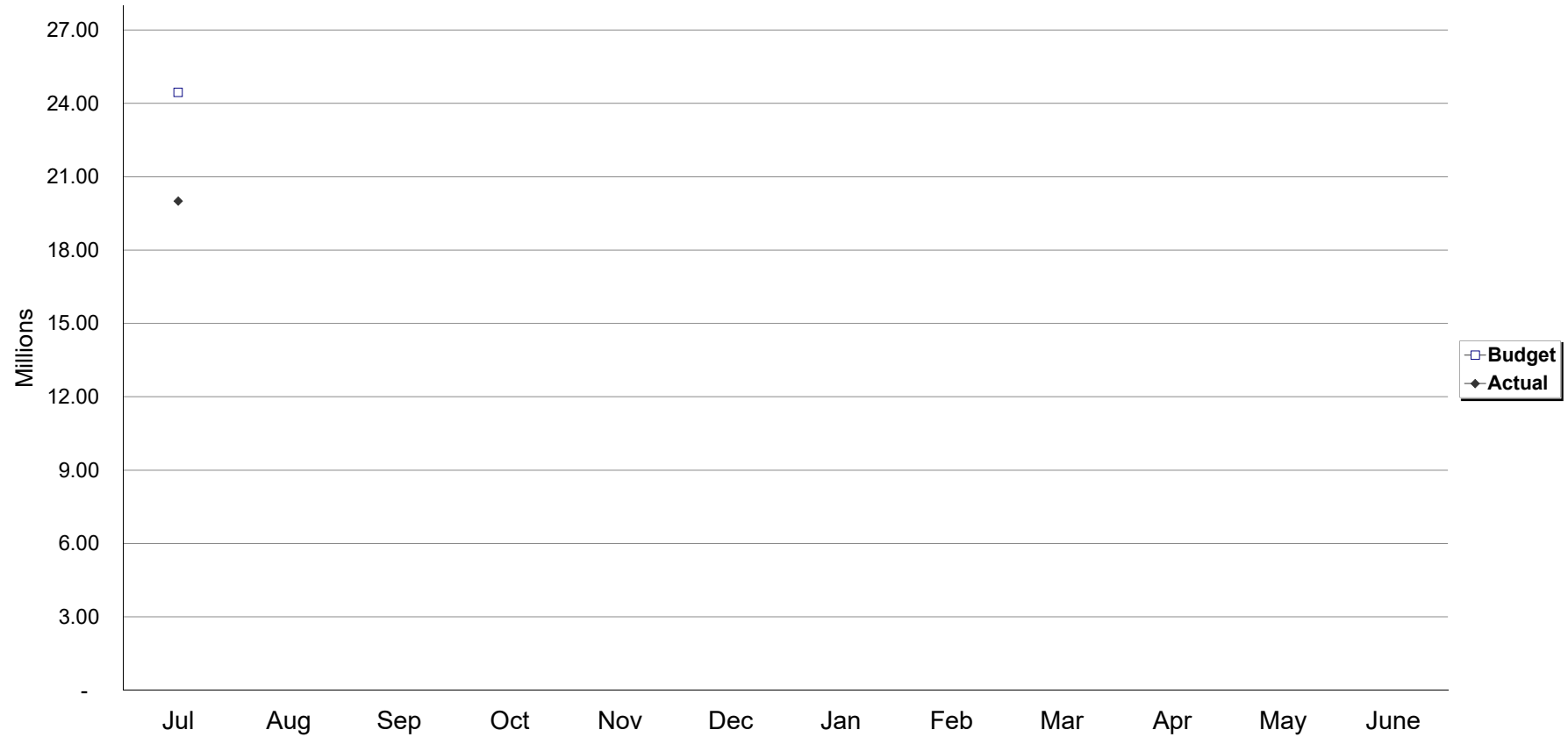
% OF YEAR ELAPSED: **8.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%	BUDGET	FORECAST	\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE			VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	493,012	597,331	104,319	21.2%	7,675,510	7,675,510	-
ADA Sedans / Taxi Service	180,913	194,061	13,148	7.3%	2,212,350	2,212,350	-
Coastside ADA	97,637	91,145	(6,492)	(6.6%)	1,500,000	1,500,000	-
ADA Related Wages & Benefits	223,415	165,300	(58,115)	(26.0%)	2,768,826	2,768,826	-
ADA Related Other Support	8,296	10,943	2,647	31.9%	2,332,603	2,332,603	-
ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
ADA Claims Reserves & Payments	-	-	-	0.0%	200,000	200,000	-
TOTAL ADA PROGRAMS	1,747,117	2,115,306	368,189	21.1%	17,877,833	17,877,833	-
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	1,226,054	-	(1,226,054)	(100.0%)	-	-	-
Total Caltrain Service	1,226,054	-	(1,226,054)	(100.0%)	-	-	-
OTHER SUPPORT							
SamTrans Shuttle Service	155,799	63,431	(92,367)	(59.3%)	2,331,500	2,331,500	-
Shuttle Related Wages & Benefits	4,602	(10,132)	(14,734)	(320.2%)	91,806	91,806	-
Dumbarton M.O.W.	-	-	-	0.0%	161,975	161,975	-
Maintenance Multimodal Facilities	175	2,705	2,530	1,445.6%	195,000	195,000	-
Total Other Support	160,575	56,004	(104,572)	(65.1%)	2,780,281	2,780,281	-
TOTAL MULTI-MODAL PROGRAMS	1,386,629	56,004	(1,330,625)	(96.0%)	2,780,281	2,780,281	-
TOTAL OPERATING EXPENSES	20,873,780	22,176,709	1,302,928	6.2%	164,867,092	164,867,092	-

SAN MATEO COUNTY TRANSIT DISTRICT

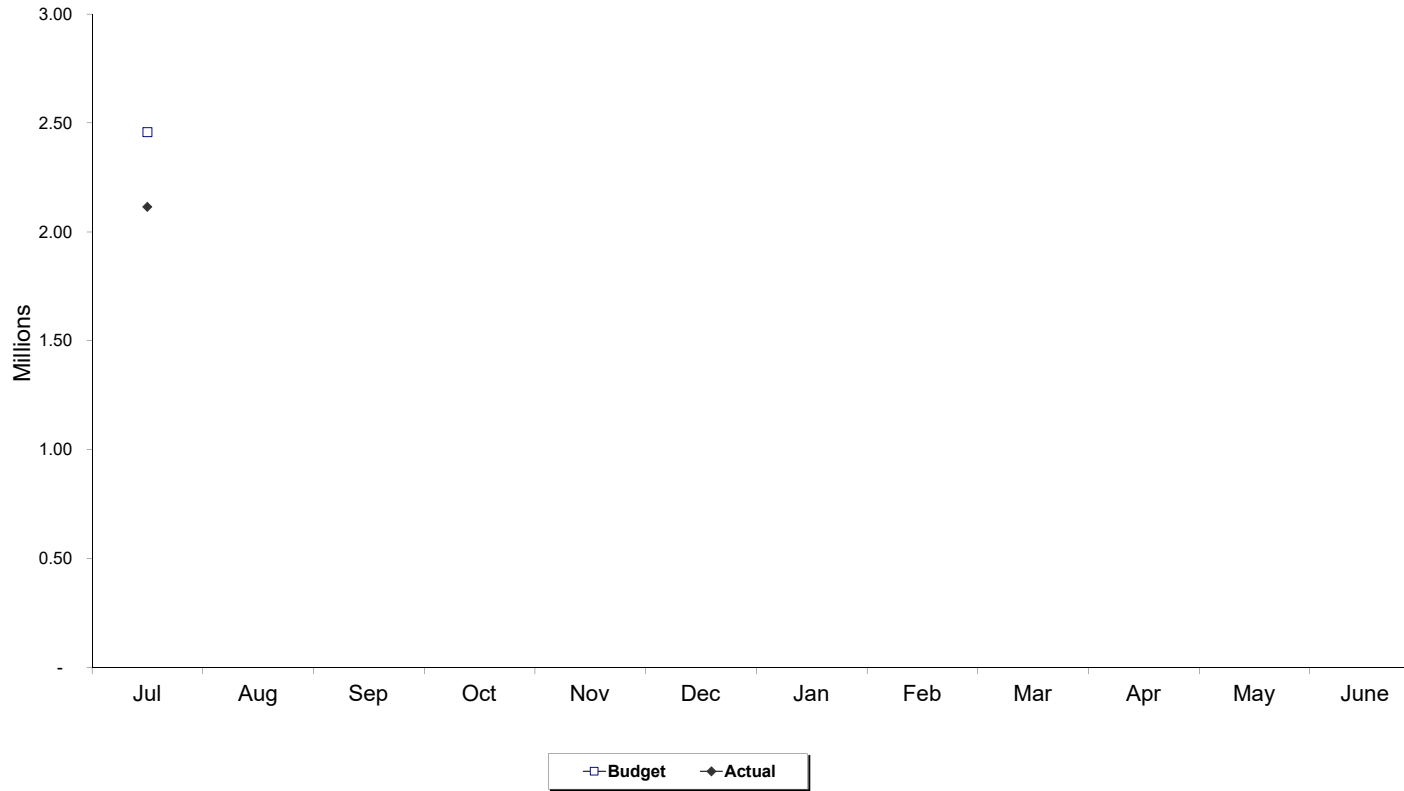
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520											
Actual	20,005,399											
CUMULATIVE EXPENSES												
Budget	24,442,520											
Actual	20,005,399											
Variance - F(U)	4,437,121											
Variance %	18.2%											

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

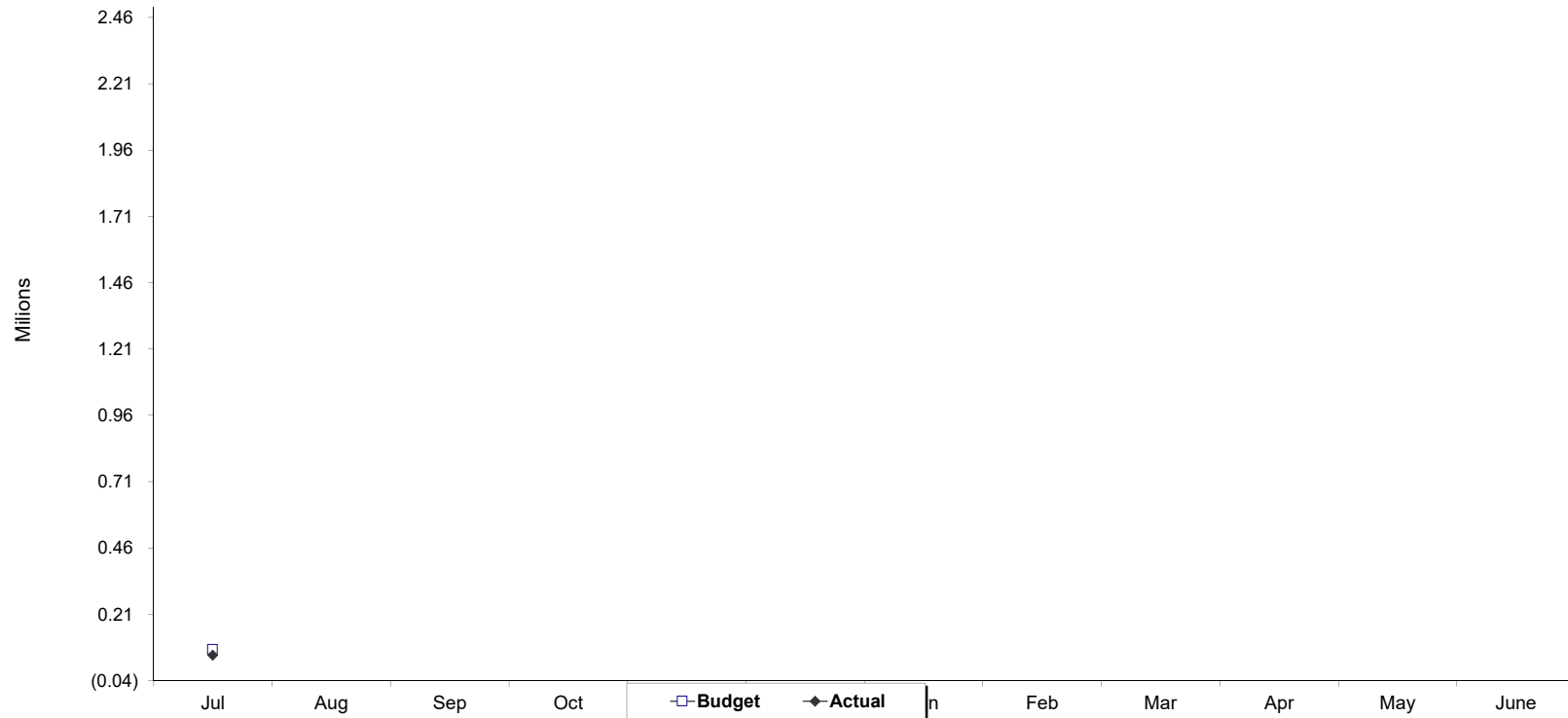


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,458,870											
Actual	2,115,306											
CUMULATIVE EXPENSES												
Budget	2,458,870											
Actual	2,115,306											
Variance - F(U)	343,564											
Variance %	14.0%											

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	77,345											
Actual	56,004											
CUMULATIVE EXPENSES												
Budget	77,345											
Actual	56,004											
Variance - F(U)	21,341											
Variance %	27.6%											

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

7/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	56,093,713.90
Bank of America Checking (Restricted)	9,690,711.72
Wells Fargo	0.00
LAIF	74,954,231.74

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	184,491,664.84
MMF - US Bank Custodian Account	11,449,067.67

Debt Service Reserves Held By Trustee	3,199,140.40
--	--------------

TOTAL **339,878,530.27**

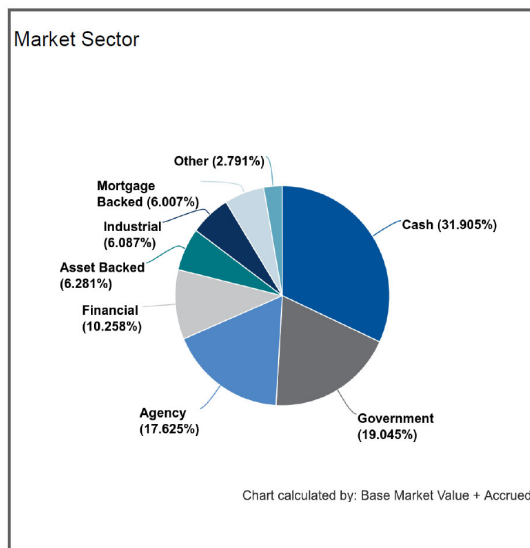
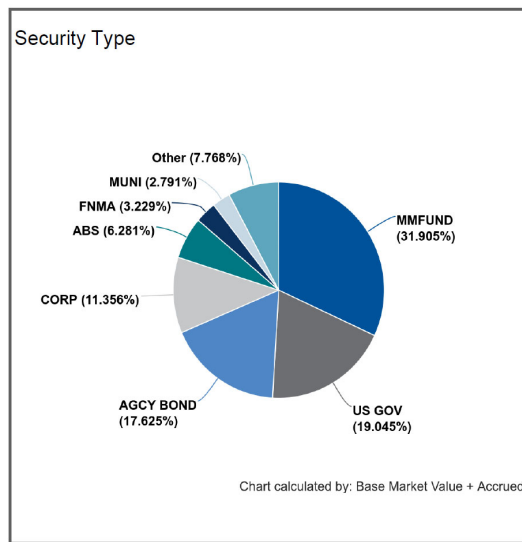
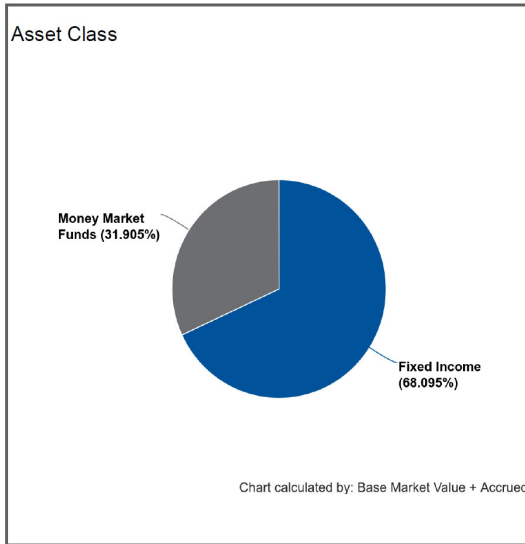
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
Risk Metric	Value
MMFund (incl LAIF)	86,403,299.41
Fixed Income	184,491,664.84
Duration	2.014
Convexity	0.056
WAL	1.543
Years to Final Maturity	2.192
Years to Effective Maturity	1.542
Yield	0.366
Book Yield	0.769
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - LAIF) State of California	27.679%
Other	22.331%
United States	19.045%
Federal Home Loan Mortgage Corporation	15.713%
Federal National Mortgage Association	7.204%
U.S. Bancorp	4.926%
Mitsubishi UFJ Financial Group, Inc.	1.661%
Capital One Financial Corporation	1.441%
---	100.000%

Footnotes: 1,2

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



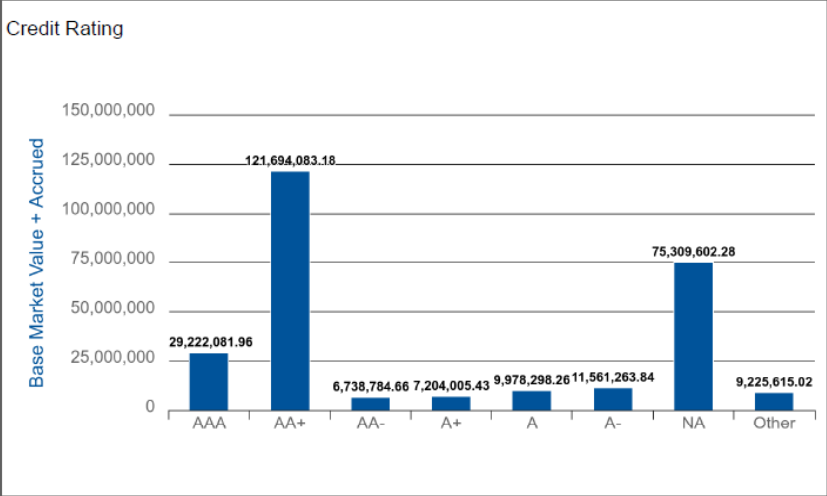


Risk Summary

07/01/2021 - 07/31/2021

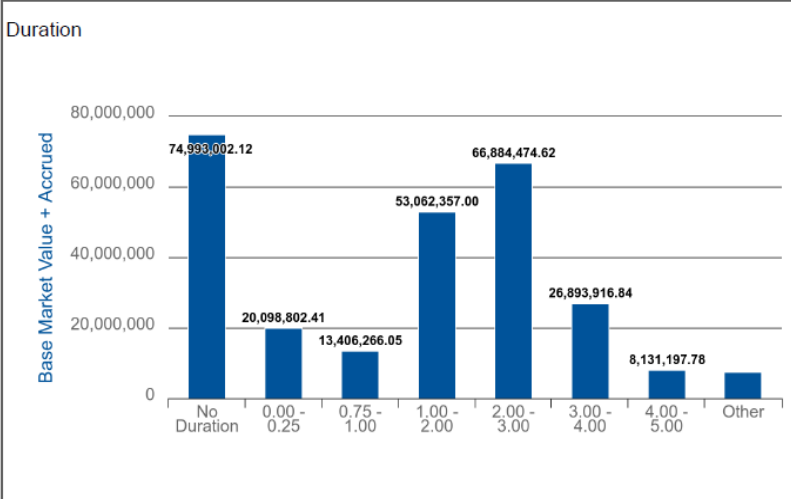
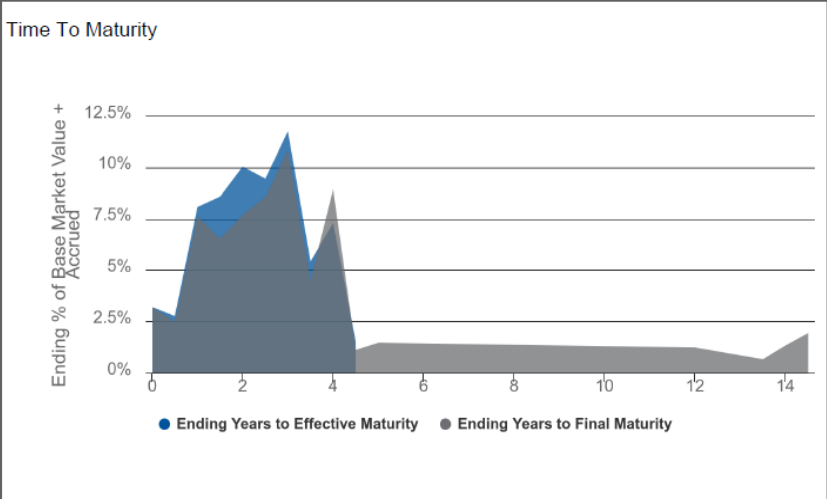
SAM Transit District Agg (136232)

Dated: 08/10/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.567%	3.767%	2.451%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	6.856%	13.483%	17.322%	7.647%	2.356%	0.000%	0.000%	0.000%	0.000%
A	3.698%	2.218%	3.983%	2.280%	0.645%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.930%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.117%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



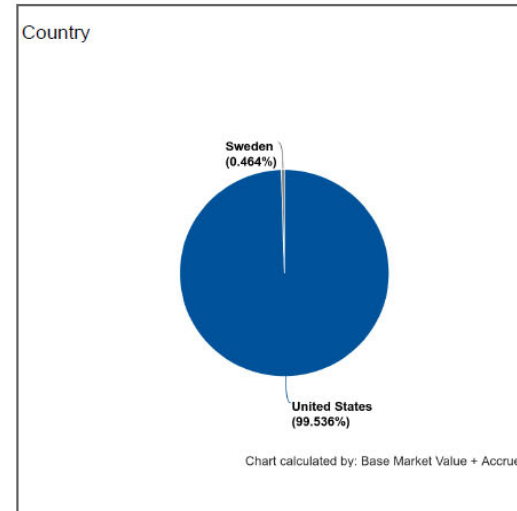
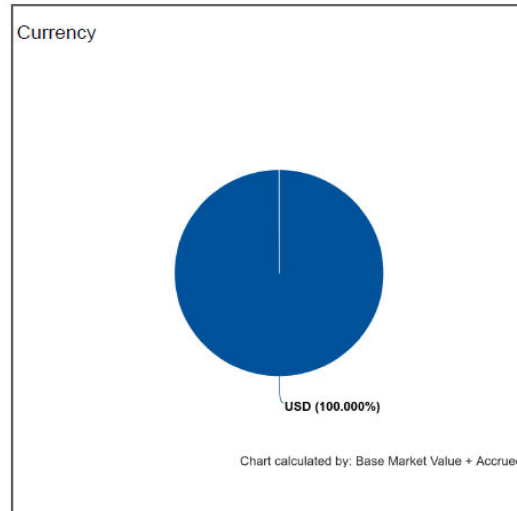
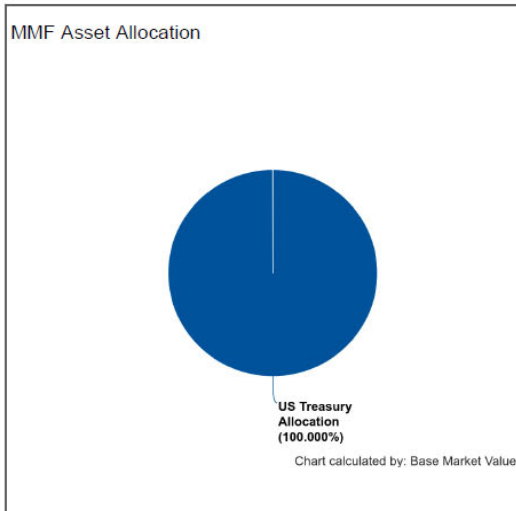
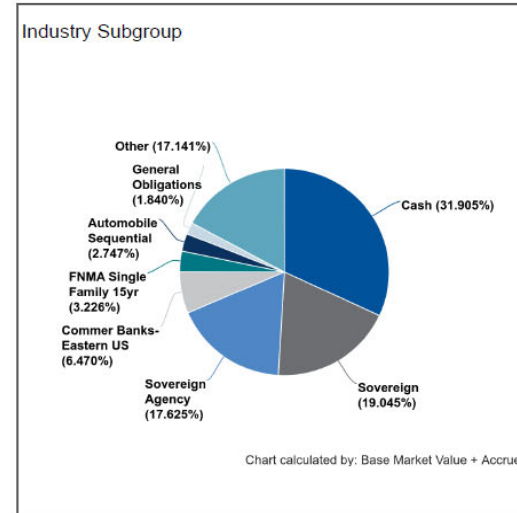
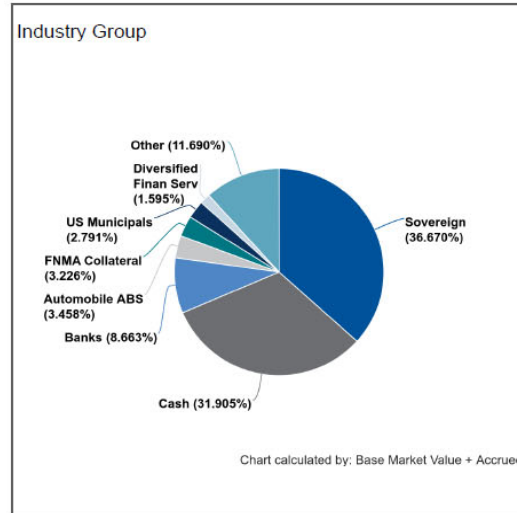
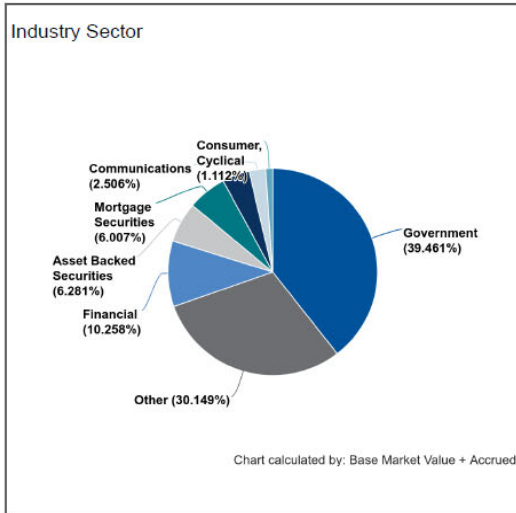


Risk Summary

07/01/2021 - 07/31/2021

SAM Transit District Agg (136232)

Dated: 08/10/2021





Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 07/31/2021
Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	---	07/31/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND			8,441,313.06			8,441,313.06	0.00	8,441,313.06	8,441,313.06

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



Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 07/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	21,633.31	04/30/2018	11/15/2022	21,629.39	28.08	21,651.94	21,680.02
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	370,317.91	370,340.73
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	315,856.36	315,881.56
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,686,850.88	1,688,119.85
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	202.81	1,476,888.00	1,477,090.81
ABS	14313FAD1	CARMX 2018-3 A3	126,350.02	07/25/2018	06/15/2023	126,332.80	175.77	127,401.41	127,577.17
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	451,930.38	452,054.38
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	426,253.17	426,347.61
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	254,692.86	254,731.40
ABS	36255JAD6	GMCAR 2018-3 A3	96,273.22	07/18/2018	05/16/2023	96,250.77	121.14	96,947.46	97,068.61
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	301,180.89	301,227.64
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	701,741.30	701,872.55
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	400,495.56	400,558.89
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	410,505.76	410,547.10
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	81.33	611,379.34	611,460.67
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,251,127.87	1,251,338.98
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	335,061.49	335,118.07
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,783.12	250,789.79
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	355,933.65	356,031.47
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	97.78	401,279.18	401,376.95
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,452,899.83	1,452,899.83
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	942,308.70	942,492.52
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	335,716.90	335,768.08
ABS	92290BAA9	VZOT 2020-B A1	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,033,499.27	1,033,647.19
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	482,673.87	482,942.38
ABS			14,439,256.55			14,437,204.77	3,850.56	14,495,113.68	14,498,964.25

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,486.11	999,327.00	1,000,813.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	842.19	545,195.75	546,037.94
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	4,048.61	11,015,411.00	11,019,459.61
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,718.75	1,003,187.00	1,004,905.75
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	611.11	998,148.00	998,759.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	2,112.50	1,288,713.40	1,290,825.90
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,400.00	1,194,877.20	1,196,277.20
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	511.11	1,150,043.70	1,150,554.81
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	8,684.03	1,525,770.13	1,534,454.15
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	2,704.86	475,239.88	477,944.74
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	1,312.50	910,220.40	911,532.90
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	851.04	953,454.20	954,305.24
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	243.06	1,001,368.00	1,001,611.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	166.67	1,587,675.20	1,587,841.87
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,725.69	2,502,140.00	2,504,865.69
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,092.36	1,100,728.20	1,101,820.56
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,489.58	1,500,993.00	1,502,482.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/23/2020	09/23/2025	1,296,087.00	1,733.33	1,289,028.00	1,290,761.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	437.50	1,197,272.40	1,197,709.90
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	767.36	1,300,048.10	1,300,815.46
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	3,166.67	7,998,440.00	8,001,606.67
AGCY BOND			41,550,000.00			41,507,189.65	38,105.03	41,537,280.55	41,575,385.58

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	900,000.00	04/04/2019	04/01/2022	900,000.00	8,348.50	915,949.80	924,298.30
CD	22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	2,576.33	1,202,022.00	1,204,598.33
CD	23341VZT1	DNB Bank ASA, New York Branch	950,000.00	12/06/2019	12/02/2022	950,000.00	3,230.00	972,564.40	975,794.40
CD	65558TLL7	Nordea Bank Abp, New York Branch	950,000.00	08/29/2019	08/26/2022	950,000.00	7,615.83	966,258.30	973,874.13
CD	83050PDR7	Skandinaviska Enskilda Banken AB (publ)	950,000.00	09/03/2019	08/26/2022	950,000.00	7,657.00	966,359.95	974,016.95
CD	86565CKU2	Sumitomo Mitsui Banking Corporation, New York Bra	900,000.00	07/14/2020	07/08/2022	900,000.00	6,702.50	903,889.80	910,592.30
CD		---	5,850,000.00			5,850,000.00	36,130.17	5,927,044.25	5,963,174.42

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	5,185.00	958,214.70	963,399.70
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,298.56	1,315,858.70	1,317,157.26
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	2,040.00	947,040.30	949,080.30
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	2,500.00	1,012,844.00	1,015,344.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	2,500.00	1,012,844.00	1,015,344.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,750.00	708,990.80	710,740.80
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	11,250.00	948,035.70	959,285.70
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	15,500.00	889,884.80	905,384.80
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	1,692.72	1,106,458.10	1,108,150.82
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,073.60	401,936.80	403,010.40
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	14,116.67	1,448,882.40	1,462,999.07
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	2,121.88	391,886.25	394,008.13
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	2,829.17	522,515.00	525,344.17
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	8,433.72	526,892.66	535,326.38
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	314.17	729,616.80	729,930.97
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	385.31	225,441.00	225,826.31
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	3,108.00	924,771.60	927,879.60
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	13,228.13	922,336.70	935,564.83
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	828.13	454,709.25	455,537.38
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	326.67	177,269.75	177,596.42
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	7,065.63	982,829.15	989,894.78
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	8,328.38	939,667.50	947,995.88
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	2,213.75	975,390.30	977,604.05
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	780.00	498,884.85	499,664.85
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	8,719.55	946,022.40	954,741.95
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	3,474.25	331,195.48	334,669.73
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	796.53	578,428.20	579,224.73
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	700.00	963,999.00	964,699.00
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,859.38	329,914.00	333,773.38
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	652.85	395,680.98	396,333.83
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,371.56	498,693.69	500,065.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,780.00	466,291.35	470,071.35
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	1,176.00	145,068.42	146,244.42
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	1,134.00	139,887.41	141,021.41
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	120.00	1,896,726.60	1,896,846.60
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	2,645.00	1,154,728.80	1,157,373.80
CORP			25,882,000.00			26,758,685.77	137,298.57	26,869,837.42	27,007,135.99

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LWH4	MUFG Bank Ltd. (New York Branch)	4,500,000.00	12/22/2020	09/17/2021	4,491,257.50	0.00	4,499,482.50	4,499,482.50
CP	63873JWH9	Natixis, New York Branch	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,499,977.50	1,499,977.50
CP			6,000,000.00			5,988,800.83	0.00	5,999,460.00	5,999,460.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	1,448,251.48	06/25/2021	06/01/2035	1,560,490.97	4,224.07	1,557,653.77	1,561,877.84
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	700,186.50	701,845.08
FHLMC	3137BM6P6	FHMS K-721 A2	429,977.66	04/09/2018	08/25/2022	433,639.19	1,107.19	438,517.02	439,624.21
FHLMC	3137F62S5	FHMS K-J31 A1	456,394.28	10/29/2020	05/25/2026	456,385.16	216.41	455,549.95	455,766.36
FHLMC	3137FKK39	FHMS K-P05 A	35,388.50	12/17/2018	07/25/2023	35,388.39	94.46	36,205.62	36,300.07
FHLMC	3137FQ3V3	FHMS K-J27 A1	219,336.26	11/26/2019	07/25/2024	219,331.00	382.38	225,080.68	225,463.05
FHLMC			3,239,348.18			3,387,430.01	7,683.08	3,413,193.54	3,420,876.62

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,959,423.43	12/29/2020	09/25/2033	1,987,130.90	1,632.85	1,981,201.62	1,982,834.47
FHLMC CMO	3137F7DH5	FHR 5048 B	1,103,378.09	11/30/2020	05/25/2033	1,117,342.72	919.48	1,105,953.91	1,106,873.39
FHLMC CMO			3,062,801.53			3,104,473.62	2,552.33	3,087,155.53	3,089,707.86

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136B1XP4	FNA 2018-M5 A2	4,920.08	04/30/2018	09/25/2021	5,017.94	14.60	4,931.05	4,945.65
FNMA	3140K7XA6	FN BP0672	1,398,464.71	05/18/2021	03/01/2035	1,498,542.34	3,496.16	1,512,207.62	1,515,703.78
FNMA	3140QGKN6	FN CA8400	1,412,710.93	03/22/2021	12/01/2035	1,545,594.05	4,120.41	1,526,853.40	1,530,973.80
FNMA	3140X92C8	FN FM6170	1,366,279.02	06/25/2021	07/01/2035	1,480,704.89	4,554.26	1,455,166.58	1,459,720.85
FNMA	3140X9K46	FN FM5714	1,112,905.77	03/25/2021	11/01/2035	1,212,371.72	3,709.69	1,197,661.69	1,201,371.37
FNMA	3140XALC4	FN FM6622	1,564,472.24	03/29/2021	02/01/2036	1,645,140.34	3,259.32	1,662,812.49	1,666,071.81
FNMA			6,859,752.75			7,387,371.29	19,154.43	7,359,632.83	7,378,787.26

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	2,623,151.83	---	07/31/2021	2,623,151.83	0.00	2,623,151.83	2,623,151.83
MMFUND			2,623,151.83			2,623,151.83	0.00	2,623,151.83	2,623,151.83

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	313.86	260,115.30	260,429.16
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	20.59	431,126.60	431,147.19
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,416.15	239,197.70	241,613.85
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	366.92	356,093.50	356,460.42
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	681.42	661,316.50	661,997.92
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	262.08	254,352.50	254,614.58
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	2,125.75	552,948.00	555,073.75
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,912.50	754,200.00	756,112.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,275.75	405,510.30	406,786.05
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	287.93	332,649.90	332,937.83
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	5,258.67	1,601,872.00	1,607,130.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	2,018.25	577,714.00	579,732.25
MUNI			6,375,000.00			6,378,878.00	16,939.86	6,427,096.30	6,444,036.16

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	3,834.24	2,133,359.38	2,137,193.61
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	10,902.17	6,065,937.50	6,076,839.67
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	5,543.48	3,084,375.00	3,089,918.48
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	7,982.92	2,977,031.25	2,985,014.17
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	2,615.10	975,234.38	977,849.47
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	4,679.64	1,745,156.25	1,749,835.89
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	12,114.64	3,042,187.50	3,054,302.14
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	9,445.31	2,371,875.00	2,381,320.31
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	18,741.37	2,539,843.75	2,558,585.12
US GOV	912828X47	UNITED STATES TREASURY	1,800,000.00	05/07/2018	04/30/2022	1,742,484.38	8,529.21	1,824,187.50	1,832,716.71
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	8,695.65	5,240,625.00	5,249,320.65
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	2,565.22	1,545,984.38	1,548,549.59
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	1,130.43	681,281.25	682,411.68
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	782.61	471,656.25	472,438.86
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	2,347.83	1,414,968.75	1,417,316.58
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	1,293.48	887,984.38	889,277.85
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	543.48	2,472,265.63	2,472,809.10
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	240.78	1,495,781.25	1,496,022.03
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	114.13	346,281.25	346,395.38
US GOV			40,200,000.00			39,922,302.76	102,101.69	41,316,015.63	41,418,117.32

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	156,081,310.84			157,345,488.54	363,815.74	159,054,981.55	159,418,797.29

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



Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 07/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value	Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	6,157.17	04/30/2018	11/15/2022	6,156.06	7.99	6,162.48		6,170.47
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	65,055.85		65,059.86
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,244.67		90,251.87
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	482,683.23		483,046.34
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	35.06	255,326.40		255,361.46
ABS	14313FAD1	CARMX 2018-3 A3	33,091.67	07/25/2018	06/15/2023	33,087.16	46.03	33,367.03		33,413.07
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,557.67		130,593.49
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	100,294.86		100,317.09
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,945.80		44,952.60
ABS	36255JAD6	GMCAR 2018-3 A3	28,881.97	07/18/2018	05/16/2023	28,875.23	36.34	29,084.24		29,120.58
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,255.86		65,265.99
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	85,105.31		85,118.76
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	70,086.35		70,093.41
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	14.00	105,237.43		105,251.43
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	275,248.13		275,294.58
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	65,011.93		65,022.91
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,175.95		60,189.55
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	26.89	110,351.77		110,378.66
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,245.61		100,265.16
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	65,139.10		65,149.03
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,509.60		150,531.14
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,019.44		127,090.10
ABS			2,503,130.81			2,502,731.91	828.84	2,517,108.71		2,517,937.55

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value	Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	408.68	274,814.93		275,223.61
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	176.09	113,995.48		114,171.57
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	275,000.00	04/24/2020	04/22/2025	274,433.50	472.66	275,876.43		276,349.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	275,000.00	06/19/2020	06/17/2025	274,430.75	168.06	274,490.70		274,658.76
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	275,000.00	08/27/2020	08/25/2025	273,713.00	446.88	272,612.45		273,059.33
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	275,000.00	11/12/2020	11/07/2025	274,015.50	320.83	273,826.03		274,146.86
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	250,000.00	11/25/2020	11/27/2023	249,715.00	111.11	250,009.50		250,120.61
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	140,000.00	08/19/2016	08/17/2021	139,521.06	797.22	140,070.70		140,867.92
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	460,000.00	08/19/2016	08/17/2021	458,137.00	2,619.44	460,232.30		462,851.74
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATIO	250,000.00	01/11/2019	01/11/2022	249,820.00	364.58	252,839.00		253,203.58
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	246.35	275,999.90		276,246.25
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	66.84	275,376.20		275,443.04
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	36.46	347,303.95		347,340.41
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	872.22	800,684.80		801,557.02
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	337.64	340,225.08		340,562.72
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	456.81	460,304.52		460,761.33
AGCY BOND	3137EAX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	733.33	545,358.00		546,091.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	94.79	259,409.02		259,503.81
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	162.33	275,010.18		275,172.50
AGCY BOND			6,175,000.00			6,160,636.80	8,892.33	6,168,439.15		6,177,331.47

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value	Market Value + Accrued
CD	22535CDV0	Credit Agricole Corporate And Investment Bank, New	250,000.00	04/04/2019	04/01/2022	250,000.00	2,319.03	254,430.50		256,749.53
CD	22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/23/2021	03/17/2023	200,000.00	429.39	200,337.00		200,766.39
CD	23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/06/2019	12/02/2022	275,000.00	935.00	281,531.80		282,466.80
CD	65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/29/2019	08/26/2022	275,000.00	2,204.58	279,706.35		281,910.93
CD	83050PDR7	Skandinaviska Enskilda Banken AB (publ)	275,000.00	09/03/2019	08/26/2022	275,000.00	2,216.50	279,735.78		281,952.28
CD	86565CKU2	Sumitomo Mitsui Banking Corporation, New York Bra	250,000.00	07/14/2020	07/08/2022	250,000.00	1,861.81	251,080.50		252,942.31
CD			1,525,000.00			1,525,000.00	9,966.31	1,546,821.93		1,556,788.23

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value	Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	241.94	245,159.99		245,401.92
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	566.67	263,066.75		263,633.42
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	687.50	278,532.10		279,219.60
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	3,125.00	263,343.25		266,468.25
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	307.77	201,174.20		201,481.97
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	536.80	200,968.40		201,505.20
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	565.83	104,503.00		105,068.83
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	86.67	201,273.60		201,360.27
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	211.63	116,203.48		116,415.11
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	93.33	50,648.50		50,741.83
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	2,008.13	279,330.39		281,338.52
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	614.93	270,941.75		271,556.68
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	1,069.00	101,906.30		102,975.30
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	244.88	100,123.60		100,368.48
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	281.53	204,444.45		204,725.98
CORP	69347SAV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	194.44	267,777.50		267,971.94
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,187.50	101,512.00		102,699.50
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	235.52	85,634.27		85,869.79
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	1,050.00	129,525.38		130,575.38
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	420.00	51,810.15		52,230.15
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	210.00	25,905.08		26,115.08
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	460.00	200,822.40		201,282.40
CORP			3,645,000.00			3,659,863.55	14,399.07	3,744,606.52		3,759,005.59

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	268,816.98	06/25/2021	06/01/2035	289,650.29	784.05	289,123.67	289,907.72
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	188,511.75	188,958.29
FHLMC	3137BM6P6	FHMS K-721 A2	124,215.77	04/09/2018	08/25/2022	125,273.54	319.86	126,682.69	127,002.55
FHLMC	3137F62S5	FHMS K-J31 A1	107,640.16	10/29/2020	05/25/2026	107,638.01	51.04	107,441.03	107,492.07
FHLMC	3137FKK39	FHMS K-P05 A	10,053.55	12/17/2018	07/25/2023	10,053.52	26.83	10,285.69	10,312.52
FHLMC	3137FQ3V3	FHMS K-J27 A1	56,970.46	11/26/2019	07/25/2024	56,969.09	99.32	58,462.51	58,561.83
FHLMC			742,696.92			773,252.42	1,727.64	780,507.34	782,234.98

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	233,406.90	11/30/2020	05/25/2033	236,360.96	194.51	233,951.79	234,146.29
FHLMC CMO			233,406.90			236,360.96	194.51	233,951.79	234,146.29

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136B1XP4	FNA 2018-M5 A2	1,353.02	04/30/2018	09/25/2021	1,379.93	4.01	1,356.04	1,360.05
FNMA	3140K7XA6	FN BP0672	246,787.89	05/18/2021	03/01/2035	264,448.65	616.97	266,860.17	267,477.14
FNMA	3140QGKN6	FN CA8400	276,509.67	03/22/2021	12/01/2035	302,518.86	806.49	298,850.75	299,657.24
FNMA	3140X9C8	FN FM6170	256,177.32	06/25/2021	07/01/2035	277,632.17	853.92	272,843.73	273,697.66
FNMA	3140X9K46	FN FM5714	198,733.17	03/25/2021	11/01/2035	216,494.95	662.44	213,868.16	214,530.60
FNMA	3140XALC4	FN FM6622	293,338.55	03/29/2021	02/01/2036	308,463.81	611.12	311,777.34	312,388.46
FNMA			1,272,899.61			1,370,938.38	3,554.96	1,365,556.19	1,369,111.15

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	384,602.78	---	07/31/2021	384,602.78	0.00	384,602.78	384,602.78
MMFUND			384,602.78		07/31/2021	384,602.78	0.00	384,602.78	384,602.78

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	67.70	56,103.30	56,171.00
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	3.59	75,196.50	75,200.09
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	630.30	62,399.40	63,029.70
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	57.66	55,957.55	56,015.21
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	78.63	76,305.75	76,384.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	136.28	132,263.30	132,399.58
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	444.48	115,616.40	116,060.88
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	267.75	85,107.10	85,374.85
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	47.99	55,441.65	55,489.64
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	903.83	275,321.75	276,225.58
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	438.75	125,590.00	126,028.75
MUNI			1,105,000.00			1,105,886.10	3,076.95	1,115,302.70	1,118,379.65

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	1,293.48	719,687.50	720,980.98
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	2,956.52	1,645,000.00	1,647,956.52
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	1,570.65	873,906.25	875,476.90
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	550.55	205,312.50	205,863.05
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	1,514.00	564,609.38	566,123.38
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	3,490.66	876,562.50	880,053.16
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	2,566.66	644,531.25	647,097.91
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	5,247.58	711,156.25	716,403.83
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	6,159.99	1,317,468.75	1,323,628.74
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	1,826.09	1,100,531.25	1,102,357.34
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	739.13	445,453.13	446,192.26
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	217.39	131,015.63	131,233.02
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	304.35	183,421.88	183,726.22
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	782.61	471,656.25	472,438.86
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	380.43	261,171.88	261,552.31
US GOV			9,850,000.00			9,776,092.78	29,600.09	10,151,484.38	10,181,084.47

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,436,737.03			27,495,365.67	72,240.68	28,008,381.47	28,080,622.16

- * 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: 07/01/2021 - 07/31/2021
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER-US TRS MM Y	3,217,862.86	0.000	Buy	---	---	07/31/2021	3,217,862.86	0.00	(3,217,862.86)
31846V534	FIRST AMER-US TRS MM Y	(3,565,099.63)	0.000	Sell	---	---	07/31/2021	(3,565,099.63)	0.00	3,565,099.63
31846V534	FIRST AMER-US TRS MM Y	617,561.46	0.000	Buy	---	---	07/31/2021	617,561.46	0.00	(617,561.46)
31846V534	FIRST AMER-US TRS MM Y	(625,399.85)	0.000	Sell	---	---	07/31/2021	(625,399.85)	0.00	625,399.85
380140AC7	GMCAR 213 A3	610,000.00	0.480	Buy	07/13/2021	07/21/2021	06/16/2026	609,962.30	0.00	(609,962.30)
380140AC7	GMCAR 213 A3	105,000.00	0.480	Buy	07/13/2021	07/21/2021	06/16/2026	104,993.51	0.00	(104,993.51)
14041NFW6	COMET 2021-1 A	1,475,000.00	0.550	Buy	07/15/2021	07/22/2021	07/15/2024	1,474,940.26	0.00	(1,474,940.26)
14041NFW6	COMET 2021-1 A	255,000.00	0.550	Buy	07/15/2021	07/22/2021	07/15/2024	254,989.67	0.00	(254,989.67)
3137F62S5	FHMS K-J31 A1	(57,168.85)	0.569	Principal Paydown	07/01/2021	07/01/2021	05/25/2026	(57,168.85)	0.00	57,168.85
3137F62S5	FHMS K-J31 A1	(13,483.22)	0.569	Principal Paydown	07/01/2021	07/01/2021	05/25/2026	(13,483.22)	0.00	13,483.22
13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	0.862	Buy	07/09/2021	07/29/2021	11/01/2025	430,000.00	0.00	(430,000.00)
13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	0.862	Buy	07/09/2021	07/29/2021	11/01/2025	75,000.00	0.00	(75,000.00)
3137F7DH5	FHR 5048 B	(24,099.09)	1.000	Principal Paydown	07/01/2021	07/01/2021	05/25/2033	(24,099.09)	0.00	24,099.09
3133Q5GZ3	FHS 370 A3	(61,842.43)	1.000	Principal Paydown	07/01/2021	07/01/2021	09/25/2033	(61,842.43)	0.00	61,842.43
3137F7DH5	FHR 5048 B	(5,097.88)	1.000	Principal Paydown	07/01/2021	07/01/2021	05/25/2033	(5,097.88)	0.00	5,097.88
3130A8QS5	FEDERAL HOME LOAN BANKS	(2,700,000.00)	1.125	Maturity	07/14/2021	07/14/2021	07/14/2021	(2,700,000.00)	0.00	2,700,000.00
3130A8QS5	FEDERAL HOME LOAN BANKS	(520,000.00)	1.125	Maturity	07/14/2021	07/14/2021	07/14/2021	(520,000.00)	0.00	520,000.00
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	1.319	Buy	07/23/2021	07/27/2021	06/19/2026	1,105,049.00	1,531.51	(1,106,580.51)
06051GJD2	BANK OF AMERICA CORP	200,000.00	1.319	Buy	07/23/2021	07/27/2021	06/19/2026	200,918.00	278.46	(201,196.46)
3137F03V3	FHMS K-J27 A1	(22,361.96)	2.092	Principal Paydown	07/01/2021	07/01/2021	07/25/2024	(22,361.96)	0.00	22,361.96
3137F03V3	FHMS K-J27 A1	(5,808.30)	2.092	Principal Paydown	07/01/2021	07/01/2021	07/25/2024	(5,808.30)	0.00	5,808.30
3140XALC4	FN FM6622	(9,932.42)	2.500	Principal Paydown	07/01/2021	07/01/2021	02/01/2036	(9,932.42)	0.00	9,932.42
3140XALC4	FN FM6622	(1,862.33)	2.500	Principal Paydown	07/01/2021	07/01/2021	02/01/2036	(1,862.33)	0.00	1,862.33
02004VAC7	ALLYA 2018-2 A3	(23,842.32)	2.920	Principal Paydown	07/15/2021	07/15/2021	11/15/2022	(23,842.32)	0.00	23,842.32
02004VAC7	ALLYA 2018-2 A3	(6,785.89)	2.920	Principal Paydown	07/15/2021	07/15/2021	11/15/2022	(6,785.89)	0.00	6,785.89
3140K7XA6	FN BP0672	(61,772.10)	3.000	Principal Paydown	07/01/2021	07/01/2021	03/01/2035	(61,772.10)	0.00	61,772.10
3140K7XA6	FN BP0672	(10,900.96)	3.000	Principal Paydown	07/01/2021	07/01/2021	03/01/2035	(10,900.96)	0.00	10,900.96
362551AD6	GMCAR 2018-3 A3	(16,460.11)	3.020	Principal Paydown	07/16/2021	07/16/2021	05/16/2023	(16,460.11)	0.00	16,460.11
362551AD6	GMCAR 2018-3 A3	(4,938.03)	3.020	Principal Paydown	07/16/2021	07/16/2021	05/16/2023	(4,938.03)	0.00	4,938.03
3137BM6P6	FHMS K-721 A2	(15,241.81)	3.090	Principal Paydown	07/01/2021	07/01/2021	08/25/2022	(15,241.81)	0.00	15,241.81
3137BM6P6	FHMS K-721 A2	(4,403.19)	3.090	Principal Paydown	07/01/2021	07/01/2021	08/25/2022	(4,403.19)	0.00	4,403.19
14313FAD1	CARMX 2018-3 A3	(19,955.85)	3.130	Principal Paydown	07/15/2021	07/15/2021	06/15/2023	(19,955.85)	0.00	19,955.85
14313FAD1	CARMX 2018-3 A3	(5,226.53)	3.130	Principal Paydown	07/15/2021	07/15/2021	06/15/2023	(5,226.53)	0.00	5,226.53
3137FKK39	FHMS K-P05 A	(87.27)	3.203	Principal Paydown	07/01/2021	07/01/2021	07/25/2023	(87.27)	0.00	87.27
3137FKK39	FHMS K-P05 A	(24.79)	3.203	Principal Paydown	07/01/2021	07/01/2021	07/25/2023	(24.79)	0.00	24.79
3132CWMM3	FH SB0364	(50,170.19)	3.500	Principal Paydown	07/01/2021	07/01/2021	06/01/2035	(50,170.19)	0.00	50,170.19
3140QKGN6	FN CA8400	(7,027.76)	3.500	Principal Paydown	07/01/2021	07/01/2021	12/01/2035	(7,027.76)	0.00	7,027.76
3132CWMM3	FH SB0364	(9,312.33)	3.500	Principal Paydown	07/01/2021	07/01/2021	06/01/2035	(9,312.33)	0.00	9,312.33
3140QKGN6	FN CA8400	(1,375.54)	3.500	Principal Paydown	07/01/2021	07/01/2021	12/01/2035	(1,375.54)	0.00	1,375.54
3136B1XP4	FNA 2018-M5 A2	(6,638.41)	3.560	Principal Paydown	07/01/2021	07/01/2021	09/25/2021	(6,638.41)	0.00	6,638.41
3136B1XP4	FNA 2018-M5 A2	(1,825.56)	3.560	Principal Paydown	07/01/2021	07/01/2021	09/25/2021	(1,825.56)	0.00	1,825.56
3140X9K46	FN FM5714	(13,017.70)	4.000	Principal Paydown	07/01/2021	07/01/2021	11/01/2035	(13,017.70)	0.00	13,017.70
3140X92C8	FN FM6170	(29,154.37)	4.000	Principal Paydown	07/01/2021	07/01/2021	07/01/2035	(29,154.37)	0.00	29,154.37
3140X9K46	FN FM5714	(2,324.59)	4.000	Principal Paydown	07/01/2021	07/01/2021	11/01/2035	(2,324.59)	0.00	2,324.59
3140X92C8	FN FM6170	(5,466.44)	4.000	Principal Paydown	07/01/2021	07/01/2021	07/01/2035	(5,466.44)	0.00	5,466.44
---	---	177,316.62	0.517	---	---	---	12/03/2022	183,169.36	1,809.97	(184,979.33)

* 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 bookin

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR JULY 2021

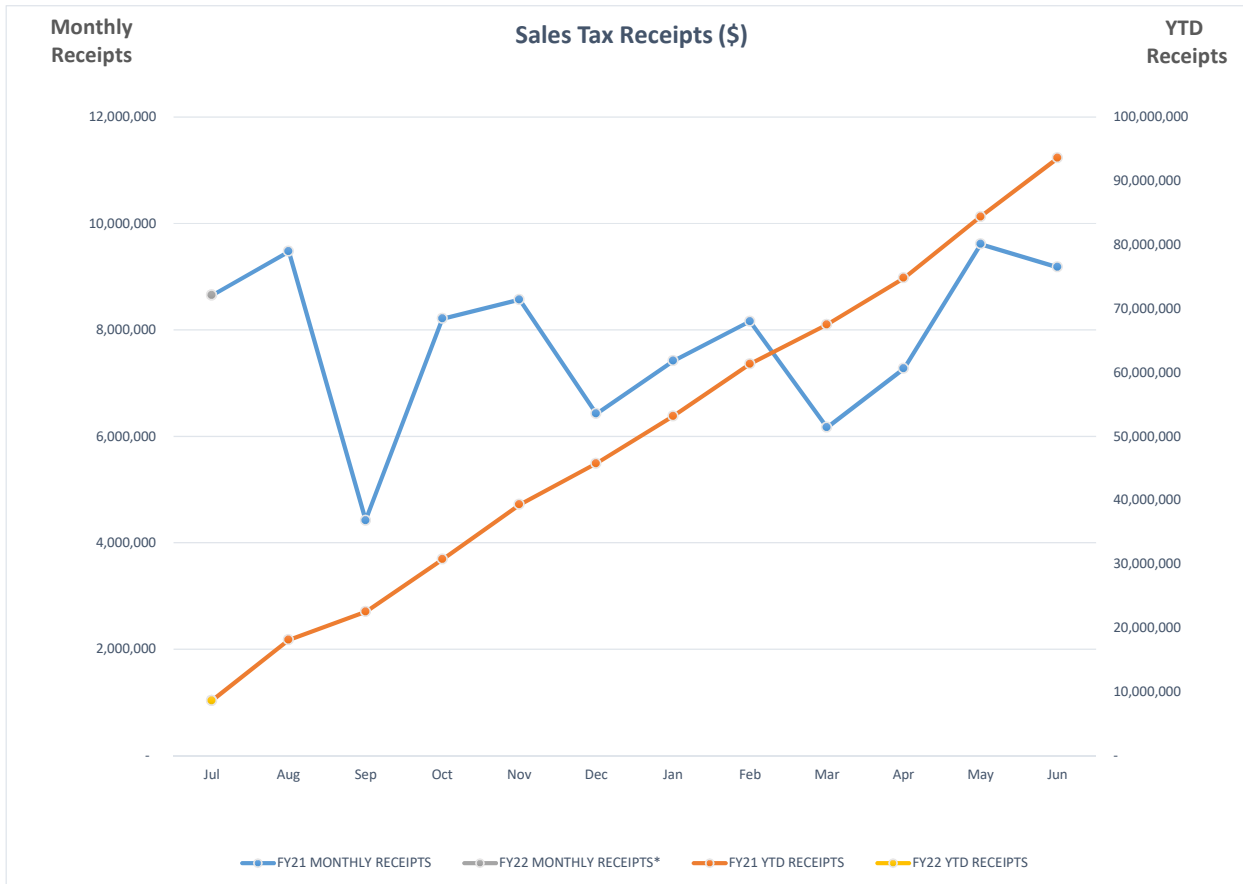
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

SAN MATEO COUNTY TRANSIT DISTRICT

Monthly Sales Tax Receipts

FY2022

JULY 2021

	FY21 MONTHLY RECEIPTS	FY22 MONTHLY RECEIPTS*	MONTHLY MONTHLY % Change	FY21 YTD RECEIPTS	FY22 YTD RECEIPTS	YTD % Change
Jul	8,652,560	8,652,560	0.0%	8,652,560	8,652,560	0.0%
Aug	9,475,233		(100.0%)	18,127,793		(100.0%)
Sep	4,423,442		(100.0%)	22,551,235		(100.0%)
Oct	8,212,521		(100.0%)	30,763,756		(100.0%)
Nov	8,570,674		(100.0%)	39,334,430		(100.0%)
Dec	6,428,114		(100.0%)	45,762,544		(100.0%)
Jan	7,420,385		(100.0%)	53,182,929		(100.0%)
Feb	8,162,508		(100.0%)	61,345,438		(100.0%)
Mar	6,167,874		(100.0%)	67,513,312		(100.0%)
Apr	7,276,146		(100.0%)	74,789,458		(100.0%)
May	9,612,109		(100.0%)	84,401,567		(100.0%)
Jun	9,179,320		(100.0%)	93,580,887		(100.0%)
Total	<u>93,580,887</u>	<u>8,652,560</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting Executive Director

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 4TH QUARTER
FISCAL YEAR 2021**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Gordon Hail, Cost Engineer

650-508-7795



Capital Projects

Quarterly Status Report

4th Quarter FY2021: April 01 – June 30, 2021

Prepared for the September 01, 2021 SamTrans Board Meeting



San Mateo County Transit District



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100348 - Upgrade Current District Website	12
100534 - Onboard Wi-Fi equipment retrofit for 225 buses	12
Facilities / Construction Projects:	
100058 - Facility Smaller Projects	13
100252 - Central Roof Replacement	14
100255 - Traffic Signal Priority Project	15
100469 - North Base Bus Washer Replacement	16
100470 - N & S Bases IW Line to Brake Pit Replacement	16
100473 - Central Building Refresh	17
100474 - South Base Bus Washer Walls Rehab	17
100476 - North and South Base Exterior Painting	17
100511 - South Base Natural Gas Line Replacement	18
100547 - South Base Switchgear Replacement	18
FY2019 Capital Budget	19
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Performance Status (Traffic Light) Criteria	27

SamTrans - Capital Program - Budget Status Summary

4th Quarter FY2021 - April 01, 2021 to June 30, 2021

All Costs in \$1,000's

Programs					
	FY2017	FY2018	FY2019	FY2020	FY2021
1. Revenue Vehicles Replacement	\$7,725	\$5,321	\$1,778	\$3,382	\$952
2. Non Revenue Vehicle Support	\$1,451	\$0	\$847	\$164	\$116
3. Information Technology	\$2,627	\$2,878	\$3,100	\$500	\$3,529
4. Development	\$1,942	\$1,502	\$750	\$250	\$0
5. Facilities/Construction	\$2,835	\$7,282	\$1,730	\$10,612	\$7,052
6. Safety and Security	\$1,451	\$0	\$0	\$150	\$0
7. Contingency	\$250	\$250	\$200	\$250	\$250
Total Board Approved Budget by FY⁽¹⁾	\$18,281	\$17,233	\$8,405	\$15,308	\$11,899

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

Active Projects

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

Projects Completed Within the Last Three Years

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

Note:

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

**SamTrans Quarterly Report
TRAFFIC LIGHT REPORT**

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

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q3 FY21	Q4 FY21	Q3 FY21	Q4 FY21	Q3 FY21	Q4 FY21	Q3 FY21	Q4 FY21		
<u>Vehicle Replacement Projects:</u>										
021502 - Major Bus Components Project										5
100113 - Procurement of 10 Electric Buses Project										6
100460 - FY2020 Purchase 14 Revenue Para Transit Vehicles (Vans)										7
<u>Information Technology Projects:</u>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										9
100016 - Wi-Fi at Bases for Video Review Project										10
100247 - FY2018 Tech Refresh										11
100348 - Upgrade Current District Website										12
100534 - Onboard Wi-Fi equipment retrofit for 225 buses										12
<u>Facilities / Construction Projects:</u>										
100058 - Facility Smaller Projects										13
100252 - Central Roof Replacement										14
100255 - Traffic Signal Priority Project										15
100469 - North Base Bus Washer Replacement										16
100470 - N & S Bases IW Line to Brake Pit Replacement										16
100473 - Central Building Refresh										17
100474 - South Base Bus Washer Walls Rehab										17
100476 - North and South Base Exterior Painting										17
100511 - South Base Natural Gas Line Replacement										18
100547 - South Base Switchgear Replacement										18



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

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

VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:

021502	Major Bus Components PM - David Harbour	<p>Scope: The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Purchased major bus components and replacement parts.</p> <p>Next Quarter: (1) Continue to purchase major bus components and replacement parts, as needed.</p>	\$7,327,336	\$7,327,336	\$0	\$7,327,336	\$6,240,723	\$1,086,613	\$7,327,336	\$0	85.2%	85.2%	07/01/15 / 07/01/15A	12/31/21 / 12/31/21
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SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100113	Procurement of 10 Electric Buses PM - David Harbour	<p>Scope: Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p>Issues: None.</p> <p>Key Activities</p> <p>This Quarter: (1) SamTrans' Executive Team continued working with legal to mitigate the continuing issues and problems with the electric buses. (2) Samtrans is in negotiations with Proterra.</p> <p>Next Quarter: (1) Samtrans to continue with negotiations with Proterra. (2) Continue in-service testing/accepting of re-delivered buses.</p> <p>Note: Schedule has been delayed due to Covid-19 impact and technical issues with the buses.</p>	\$10,926,668	\$10,926,668	\$0	\$10,926,668	\$3,256,270	\$7,670,398	\$10,926,668	\$0	29.8%	67.0%	02/01/18 / 02/01/18A	11/30/20 / 03/31/22

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100460	FY2020 - Purchase 14 Revenue Para Transit Vehicles (Vans) PM - David Harbour	<p>Scope: The project scope is to procure and replace fourteen revenue Para Transit vans which have exceeded there useful service life. This procurement will also continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets and will improve customer service and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El Dorado will mitigate overall repair costs. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. The new replacement vehicles will be part of the phase 2 standards and will lessen the overall carbon footprint and day to day fuel cost in the replacement sub-fleet.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1)Completed installing ITS and radio system and placed minivans (7) in service (200, 201, 202,208,210,211,212). (2) Paid (7) invoices for 200,201,202,208,210,211,212. (3) Coordinated to dispose of minivans to auction. (4) Project is completed.</p> <p>Next Quarter: (1) There will be no more activities once minivans go to auction. (2) Closeout project.</p> <p>Issues:This will be the last Quarterly report for this project.</p>	\$973,770	\$973,770	\$109,270	\$1,083,040	\$1,074,187	\$8,853	\$1,083,040	\$0	99.2%	100.0%	03/05/20 / 03/05/20A	12/31/20 / 05/31/21A

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

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

INFORMATION TECHNOLOGY PROJECTS:

021505	Replace & Upgrade Servers & Out of Warranty Equipment Project PM - Ed Kelly	<p>Scope: This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities This Quarter: (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p>Next Quarter: (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,946,185	\$2,132,815	\$7,079,000	\$0	70%	70%	07/01/14 / 07/01/14A	12/31/21 / 12/31/21
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SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100016	WiFi at Bases for Video Review PM - Karambir Cheema	<p>Scope: The project scope will primarily be as follows: 1. Install and test WiFi equipment at North Base and South Base. 2. Specify software configuration based on stakeholder consensus. 3. Install, configure, and test servers, including: a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video. b. Database server, which runs Microsoft SQL server and houses data for the server application. 4. Install and configure client application on specified computers. 5. Configure all new WiFi equipped DVRs to communicate with the application server.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Backup solution implemented. (2) Face Blur implemented. (3) mSET workstations deployed.</p> <p>Next Quarter: (1) Continue mSET workstation rollouts.</p> <p>Issues: (1) Project completion is now estimated at December 31, 2021. PM is extending the forecasted finish date to fund any procurements required to complete this project.</p>	\$690,499	\$690,499	\$0	\$690,499	\$593,494	\$97,005	\$690,499	\$0	86.0%	86.0%	03/26/18 / 03/26/18A	06/30/20 / 12/31/21

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100247	FY2018 Tech Refresh PM - Ed Kelly	<p>Scope: To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p>Next Quarter: (1) Continue replacement of District's IT equipment on an as needed basis.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$739,471	\$564,005	\$1,303,476	\$0	56.7%	56.7%	07/01/18 / 07/01/18A	12/31/21 / 12/31/21

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (g) - (h)	(i)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100348	Upgrade Current District Website PM - J.Lipps	<p>Scope: To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p>Issues: None</p> <p>Key Activities:</p> <p>This Quarter: (1) Continued meeting with contractor and presented the project to the Executive Team. (2) We held a technology meeting with the web developers and our internal operations staff to discuss maps and GTFS. (3) Met with numerous departments to review their web content before migrating.</p> <p>Next Quarter: (1) Continue meeting with the project team to review progress and discuss direction. (2) Continue to meet with contractor regularly.</p> <p>Note: The Website Project has been linked to a Branding Project and the timeline pushed back. The purpose of this relates to both contracts being the same vendor and overlapping tasks relating to research and implementation of a brand into a website.</p>	\$600,000	\$600,000	\$0	\$600,000	\$240,334	\$359,666	\$600,000	\$0	40.1%	40.1%	06/01/19 / 06/01/19	03/31/21 / 11/30/21
100534	Onboard Wi-Fi equipment retrofit for 225 buses PM - Karambir Cheema	<p>Scope: This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.</p> <p>Issues: None</p> <p>Key Activities:</p> <p>This Quarter: (1) Installed routers on fixed route buses at North Base, South Base and MV Base in San Francisco locations.</p> <p>Next Quarter: (1) Continue installation of routers.</p> <p>Note: CVAD/AVL which is tied to this project due to configuration and using one SIM card for both functionalities has pushed the completion date to December 2021.</p>	\$1,572,180	\$1,572,180	\$0	\$1,572,180	\$1,039,873	\$532,307	\$1,572,180	\$0	66.1%	66.1%	09/09/20 / 09/09/20A	06/30/21 / 09/30/21

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

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

FACILITIES / CONSTRUCTION PROJECTS:

100058	Facility Smaller Projects PM - Greg Moyer	<p>Scope: This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Performed maintenance or repairs work, as needed.</p> <p>Next Quarter: (1) Continue with maintenance and repairs work, as needed.</p>	\$2,540,000	\$2,540,000	\$0	\$2,540,000	\$1,514,403	\$1,025,597	\$2,540,000	\$0	59.6%	59.6%	07/01/19 / 07/01/19A	12/31/21 / 12/31/21
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SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100252	Central Roof Replacement PM - Greg Moyer	<p>Scope: Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p>Issues: None.</p> <p>This Quarter: (1) On-call GEC continued phased designs (35-95-100%) for review/acceptance by project team.</p> <p>Next Quarter: (1) Continue On-call GEC phased designs (35-95-100%) for review/acceptance by project team.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$12,128	\$1,262,872	\$1,275,000	\$0	1.0%	1.0%	09/01/19 / 09/01/19A	12/31/22 / 12/31/22

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100255	Traffic Signal Priority Project PM - Robert Tam	<p>Scope: This project will implement Traffic Signal Priority (TSP) technology for SamTrans buses traveling on El Camino Real in San Mateo County (State Highway 82). This will improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections. SamTrans will build on the existing El Camino Real Smart Corridor Project, implemented by Caltrans and the City/County Association of Governments of San Mateo County (C/CAG), and deploy wayside antennas at intersections and transponders aboard buses as the primary TSP detection technology to provide maximum communication precision.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Presented the test findings to the stakeholders. No issues were brought up with the testing or results. (2) Contractor provided the final report for the project. (3) Issued Final Acceptance to the contractor ACT.</p> <p>Next Quarter: (1) Begin closeout of the project.</p>	\$3,907,000	\$3,907,000	\$0	\$3,907,000	\$1,987,855	\$522,145	\$2,510,000	\$1,397,000	79.2%	100.0%	01/01/18 / 01/01/18A	09/30/21 / 07/29/21

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100469	North Base Bus Washer Replacement PM - Jeffrey Thomas	<p>Scope: The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.</p> <p>Issues: Project staff of 1 FTE was short (0.5 FTE) for Jan-Sept 2020 and vacant (0 FTE) for Oct-Dec 2020. Facilities has re-gained project staff on a contract basis in the first week of January 2021. Multiple projects are being reviewed and prioritized to restore vital services at their earliest opportunity.</p> <p>Key Activities: This Quarter: (1) Plans, specifications and estimates (PS&E) were finalized. (2) Facilities sent a purchase requisition, PS&E and support documents to Procurement for bidding. Next Quarter: (1) Start bidding process; bid/award timeframes are yet unknown. (2) Contract submittals/deliverables will be reviewed by staff.</p>	\$935,000	\$935,000	\$0	\$935,000	\$11,518	\$923,482	\$935,000	\$0	1.2%	1.2%	08/01/19 / 01/01/20A	12/31/21 / 10/31/22
100470	N & S Base IW Line to Brake Pit Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.</p> <p>Issues: The scheduled North Base Industrial Waste Line Replacement has met small incremental delays in design/planning phase and again at the submittal review phase. The net impact of collective delays and staffing changes is 90 days (2nd week of June 2021) for substantial completion and 120 days (2nd week of July 2021) for final complete.</p> <p>Key Activities: This Quarter: (1) Site inspection and punch list compiled on 5/17/2021. (2) Facilities accepted work as 100% Complete on 5/24/2021. (3) Project team and Contractor are yet in process with close-out documents. Next Quarter: (1) Continue the closeout process.</p>	\$780,000	\$780,000	\$0	\$780,000	\$572,177	\$207,823	\$780,000	\$0	73.4%	73.4%	07/01/19 / 12/01/19A	03/31/21 / 07/31/21

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100473	Central Building Refresh PM - Greg Moyer	Scope: This project is for Central Building improvements. It includes 20+ building improvements for Central Office and Garage. Issues: None. Key Activities: This Quarter: (1) Continued Central Building improvement work. Next Quarter: (1) Continue Central Building improvement work.	\$1,849,200	\$1,849,200	\$0	\$1,849,200	\$427,286	\$1,421,914	\$1,849,200	\$0	23.1%	23.1%	07/01/20 / 07/01/20A	12/31/21 / 12/31/21
100474	South Base Bus Washer Walls Rehab PM - Jeffrey Thomas	Scope: This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls during reconstruction. Issues: None Key Activities: This Quarter: (1) Project team & On-call GEC reviewed preliminary solutions and relative features/costs. (2) Facilities requested GEC's proposal via Procurement. (3) Facilities requested GEC's proposal via Procurement on 5/10/2021. Next Quarter: (1) Finalize the proposal and begin the design. Note: Project staffing was vacant/short during 2019-20.	\$350,000	\$350,000	\$0	\$350,000	\$10,723	\$339,277	\$350,000	\$0	3.1%	3.1%	07/01/19 / 08/01/20	06/30/22 / 11/30/22
100476	North and South Base Exterior Painting PM - Greg Moyer	Scope: This project is to paint exterior portions of North and South bases. Issues: None. Key Activities: This Quarter: (1) Facilities continued with rough plans, area measurements and phased schedules. Next Quarter: (1) Continue to develop finished plans, area measurements and phased schedules.	\$1,140,000	\$1,140,000	\$0	\$1,140,000	\$1,104	\$1,138,896	\$1,140,000	\$0	0.1%	0.1%	03/01/21 / 03/01/21A	10/31/24 / 10/31/24

SamTrans - Major Capital Project - Quarterly Report - Q4 FY2021 April 01, 2021 to June 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (g) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100511	South Base Natural Gas Line Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the existing natural gas distribution system at South Base. The existing gas distribution system has been leaking and localized repairs have been completed but the gas system is to a point where total replacement is necessary to fully operate the South Base Bus Maintenance Building. The project includes on-call General Engineering Contractors (GEC's) to provide 35%, 65%, 95%, and 100% plans, specifications, and drawings (PS&E), bid support and design support during construction and construction.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) NOC was hand-delivered to the County Recorder's Office on 2/11/2021. (2) Contract closeout was pending on District's receipt of a recorded NOC document; reference Document #2021-023613. (3) A 'recorded NOC' document was received from the County Recorder's Office. Next Quarter: (1) Project staff (Facilities) to complete and distribute project close-out documents.</p>	\$1,070,000	\$1,070,000	\$0	\$1,070,000	\$465,544	\$34,456	\$500,000	\$570,000	93.1%	100%	11/01/19 / 05/26/20A	11/22/20 / 07/31/21
100547	South Base Switchgear Replacement PM - Greg Mayer	<p>Scope: South Base switchgear replacement.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) GEC/Designer continued working to revise plans, specifications and estimates Next Quarter: (1) GEC/Designer to continue working to revise plans, specifications and estimates.</p>	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$24,414	\$975,586	\$1,000,000	\$0	2.4%	2.4%	10/01/19 / 10/01/19A	07/31/22 / 07/31/22

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

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

Fiscal Year 2020 Capital Budget - Amendment 1

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

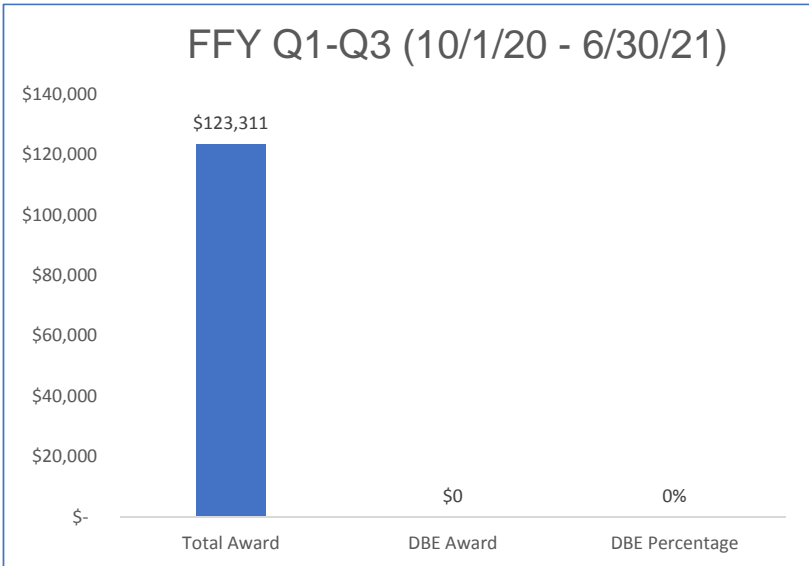
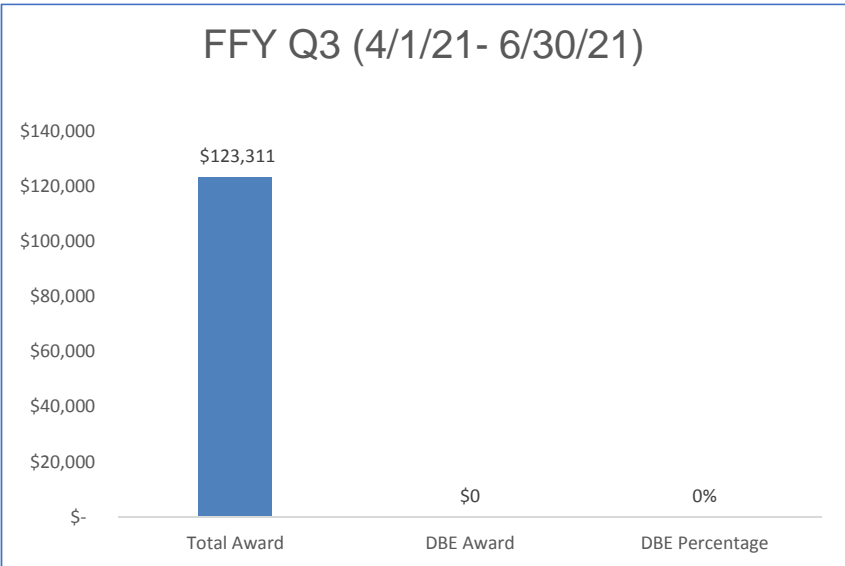
Fiscal Year 2020 Capital Budget (Cont)

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

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

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

SamTrans Award



Note: There was no Federal Awards for Q1 and Q2 for SamTrans.

Definition of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Performance Status (Traffic Light) Criteria

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

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

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

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

ACTION

Staff proposes the Board authorize filing a claim for Transportation Development Act (TDA) Article 4.0 and 4.5 funds, State Transit Assistance (STA) funds, the State of Good Repair Program, and Regional Measure 2 (RM2) funds for Fiscal Year 2022 (FY2022).

Based on the Metropolitan Transportation Commission's (MTC) latest estimates, the San Mateo County Transit District (District) is allowed to claim the following amounts for FY2022:

<u>Funding Source</u>	<u>FY2022 Adopted Budget</u>	<u>FY2022 MTC Claim</u>	<u>Increase/ (Decrease)</u>
<u>TRANSPORTATION DEVELOPMENT ACT (TDA)</u>			
TDA Article 4.0 (SamTrans bus)	\$ 34,473,853	\$ 35,071,204	\$ 597,351
TDA Article 4.5 (Paratransit)	<u>1,745,413</u>	<u>1,776,853</u>	<u>31,440</u>
TDA Total	\$ 36,219,266	\$ 36,848,057	\$ 628,791
<u>STATE TRANSIT ASSISTANCE</u>			
Revenue Based	5,575,975	10,630,852	5,054,877
Population Based:	<u>635,687</u>	<u>2,511,467</u>	<u>1,875,780</u>
STA Total	\$ 6,211,662	\$ 13,142,319	\$ 6,930,657
Total SamTrans Operating TDA & STA	\$ 42,430,928	\$ 49,990,376	\$ 7,559,448

Funding Source	FY2022 Adopted Budget	FY2022 MTC Claim	Increase/ (Decrease)
TDA Passthrough- Paratransit Coordinating Council	\$ 69,000	\$ 69,000	\$ -
RM2 (SamTrans Owl Service)	\$ 183,525	\$ 183,525	\$ -
SamTrans State of Good Repair Capital Funding	\$ 1,496,400	\$ 1,496,400	\$ -
Peninsula Corridor Joint Powers Board (JPB)			
STA Revenue Based	\$ 6,425,471	\$ 10,041,955	\$ 3,616,484
State of Good Repair Capital Funding	\$ 1,491,021	\$ 1,491,021	\$ -

SIGNIFICANCE

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

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

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

BUDGET IMPACT

This claim, which reflects current projections from MTC, is higher than what was reflected in the FY2022 Adopted Budget. This is primarily due to increased state sales tax revenues resulting from the rise in costs for diesel fuel. Also contributing to the increase, are prior years true-ups for actual revenues which came in higher than the estimates provided by MTC. These prior years true-ups are eligible to be included in this claim.

Later in the fiscal year, Staff plans to present to the board a request to amend the budget to reflect these updated projections.

BACKGROUND

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

Prepared By: Virginia Baum, Manager, Budgets 650-508-7963
Melanie Hartanto, Senior Budget Analyst 650-508-6478

RESOLUTION NO. 2021 -

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

**AUTHORIZING THE FILING OF AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION
COMMISSION FOR TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE,
AND REGIONAL MEASURE 2 FUNDS FOR FISCAL YEAR 2022**

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

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

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

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

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

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

WHEREAS, the MTC has provided the District with estimates of its share of TDA and STA funds for Fiscal Year 2022 (FY2022), subject to adjustment if actual receipts differ from projections over the course of the fiscal year; and

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) authorize the Acting General Manager/CEO, or designee, to apply to the MTC for funds for FY2022 from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (SamTrans Bus): \$35,071,204
2. TDA Article 4.5 (Paratransit): \$1,776,853
3. STA Revenue Based (SamTrans Bus General Operating Expense): \$10,630,852
4. STA Population Based – County Block Grant (Paratransit): \$2,511,467
5. TDA Pass-through to Paratransit Coordinating Council: \$69,000
6. RM2 (SamTrans Owl Service): \$183,525
7. STA State of Good Repair SamTrans Capital: \$1,496,400
8. STA JPB Operating: \$10,041,955
9. STA State of Good Repair JPB Capital: \$1,491,021

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transit District that the Acting General Manager/CEO, or designee, hereby is authorized and directed to file appropriate claims for Transportation Development Act Article 4.0 and 4.5 Funds, State Transit Assistance Funds, and Regional Measure 2 Funds, together with all necessary supporting documents, with the Metropolitan Transportation

Commission for FY2022 as listed above; and

BE IT FURTHER RESOLVED, that the Acting General Manager/CEO, or designee, is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board and attendant funding requirements during FY2022, as may be adopted from time to time by the Board; and

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

BE IT FURTHER RESOLVED, that the Acting General Manager/CEO, or designee, is authorized and directed to transmit an executed copy of this Resolution to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and to request that the MTC concur in these findings and grant the allocation of funds as specified.

Regularly passed and adopted this 1st day of September 2021, by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

RESOLUTION NO. 2021-

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

* * *

IN SUPPORT OF THE 4TH ANNUAL CALIFORNIA CLEAN AIR DAY

WHEREAS, California has some of the most polluted regions in the United States;
and

WHEREAS, it is vital that we protect the health and well-being of our residents,
visitors and workforce;and

WHEREAS, air pollution contributes to higher rates of cancer, and heart and lung
diseases, which adversely and inequitably affect health; and

WHEREAS, emissions from vehicles, industry, and even household sources
significantly affects the natural environment, air quality and well-being of residents,
employees and riders; and

WHEREAS, everyone can play a role in helping to keep regional air quality
healthy; and

WHEREAS, individual decisions such as using public transportation, including bus
and rail, or active transportation such as walking or biking to get to work and school,
can directly improve air quality in our region; and

WHEREAS, SamTrans is cleaning the air by transitioning from a bus fleet fueled by
diesel gasoline to an electric fleet, which will benefit regional air quality; and

WHEREAS, education about air quality can raise community awareness,
encourage our community to develop sustainable habits, and improve community
health; and

WHEREAS, Californians will be joining together across the state to clear the air on October 6, 2021; and

WHEREAS, SamTrans is committed to the health of our residents, workforce, visitors and community at large; and

NOW, THEREFORE BE IT RESOLVED that October 6, 2021 be declared "Clean Air Day" at SamTrans; and

BE IT FURTHER RESOLVED that we encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clean California's air.

Regularly passed and adopted this 1st day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



MEMORANDUM

BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

BOD ITEM #7 SEPTEMBER 1, 2021

Date: August 25, 2021
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

July 2021 Summary

July 2021 is the sixth consecutive month of fixed-route bus ridership increase. There were 472,359 trips in July 2021, which is an increase of 44.3 percent over the total trips in January 2021. Despite the threat of the coronavirus delta variant, and extended health precautions, the noted increase in ridership is primarily due to business reopening's as the county emerges from the pandemic. Youth ridership remained constant, but it is expected to increase this fall with students returning to in-person learning.

Safety remains "priority 1" at SamTrans for employees and riders. SamTrans continues to provide free trips for people getting their COVID-19 vaccination. To date, SamTrans has provided over 800 free bus trips and over 260 free ADA Paratransit trips. Masks will remain a requirement until January 2022, as required by the Transportation Security Administration (TSA) on all public transit vehicles. At the District's headquarters and other facilities, employees are required to wear masks while in the office, administrative and office personnel continue to work on a hybrid schedule and limit their in-person time at headquarters. The offices at Central headquarters remain closed to the public.

Run Book 136, effective August 15, 2021, increased the service level to 88 percent of the pre-COVID service levels. The increase service percentage is attributed to the resumption of school-related routes as well as minor increases in service and on mainline routes. Several routes continue to remain suspended or at reduced service levels.

There was an inordinate number of operator absentees for the beginning of the runbook (August 16th and 17th) which coincided with the initiation of the school year. The absences caused 428 DNOs in two days. Service was fully restored by Wednesday, August 18, 2021. District staff mitigated the loss of service by implementing notification protocols and continued communication throughout multiple departments within agency. A call for all hands was issued and very favorable responses came from other bus operators who worked their days off and overtime. Dispatchers notified the call center to report what schedules could not be covered. Bus operator trainees, instructors, and our contractor, MV Transportation, assisted in delivering

open schedules. SamTrans' culture of customer service and the devotion towards the mission of providing transportation to the community, drove the mitigation strategies that avoided larger service disruptions and more missed schedules.

Contracts and Procurement Achievement Award

Contracts and Procurement earned the 2021 Achievement of Excellence in Procurement Award, presented by the National Procurement Institute, Inc. (NPI). SamTrans is 1 of only 182 agencies in the United States and Canada and 1 of only 36 Special Districts to receive the award.

Congratulations to the employees in Contract and Procurement and the other Departments throughout SamTrans that prepare procurement contracts. A copy of the NPI Award letter is attached.

Return to Transit Marketing Campaign

"All Aboard Bay Area" is a regional transit campaign development by MTC and the Marketing/Communications Blue Ribbon Transit Recovery Task Force subgroup. Local messaging and advertisement efforts will follow to promote the SamTrans August service changes, Clipper Mobile, and Clipper Start program. A pulse survey launched in August, targeting current and former riders. The first results will be available early September. The survey will run on a monthly basis, collecting customer experience feedback, plans for riding SamTrans and trip characteristics.

Bay Area Council Return to Transit Tracking Poll

A regional Return to Transit Employer Survey is being conducted by the Bay Area Council. The survey launched in April and will run through September, with results being reported monthly. Before the pandemic, 70 percent of employers said a typical employee commuted five days a week. Currently, employers expect only 19 percent of those historical commuters to continue the same travel pattern, which represents a significant decrease in commuters in a post-pandemic work environment.

Human Capital Investment

	<u>July 2021</u>		<u>July 2022</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	3,500	438	0	0
New fleet/route orientation	0	0	0	0
VTT/DMV mandated training	372	47	172	22
Bus Operator retraining	214	27	334	42
Maintenance training	160	20	421	53
CPR/AED/First Aid/BST/Other	<u>2</u>	<u>-</u>	<u>0</u>	<u>0</u>
Total Hours	4,248	531	927	116

Training Class #167 started on July 7, 2021. Six Bus Operator Trainees were on an Accelerated Pilot Training Program and graduated August 20. The remaining 12 Trainees are scheduled to graduate on September 17, 2021.

SamTrans Operation Safety (S.O.S.)

The Bus Operation August 2021 S.O.S. Campaign focused on schools reopening with the slogan, “Kids are Back, Stay on Track.”

- Be alert and stay focused
- Look for potential hazards and proceed with caution around kids.
- Constantly check your mirrors to ensure students are seated before moving the bus.

The S.O.S. Campaign started in January 2021 and the District exceeded the MBPA (Miles Between Preventable Accidents) goal for two consecutive months, June and July, with 115,100 miles between preventable accidents despite increased traffic and more pedestrians on the road. Monthly S.O.S. meetings and working in conjunction with the Training and Planning departments to eliminate hazards on routes are helping to reduce preventable accidents.

SamTrans Mobile App Update for Q4 FY2021

Launched in September 2018, the SamTrans mobile app sells paratransit and most fixed-route fare products (excludes monthly passes). During the fourth quarter of FY2021, SamTrans mobile sales and revenue continued to grow.

	Q4 FY21 Actuals	% ▲ vs. Q3 FY21	% ▲ vs. Q4 FY20
App Downloads	2,235	31%	64%
New accounts	2,253	100%	442%
Tickets Sold	23,085	22%	N/A*
Revenue \$'s	\$53,383	23%	N/A*

* Data not available for Q4 due to fare collection suspension due to COVID-19
 Data source: Bytemark app performance report
 Note: Data as of 8/12/2021 and does not contain refunds



August 10, 2021

Mr. Carter Mau
Acting General Manager/CEO
San Mateo County Transit District
1250 San Carlos Ave
San Carlos, CA 94070

Dear Mr. Mau,

I am pleased to inform you that your agency's procurement department has earned the 2021 Achievement of Excellence in Procurement® Award. The continuously evolving AEP criteria are designed to measure and provide benchmarks for public procurement best practices.

The San Mateo County Transit District is 1 of only 182 agencies in the United States and Canada and 1 of only 36 Special Districts to receive the award.

We encourage you to share this prestigious award with your governing body and organization. A sample press release is also available on our website at <https://www.npi-aep.org/aep-webinar-and-media2>

Congratulations on the 26th Annual 2021 Achievement of Excellence in Procurement® Award!

Sincerely,

A handwritten signature in black ink, appearing to read 'B.P. Garrity', is written over a faint, light-colored signature line.

Brian P. Garrity, CPSM, C.P.M., CPPB
Achievement of Excellence in Procurement® Award Officer

cc: Mr. Kevin Yin, Director

The Achievement of Excellence in Procurement® recognizes organizational excellence in public and non-profit procurement. The award criteria are designed to measure innovation, professionalism, e-procurement, productivity, and leadership attributes of the procurement function. The Achievement of Excellence in Procurement® is sponsored by the National Procurement Institute (NPI), the California Association of Public Procurement Officials (CAPPO), the Canadian Public Procurement Council / Conseil canadien des marchés publics (CPPC), the Florida Association of Public Procurement Officials (FAPPO), the National Association of Educational Procurement (NAEP), the National Association of State Procurement Officials (NASPO), NIGP: The Institute for Public Procurement and the Texas Public Purchasing Association (TxPPA).



BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

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

WEDNESDAY, SEPTEMBER 1, 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 August 4, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Monthly Performance Report – July 2021
7. Adjourn

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
AUGUST 4, 2021**

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

Committee Members Absent: M. Fraser

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

Other Board Members Absent: C. Stone

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

1. CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 2:27 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 7, 2021

Motion/Second: Medina/Powell

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

Noes: None

Absent: Fraser, Stone

3. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, provided an update on paratransit service to adult daycare programs.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said that they are working with accessibility to revamp the PCC orientation for new members.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Chair, Citizens Advisory Committee, provided a brief summary of the July 28 meeting.

6. MONTHLY PERFORMANCE REPORT – JUNE 2021

Ana Rivas, Director of Bus Transportation, provided a summary of the latest key performance indicators.

7. ADJOURN

The meeting adjourned at 2:34 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

ACTION

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

SIGNIFICANCE

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

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

Minutes from the July 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 July 13 2021 Meeting

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Tina Dubost, SamTrans; Judy Garcia, Consume; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Scott McMullan, CoA; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health.
(Member attendance = 10/12, Quorum = Yes)

Guests:

Ligia Andrade Zuniga, Consumer; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Richard Weiner, Nelson\Nygaard; Charles Posejpal First Transit/Redi-Wheels; Kelley Shanks, SamTrans; Henry Silvas, SamTrans; Kathy Uhl, CoA

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Alex Madrid, Consumer

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 MAY MINUTES:

Sammi Riley moved to approve the May meeting minutes; Dinae Cruise seconded the motion; the minutes were approved.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

There were no updates to report.

Education – Sammi Riley, Chair

Sammi reported that the committee met on July 2nd and approved some changes to the PCC video which is now uploaded to the website. The committee reviewed a draft of another video aimed at positively addressing the three most common questions about Redi-Wheels/ RediCoast:

- Where's my ride?
- Why can't I choose the type of vehicle?
- Why do the drivers have to stop and pick up other people?

The committee also reviewed the list of outreach facilities and how best to get back in touch with them.

The next meeting is on September 3rd.

Executive – Benjamin McMullan, Chair

The committee met on July 6th. Ben reported that:

- They discussed the pros and cons of combining the PAL and PCC meetings
- Ben and Marie had discussed finding a Nomination/Membership committee chair. Marie and Dao are going to share the position with other agencies.
- The Nelson\Nygaard contract has been extended for another year.
- They reviewed the new member orientation materials
- They discussed an inquiry about involvement with the SamTrans Recovery Plan (Tina since explained that this is a regional plan.)

Mike noted that there was a bill to extend virtual meetings beyond October, and Sandra commented that there's legislation pending on hybrid meetings.

Tina asked where the Nomination/Membership committee chair opening was to be shared. Marie reported that she and Dao have relationships with many agencies in the area. They plan to arrange a quarterly meeting and would talk about the chair position. Information from these meetings would be included as a report to the PCC. Mike thought this a good idea since the Council does not receive much feedback from agencies. Marie also hoped that this would increase membership in the Consumer Corps.

Ben will see if the San Bruno Senior Center would like to be included in these meetings and Mike will mention it at the next New Beginnings Coalition meeting. Sandra thought it would be useful for everyone to see the outreach list and mentioned that the Mission Hospice Auxiliary might be interested in joining.

Marie asked Tina for a complete list of agencies who have used Redi-Wheels. Tina will check into providing this.

Richard mentioned that the Executive Committee also reviewed the PCC Orientation Guide and the last orientation's agenda. One piece that was missing is the role of the PCC in advocacy. Ben mentioned that in the past, a member of the Executive Committee and a representative from Nelson\Nygaard participated. Mike thought it would be useful to invite any of those who attended the last orientation to come to the next Executive Committee meeting.

The next meeting will be on August 3rd, at 1pm.

Nominations/Membership – TBD, Chair

The Nominations/Membership committee has a vacancy for the chairperson. See discussion under Executive Committee.

CONSUMER COMMENTS

None.

OPERATIONAL REPORTS

This was covered in the PAL meeting.

PERFORMANCE SUMMARY

Tina thanked Sammi and Alex Madrid for appearing in some videos for SamTrans.

She reviewed the preliminary data for June. Ridership is starting to increase as more places open up. Total ridership and average weekday ridership were higher – 324 in June 2020 to 451 in June 2021. When compared to February 2020, ridership is still down approximately 54%. Subscription trips declined less than demand trips. Agency trips are starting again – San Carlos Adult Day Care has resumed service and Rosener House has just reopened. Same day cancels remain steady; late cancels are starting to increase but it's not yet a problem. No shows are still low. The number of individuals riding is higher at around 1100. The percentage of trips via taxi increased slightly to 13.4%. The on-time performance was excellent. Productivity continues to be low at 1.23.

Sammi reported that she's been using the service every other day and her rides have been on time or 10-15 minutes early.

COMMENT STATISTICS REPORT

Tina reviewed the data for May. The number of comments is still low as ridership is down. Most were received as consumer reports rather than comment cards. There are more policy than service issues. The response time for complaints was very good. She did not see any patterns in the reports.

Dinae Cruise reported she had taken a ride where the driver said the manifest wasn't showing the right fare; it turned out that he had the wrong person in the vehicle. Tina will remind drivers to verify that they have the right person.

SAFETY REPORT

Charles Posejpal reported 4 incidents in June. Three were non-preventable and one was preventable.

LIAISON REPORTS

Agency

Marie had reported on this earlier in the meeting.

ERC – Mike Levinson

Mike reported that there were no updates. He asked for an update on the RFP for upgrading the software. Tina said that the RFP for paratransit scheduling software has been issued and the responses received were being evaluated.

Commission on Disabilities (CoD) – Ben McMullan

CoD will be hosting an online educational event to celebrate the 31st anniversary of the ADA on July 26 at 11:30am. He will send a link to the PCC.

Center for Independence (CID) – Ben McMullan

CID is getting ready for the National Council on Independent Living Conference, July 19-30. They are also distributing educational videos on Emergency Preparedness.

There's a proposal within the Federal Government to fund home and community-based services. This includes in-home supportive services and paratransit, and the government is proposing to allocate \$200B to fund long-term support and services. CID is collecting stories to demonstrate how essential home and community-based services are to those who are reliant on them and an action alert was distributed to PCC members. These stories will be used to advocate for this funding.

Commission on Aging (CoA) – Kathy Uhl

Although she did not have a report, Kathy thought that there are many areas where the CoA can work with the PCC on transportation issues.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that the CTC will meet in August and that everything is going smoothly on the Coastside.

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

Sandra reported that the CAC met on June 29th. One item on the agenda was an update on the SSF Caltrain station improvement project which includes a pedestrian underpass; an additional \$23M of Measure A funds was allocated for cost overruns. Completion is now scheduled for the end of 2021.

OTHER BUSINESS

Mike had been following the second California stimulus plan. It was a separate piece of legislation, which was just signed by the Governor. This \$600 stimulus check will be available to recipients who had under \$75,000 in income and filed a 2020 tax return.

Sandra stated that the Measure W Citizen's Oversight Committee will meet on July 23rd to review expenditures.

There will be no PCC meeting in August. The next meeting will be on September 14th at 1:30pm. The meeting adjourned at 2:49pm.

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

A roll call was taken. The minutes from the June PAL meeting were included in the meeting packet; Ben McMullan moved to approve; Sandra Lang seconded the motion; Scott McMullin abstained; the minutes were approved with no corrections.

Local Advocacy

Sandra Lang advised of a petition on change.org calling for a restructuring of paratransit and asked that the link be sent to the Executive Committee members for discussion on protocols when future potential advocacy opportunities arise.

Mike Levinson had reviewed the draft of the new *Senior Mobility Guide* and thought it was clear and comprehensive. Richard Weiner thought the matrix that summarized all the transportation services in the County was very helpful. Tina Dubost will present to the PCC about mobility resources at the September 2021 meeting.

Policy Issues

Tina introduced Kelley Shanks, Operations Contract Analyst for buses. She has 7 years of experience starting with MV Transit and came to SamTrans in 2018. She will be working with both bus and paratransit services.

- Free trips are continuing to vaccination sites for SamTrans, Redi-Wheels and RediCoast rides. 87% of eligible adults in San Mateo County have now received at least one dose of the COVID vaccine.
- The new contractor, MTM, will start processing paratransit eligibility applications on August 1. They are still using the paper application but will return to in person interviews when safe. She will bring a representative from MTM to a future PCC meeting.
- The face mask mandate on buses and trains has been extended to September 3, 2021. There is an exception for people who have a disability that prevents them from wearing a face mask. There have not been many issues.
- Buses continue to be cleaned daily with EPA-approved products and electrostatic foggers.
- With the re-opening of California, capacity restraints on SamTrans buses and paratransit have been removed.

Tina thanked bus operators, maintenance department and communications for providing assistance to the VTA following the recent tragedy. Operators covered some of the VTA routes. They worked almost 1,400 hours and performed over 2,200 miles of service with zero accidents.

The Return to Transit marketing campaign – “All Aboard Bay Area” - is a regional campaign by the MTC and the Blue Ribbon Transit Recovery Task Force. It will provide consistent messaging for all Bay Area operators and will run during August and September. The [Bay Area Healthy Transit website](#) will provide information about any service changes. Local messaging will also promote SamTrans August service changes, the Clipper Mobile app, and the Clipper Start program.

Tina reported that the [Blue Ribbon Transit Task Force](#) is looking into regionalizing some aspects of transit, resulting in less local control. Stakeholders include MTC, State of California, transit agencies, and individuals such as Susan Rotchy of the Independent Resource Center of Contra Costa and Solano Counties. A transit transformative action plan is scheduled to be approved at the end of July. The plan looks at near-term actions to help achieve the goal of a more connected, more efficient and more user-friendly mobility network across the Bay Area. It will go to the MTC for review and action in October.

Some of the proposals related to accessibility include designating a mobility manager in each county and adopting standard eligibility practices by the end of 2022. SamTrans is the mobility manager in San Mateo County. MTC is in the process of transitioning to manage the Regional Transit Connection (RTC) card program.

There's interest in funding and developing a one-seat ride pilot program for cross jurisdictional paratransit trips. The details have yet to be worked out. Richard commented that a one-seat ride plan was being piloted in Contra Costa County which has three transit agencies. It has been working well from the customer's perspective but was administratively cumbersome. The pilot has been extended and was brought to the Blue Ribbon Task Force to see what lessons can be learned and how to expand the program to provide inter-county service. It is very expensive but has been identified as being critical.

At the SamTrans Board of Directors meeting, Mike had offered the assistance of the PCC in developing any recovery plans but Tina later explained this was not needed as it was a regional and not a SamTrans' plan.

Sandra asked if the Return to Transit program aligned with the Reimagine SamTrans campaign. Tina said both have the same goal of encouraging people to use transit again, although Reimagine SamTrans is only concerned with SamTrans' fixed route service.

Ben asked how PCC members could be involved with the Blue Ribbon Task Force. Tina said that all the [meetings](#) are open to the public.

The next PAL meeting will be on September 14, 2021.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

April Chan
Chief Officer, Planning,
Grants/Transportation Authority

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

ACTION

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

SIGNIFICANCE

As of June 21, 2021, SamTrans no longer requires physical distancing between customers, and bus capacity restrictions were lifted. Regardless of vaccination status, passengers are required to wear masks and maintain six feet distance from bus operators to comply with both federal transportation and state worker safety mandates. Rising concerns of the coronavirus delta-variant may impact future safety protocols. The Transportation Security Administration (TSA) extended the use of mask of board public transportation from September 13, 2021, to January 18, 2022.

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 37.3 percent in the month of July 2021 compared to July 2020. Similarly, total monthly ridership increased by 34.4 percent. Despite the increase in AWR and monthly totals across all three modes, ridership remains below pre-pandemic levels.

Caltrain: Average weekday ridership increased by 154.9 percent in the month of July 2021 compared to July 2020. Similarly, total monthly ridership increased by 169.1 percent. Despite the increase in AWR and monthly totals, ridership for Caltrain remains below pre-pandemic levels.

Other SamTrans' Key Performance Indicators:

In the month of July 2021, there were seven preventable accidents, a decrease of eight accidents compared to July 2020. The goal is to have one or fewer preventable accidents per every 100,000 miles; in July 2021, SamTrans (including Contracted services) had 1.03 accidents per 100,000 miles.

OTP for July 2021 surpassed SamTrans' OTP goal of 85.0 percent by achieving 86.7 percent.

In July 2021, there were 83 DNOs (trips or schedules that did not operate)

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jul-19	Jul-20	Jul-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	30,069	11,603	16,916	45.8%	30,069	11,603	16,916	45.8%
Paratransit	1,129	397	504	27.0%	1,129	397	504	27.0%
Shuttles	11,768	1,510	1,133	-25.0%	11,768	1,510	1,133	-25.0%
Total	42,966	13,510	18,553	37.3%	42,966	13,510	18,553	37.3%

SAMTRANS Total Ridership								
Mode	Jul-19	Jul-20	Jul-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	811,830	334,769	472,359	41.1%	811,830	334,769	472,359	41.1%
Paratransit	28,706	10,497	13,201	25.8%	28,706	10,497	13,201	25.8%
Shuttles	265,397	33,771	23,994	-29.0%	265,397	33,771	23,994	-29.0%
Total	1,105,933	379,037	509,554	34.4%	1,105,933	379,037	509,554	34.4%

CALTRAIN Average Weekday Ridership								
Mode	Jul-19	Jul-20	Jul-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	70,493	3,419	8,714	154.9%	70,493	3,419	8,714	154.9%

CALTRAIN Total Ridership								
Mode	Jul-19	Jul-20	Jul-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,672,672	91,703	246,747	169.1%	1,672,672	91,703	246,747	169.1%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jul-19	Jul-20	Jul-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	149	59	49	-16.5%	149	59	49	-16.5%
BART (San Mateo County)	46,212	4,283	9,679	126.0%	46,212	4,283	9,679	126.0%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jul-19	Jul-20	Jul-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	3,287	1,350	1,039	-23.0%	3,287	1,350	1,039	-23.0%
BART (San Mateo County)	1,182,731	113,962	263,906	131.6%	1,182,731	113,962	263,906	131.6%

Important Notes:

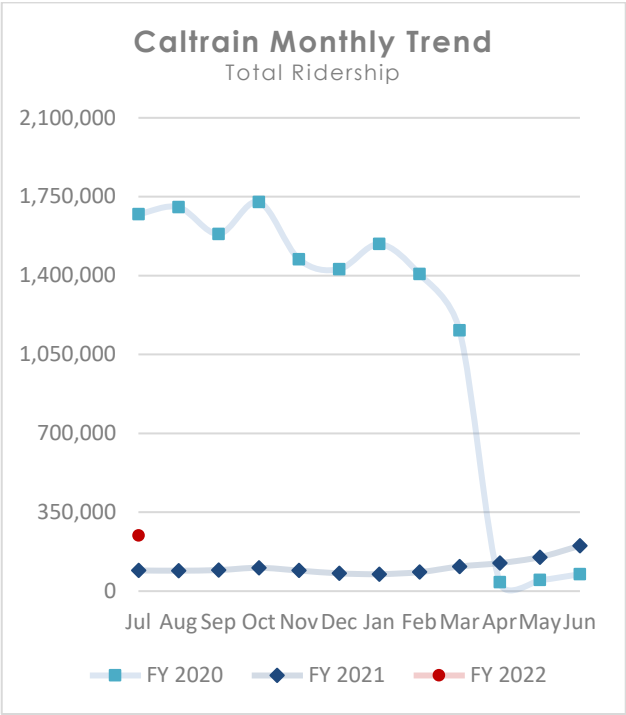
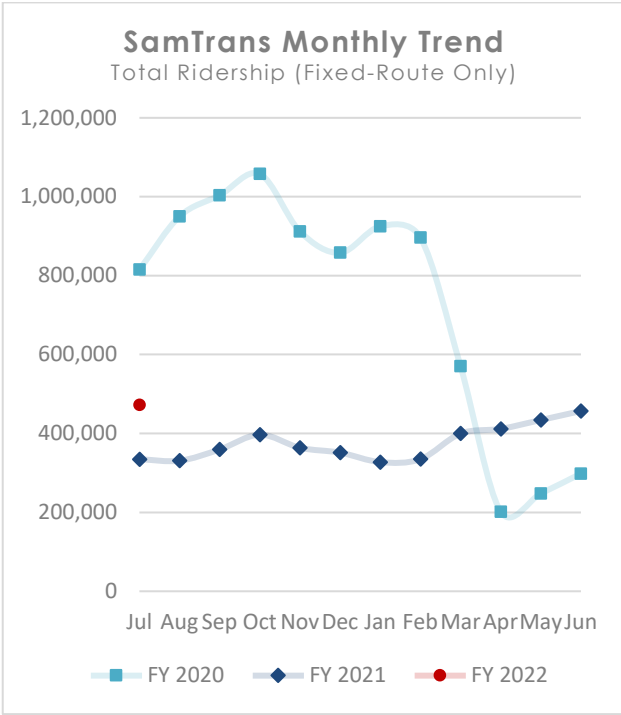
SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

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

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

%Δ¹ indicates the percentage change for the month, current year to previous year.

%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Jul-19	Jul-20	Jul-21
Adult	461,589	-	288,201
Youth	101,475	-	33,165
Eligible Discount	247,951	-	150,741
Total	811,015	-	472,107

This table illustrates the number of riders by fare category (does not include Dumbarton Express ridership and the rural demand-response service). **Fare collection was suspended for the month of July 2020.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jul-19	Jul-20	Jul-21
On-Time Performance	83.4%	86.4%	86.7%
Preventable Accidents	20	15	7
Service Calls	22	18	18
Trips Scheduled	42,525	24,945	36,004
Did Not Operate DNOs	99	31	83

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jul-19	Jul-20	Jul-21
Revenue Hours (Sched.)	58,533	34,739	49,047
Revenue Miles (Sched.)	578,359	369,803	506,725
Total Fleet Miles (Actual)	799,026	578,686	677,372

PARATRANSIT Operations Key Performance Indicators			
KPI	Jul-19	Jul-20	Jul-21
On-Time Performance (RW)	92.8%	95.9%	94.1%
On-Time Performance (RC)	97.1%	95.3%	95.1%
Preventable Accidents (RW)	0	2	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	5	3	4
Service Calls (RC)	0	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jul-19	Jul-20	Jul-21
Revenue Miles (RW)	195,673	78,208	112,385
Revenue Miles (RC)	30,656	20,763	12,529
Fleet Miles (RW)	210,807	88,232	125,431
Fleet Miles (RC)	46,824	23,233	15,179

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jul-19	Jul-20	Jul-21
Customer Complaints	117	89	81

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 96,767 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 37,632 Miles between Service Calls this month.

Notes: KPIs include the third party contractor performance.

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

RW = Redi-Wheels

RC = RediCoast

The total number of complaints received for SamTrans decreased from June (83) to July (81).

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

- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans to Hold Virtual Public Hearing on FY2020 Measure W Audit"

Digital Communications Report:

The month of July demonstrated a decline in engagement, a summer lull we see year after year. Although engagements and impressions were down, all accounts continue growing steadily. This month was quieter, but mask messaging and hiring messaging did well.

July Highlights:

- Masks
- Now Hiring

SamTrans.com Report:

The SamTrans website site traffic saw 69K sessions (each time someone logs on to site) in July, a pandemic high and up from a low of 44K in April, 2020. The COVID information page continues to get updated as conditions change.

SamTrans Website Replacement Project:

Staff continue to meet with the web developer, FivePaths. The new website is taking shape and recent developments on GTFS and maps are exciting. Staff continue to audit the current website's content before a September migration. We want eyes on every page and to only migrate vital pages and documents. Staff continues to plan how to make the agency websites ADA compliant, but a plan has taken shape and is moving forward.

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



BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, SEPTEMBER 1, 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 August 4, 2021
3. Award of Contract for On-call Program Management Oversight Services
4. Award of Contract for Preliminary Design of Electrical Infrastructure Upgrades for Two Bus Maintenance Facilities
5. 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
AUGUST 4, 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: C. Groom, R. Medina, D. Pine, P. Ratto

Other Board Members Absent: M. Fraser C. Stone

Staff Present: 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 2:34 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 7, 2021

3. ADOPTION OF SALARY ORDINANCE NO. 107

Juliet Nogales-DeGuzman, Director, Human Resources, presented the staff report.

Public Comment:

Roland asked when the Caltrain Board approved the appropriation for an additional 25 administrative staff. Committee Chair Powell requested that staff provide that information.

Motion/Second: Gee/Pine

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

Noes: None

Absent: Fraser, Stone

4. ADJOURN

The meeting adjourned at 2:39 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: Finance Committee

THROUGH: Carter Mau
Acting General Manger/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR ON-CALL PROGRAM MANAGEMENT
OVERSIGHT SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Jacobs Project Management Company (Jacobs) of Oakland, California for on-call program management oversight services (Services) for a not-to-exceed amount of \$2.5 million for a five-year term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Jacobs in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will benefit the San Mateo County Transit District (District) by having a dedicated, qualified firm for on-call program management oversight services in support of upcoming capital improvement projects at various District properties.

Award of this contract will not obligate the District to purchase any specific level of service because the Services will be performed under Work Directives (WDs) issued to the firm on a project-by-project and as-needed basis.

BUDGET IMPACT

The WDs will be funded with State, regional, and/or local revenues and grants from approved District capital project budgets over the life of this contract.

BACKGROUND

The District has an on-going business need for the Services, primarily consisting of program and project management, document control, records management, cost estimating and scheduling, and support services, to support various capital projects.

The District issued a Request for Proposals (RFP), solicitation number 21-S-P-052, for the Services, which was advertised on the procurement website and notices were sent to Small and Disadvantaged Business Enterprises (SBE/DBEs) in the program management oversight consultant services industry. A pre-proposal video conference was held and 41 firms attended. Seven firms submitted proposals as follows:

- Aegis ORS, Irvine, California
- Ally Rail Consulting, Foster City, California
- CPM Associates, Inc., San Francisco, California
- Executive Option, LLC, Las Vegas, Nevada
- Jacobs Project Management Company, Oakland, California
- Motive Power Inc., Petaluma, California
- PMA Consultant LLC, San Francisco, California

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

- Company Qualifications, Experience & References (30 Points)
- Qualifications and Experience of Key Personnel (25 Points)
- Approach to Providing Services (25 Points)
- Work Directive Management Plan and Procedures (20 Points)
- Small Business Enterprise (SBE) Preference (5 Points)

After the initial scoring of the technical proposals, four firms were found to be in the competitive range and were invited to oral interviews. Subsequently, the Committee completed its final evaluation and consensus ranking. The Committee determined Jacobs to be the highest-ranked firm. The firm possesses the requisite depth of experience, and has the required qualifications to successfully perform the scope of services defined in the solicitation documents. Staff conducted a cost analysis and determined Jacobs's negotiated cost proposal to be fair, reasonable and aligned with costs currently paid by the District and other public agencies for similar services. Staff therefore recommends award of a contract to this firm.

The Office of Civil Rights (OCR) reviewed the RFP prior to release and encouraged proposers to provide subconsulting opportunities to recognized certified small businesses, including SBE firms. Proposers were required to document their solicitation and negotiation activities with their subconsultants to ensure that the process was carried out in a non-discriminatory manner. The OCR reviewed all proposals submitted and determined that Jacobs's proposal is responsive to the RFP requirements for the purposes of meeting the SBE Preference. Jacobs is not a certified small business; however, two of the four subconsultants on Jacobs' consulting team are SBE firms for specialized services.

Jacobs and CPM Associates, Inc. currently provide the Services under contracts with an estimated, aggregate not-to-exceed amount of \$340,000 for a five-year term through March 2024. By Resolution 2021-8, the Board approved an amendment to increase the current contracts by a cumulative amount of \$465,000 for a new not-to-exceed cumulative amount of \$805,000. The current contract amount will be exhausted in October 2021, after approximately two and a half years from contract execution. The new contract amount is consistent with current expenditures and the estimated amount of Services required to support ongoing and anticipated capital projects. Award of the new contract to Jacobs will ensure delivery of reliable and consistent Services to the District.

STRATEGIC INITIATIVE

- **Priority 2:** Strengthen Fiscal Health
 - **Goal 3:** Implement existing and new best practices

- **Priority 3:** Become a More Effective Organization
 - **Goal 1:** Improve organizational performance

Prepared By: Patrick Ng, Procurement Administrator II
Project Manager: Jeff Thomas, Maintenance Contract Administrator

650-622-8018
650-508-6309

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO JACOBS PROJECT MANAGEMENT COMPANY
FOR ON-CALL PROGRAM MANAGEMENT OVERSIGHT SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$2.5 MILLION FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) issued a Request for Proposals (RFP), solicitation number 21-S-P-052, for on-call program management oversight services (Services); and

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

WHEREAS, a Selection Committee (Committee) scored and ranked the proposals according to the qualifications-based evaluation criteria set forth in the RFP, determined that four firms were found to be in the competitive range, conducted oral interviews and determined that Jacobs Project Management Company (Jacobs) of Oakland, California received the highest consensus ranking; and

WHEREAS, staff conducted successful negotiations with Jacobs and determined Jacobs possesses the necessary qualifications and requisite experience to successfully provide the Services to the District, and will perform such Services at fair and reasonable prices; and

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) award a contract to Jacobs for provision of the Services for a not-to-exceed amount of \$2.5 million for a five-year term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby awards a contract for on-call program management oversight services to Jacobs Project Management Company for a not-to-exceed amount of \$2.5 million for a five-year term; and

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

Regularly passed and adopted this 1st day of September, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR PRELIMINARY DESIGN OF ELECTRICAL
INFRASTRUCTURE UPGRADES FOR TWO BUS MAINTENANCE FACILITIES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Stantec Consulting Services, Inc. (Stantec) of Walnut Creek, California for preliminary design services (Services) for electrical infrastructure upgrades at two bus maintenance facilities (Project) for a not-to-exceed amount of \$415,089 for a one-year term.
2. Authorize the Acting General Manager/CEO, or designee, to execute a contract with Stantec in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the Acting General Manager/CEO, or designee, to exercise one six-month option term with Stantec, if deemed in the best interest of the San Mateo County Transit District (District).

SIGNIFICANCE

The California Air Resources Board has set a statewide goal of transforming all transit fleets to zero-emission technology by 2040 under its Innovative Clean Transit (ICT) Regulation. The District incorporated the ICT requirements into its bus replacement schedule, conceptual infrastructure plans, sustainability metrics and ridership impact to create an ICT Rollout Plan. The District's ICT Rollout Plan was presented to and approved by the District's Board of Directors on December 2, 2020 pursuant to Resolution 2020-53.

The District anticipates transitioning its entire fleet of diesel-powered transit vehicles to zero-emissions battery-electric buses by 2038. Such actions are consistent with the Board-adopted ICT Rollout Plan.

The District must upgrade existing electrical infrastructure at its bus facilities (North and South Bases) in order to accommodate charging and maintenance of a battery-electric bus fleet. Award of this facilitate development of 30% design documents (plans, specifications, and estimates) for the required infrastructure upgrades. Upgrades will include utility connections, switchgear, in-ground power distribution, smart energy management, canopy structures and solar panels.

BUDGET IMPACT

Funds for this contract are included in the District's Fiscal Year (FY) 2022 Capital Budget approved on June 2 pursuant to resolution 2021-26 and FY2016 Capital Budget approved June 3, 2015, pursuant to Resolution 2015-32.

BACKGROUND

The District issued a Request for Proposals (RFP), solicitation number 21-S-P-058, for the Services. The RFP was advertised on the District's procurement website and notices were sent to Small Business Enterprises (SBEs) in the general engineering consultant services industry. A pre-proposal video conference was held and six firms submitted proposals as follows:

- EN Engineering, LLC, Los Angeles, California
- Integral Group, Oakland, California
- Kimley-Horn and Associates, Inc., San Jose, California
- Stantec Consulting Services, Inc., Walnut Creek, California
- Urban Engineers, Inc., San Jose, California
- WSP USA, Inc., San Francisco, California

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

- | | |
|--|-----------|
| • Company Qualifications, Experience & References | 15 points |
| • Key Personnel Qualifications, & Organization Chart | 30 points |
| • Understanding the Scope of Work | 40 points |
| • Project Management Plan | 15 points |
| • Small Business Enterprise (SBE) Preference | 5 points |

After the initial scoring of the technical proposals, three firms were found to be in the competitive range and were invited to oral interviews. Subsequently, the Committee completed its final evaluation and consensus ranking. The Committee determined Stantec to be the highest-ranked firm. Staff conducted a cost analysis of the cost proposal, and determined the prices to be fair, reasonable and consistent with those paid by other public agencies for similar services. Staff therefore recommends award of a contract to this firm.

Stantec possesses the requisite experience and qualifications required for successful performance of the Services, as further defined in the solicitation documents. Stantec has experience with providing similar Services related to zero-emission bus and electrical infrastructure upgrades throughout California for the following public agencies: 1) Golden Gate Bridge Highway and Transportation District; 2) Orange County Transportation Authority; 3) San Luis Obispo Regional Transit Authority; and 4) City of Santa Monica.

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

STRATEGIC INITIATIVE

Priority 2: Strengthen Fiscal Health

Goal 3: Implement existing and new best practices.

Priority 3: Become a More Effective Organization

Goal 1: Improve organizational performance.

Prepared By: Quoc Truong, Procurement Administrator III
Project Manager: Jeff Thomas, Maintenance Contract Administrator

650-509-7732
650-508-6309

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO STANTEC CONSULTING SERVICES, INC.
FOR PRELIMINARY DESIGN OF ELECTRICAL INFRASTRUCTURE UPGRADES FOR TWO BUS
MAINTENANCE FACILITIES FOR
A NOT-TO-EXCEED AMOUNT OF \$415,089 FOR A ONE-YEAR TERM**

WHEREAS, in response to California Air Resources Board's Innovative Clean Transit Regulation, the San Mateo County Transit District (District) intends to replace all of its diesel-powered transit vehicles with zero-emissions battery-electric buses by 2038; and

WHEREAS, the District must upgrade the electrical infrastructure at its two bus maintenance facilities to accommodate charging and maintenance of an all-electric fleet; and

WHEREAS, the District issued a Request for Proposals (RFP), solicitation number 21-S-P-058, for preliminary design services (Services) of electrical infrastructure upgrades for its bus maintenance facilities; and

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

WHEREAS, a Selection Committee (Committee) scored and ranked the proposals according to the qualifications-based evaluation criteria set forth in the RFP, determined that three firms were found to be in the competitive range, conducted oral interviews and determined that Stantec Consulting Services, Inc. (Stantec) of Walnut Creek, California received the highest consensus ranking; and

WHEREAS, staff conducted successful negotiations with Stantec and determined that Stantec possesses the necessary qualifications and requisite experience to

successfully provide the Services to the District, and will perform such Services at fair and reasonable prices; and

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract for the Services for a not-to-exceed amount of \$415,089 for a one-year term, with an additional 6-month option term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract for the preliminary design of electrical infrastructure upgrades for two bus maintenance facilities to Stantec Consulting Services, Inc. for a not-to-exceed amount of \$415,089 for a one-year term; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting General Manager/CEO or designee to execute a contract on behalf of the District with Stantec in full conformity with all of the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting General Manager/CEO or designee to exercise one six-month option term, if deemed in the best interest of the District.

Regularly passed and adopted this 1st day of September, 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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

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

COMMITTEE OF THE WHOLE

WEDNESDAY, SEPTEMBER 1, 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 August 4, 2021
3. Declaration that Certain Real Property Located at Sequoia Station is Exempt Surplus Land that is Not Necessary for the District's Use Pursuant to the Surplus Land Act; Authorization to Negotiate to Dispose of the Property, and Related CEQA Findings
4. Motion to Accept the US-101 Mobility Action Plan

INFORMATIONAL

5. San Mateo County Shuttle Study Update
6. Adjourn

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

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE
MEETING /
COMMITTEE OF THE WHOLE
AUGUST 4, 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: R. Guilbault, R. Medina, J. Powell, P. Ratto

Other Board Members Absent: M. Fraser, C. Stone

Staff Present: 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 2:39 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 7, 2021

Motion/Second: Groom/Medina

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

Noes: None

Absent: Fraser, Stone

3. APPROVE UPDATED FARE STRUCTURE: WAY2GO PASS PROGRAM AND CLIPPER START EXTENSION

April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that staff has done additional research since the presentation provided at the July 7 meeting.

Gwen Buckley, Senior Planner, noted that for the Way2Go pass program, they were adding an educational category at \$35 per semester or \$70 per year. She said they were reducing the pricing for the residential category from \$125 to \$40 per pass and reducing the employer per-pass pricing from \$125 to \$75. She said that the contract minimum was being reduced from \$12,500 to \$2,500.

Committee Member Jeff Gee asked how to market the Way2Go program to nonprofit organizations, i.e., would they participate under the small business category. Ms. Buckley said the pricing structure will be reviewed annually to ensure they are serving the needs of the community. Ms. Chan said that nonprofit organizations would be considered under the employer category.

Motion/Second: Guilbault/Powell

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

Noes: None

Absent: Fraser, Stone

4. ECR CORRIDOR INITIATIVES: UPDATES ON TRANSIT SIGNAL PRIORITY (TSP) AND BUS SPEED AND RELIABILITY STUDY

Daniel Shockley, Senior Planner, and Ms. Buckley provided the presentation.

Committee Member Gee asked if there were some benefits of speeding up only selected areas of the El Camino Real (ECR) corridor. Ms. Buckley said the bus could be sped up by pinpointing the crucial locations. Committee Member Gee spoke on the importance of community engagement and getting feedback from riders regarding speed versus reliability.

Vice Chair Peter Ratto asked if buses were moving faster due to reduced congestion due to the pandemic or the TSP. He said he felt that speed was important to riders.

Committee Member Dave Pine asked if the TSP (Transit Signal Priority) was completely automated or needed to make a request of the green light. Mr. Shockley said the operator needs to make a request as the bus approaches a signal.

Director Josh Powell said that in addition to red lanes, there were a lot of opportunities on El Camino Real for changes that would help not only buses but traffic in general, such as lengthening left-hand turn lanes.

Public Comment:

- Raayan Mohtashemi expressed his support of both TSP and the bus speed and reliability study. He suggested implementing bus lane trials as SFMTA (San Francisco Municipal Transportation Agency) has done.
- Roland said that timeliness was more important than speed.
- Jordan Grimes, Political Director, Peninsula Young Democrats, said red lanes should be prioritized in selected sections of the ECR corridor. He said that increased speed should be the priority, which is the biggest challenge to reliability.
- Kueller said they are in support of dedicated bus lanes and signal priority.

5. ADJOURN

The meeting adjourned at 3:25 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

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

ACTION

Staff proposes that the Committee recommend the following Board actions:

1. Declare that, pursuant to the Surplus Land Act, certain real property interests at Sequoia Station in Redwood City are exempt surplus property;
2. Authorize staff to proceed to negotiate the disposition of the exempt surplus property; and
3. Find that designation of the subject property as exempt surplus land does not have the potential for creating a significant effect on the environment and is therefore exempt from further review under the California Environmental Quality Act (CEQA) (Cal. Pub. Res. Code §21000, et seq.).

SIGNIFICANCE

The San Mateo County Transit District (District) owns an underground parking garage that is part of the Sequoia Station shopping center development in Redwood City (Sequoia Station), adjacent to the Caltrain rail station. The District has been approached by a developer who desires to undertake the redevelopment of Sequoia Station, and wishes to purchase the District's property interest in the underground parking garage. If the Sequoia Station is redeveloped, the District's underground garage would likely be demolished should the District transfer such interest to the developer.

The California Surplus Land Act (Government Code § 54220, et seq.) (SLA) governs the sale of surplus lands and requires local agencies to follow certain disposition procedures to provide opportunities for certain uses, including affordable housing development, on any land a local agency may sell or lease. The SLA requires that a local agency declare land as either "surplus" or "exempt surplus" by an action of its legislative body, supported by written findings. Therefore, before the District can engage in negotiations with the developer regarding the redevelopment of Sequoia Station, the Board of Directors (Board) needs to determine that the District's property interest in the underground garage is "exempt surplus

land," as that term is defined in the SLA, due to restrictions on its development and use. Otherwise, the District would be required to advertise the availability of the property interest and engage in negotiations with parties interested in developing the property for housing, or open space uses, before the District and developer could engage in negotiations.

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

It is expressly made a condition herein that the conveyed property be used for construction of a parking garage which will contain a minimum of THREE HUNDRED FIFTEEN (315) parking spaces for the exclusive use of the Peninsula Commute Service patrons, and IN THE EVENT the parking garage is NOT CONSTRUCTED and the aforementioned 315 parking spaces are not provided within five (5) years of the date of recordation of this Director's Deed, all title and interest to said property shall revert to the State of California, Department of Transportation, or its assigns, and the interest held by the grantee named herein, or its assigns, shall cease and terminate at such time. It is understood and agreed by the grantee herein named, and its assigns, that the foregoing provision constitutes a divestiture and will cause all interest to revert to the State of California, Department of Transportation, or its assigns, if the conveyed property is not used for construction of the aforementioned parking garage and the providing of 315 parking spaces for the Peninsula Commute Service.

This condition was intended to transfer to the District grant restrictions that existed as a result of the use of federal funds by the State to acquire the parcel. The Caltrans property was then used as part of a re-subdivision of that property and others to configure the parking garage as part of a multi-story shopping center development (Subdivision). The Subdivision incorporated the garage functionality specified in the deed from Caltrans. This resulted in a configuration of the "parking garage property," that is subterranean, and that has no easements for light or air. It consists of a single level underground garage area of approximately 111,000 square feet and includes limited height clearances, various ramps to access surface streets, and the presence of easements supporting the overhead shopping center facilities. This physical subdivision effectively prevents the use of the property for any other purpose. Taken together, these factors constitute restrictions on development of the property that are consistent within the meaning of "exempt surplus property" under Government Code section 54221, subd. (f)(1)(G) and related implementing regulations adopted by the California Department of Housing and Community Development.

The only ways to modify the configuration of the property would be through a new subdivision process or many changes to the easements in place. In addition, with regard to the portion of the District's property that was conveyed by Caltrans and was acquired using federal funds, satisfactory arrangements would need to be made with the Federal Transit Administration to repurpose those grant funds towards an federally eligible project, which could include replacement commuter parking. By making the finding that these various conditions result in a property that is "validly restricted surplus land" and is unavailable for

residential development, the District would be free to negotiate with the developer to see if a satisfactory arrangement can be reached to reconfigure the property.

BUDGET IMPACT

None.

BACKGROUND

The SLA governs the sale of surplus lands and requires local agencies to follow certain disposition procedures to provide opportunities for certain uses, including affordable housing development, on any land a local agency may sell or lease. Effective January 1, 2020 Assembly Bill (AB) Nos. 1486 and 1255 amended the SLA to require a local agency to declare land as either "surplus" or "exempt surplus" by an action of its legislative body, supported by written findings, before it may take any action to dispose of the property. (Gov't. Code §54221(b)(1).) A local agency disposing of "surplus land" must follow a statutory noticing and negotiation period with certain designated entities, including eligible housing sponsors defined by the California Department of Housing and Community Development. A local agency disposing of "exempt surplus land" does not have to follow these procedural requirements. Exempt surplus land is defined in Government Code §54221(f)(1)(G) to include property that is "validly restricted surplus land."

Prepared By: April Chan, Chief Officer, Planning, Grants/
Transportation Authority

650-508-6228

RESOLUTION NO. 2021 –

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

* * *

DECLARING PURSUANT TO THE SURPLUS LAND ACT THAT CERTAIN REAL PROPERTY LOCATED AT SEQUOIA STATION IS EXEMPT SURPLUS LAND THAT IS NOT NECESSARY FOR THE DISTRICT'S USE; AUTHORIZING DISTRICT STAFF TO PROCEED TO NEGOTIATE TO DISPOSE OF THE PROPERTY; FINDING THAT SUCH DECLARATION IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, pursuant to the terms of grant deed no. DD-047235-01-01 (dated November 8, 1991, and recorded on April 28, 1992 as document 92064000 in the Official Records of San Mateo County), the San Mateo County Transit District (District) acquired certain property located in the City of Redwood City at the Sequoia Station (Caltrans Property); and

WHEREAS, the conveyance of the Caltrans Property from the State of California to the District was accepted by the District pursuant to authority conferred by District Resolution No. 1992-8; and

WHEREAS, pursuant to the terms of grant deed no. DD-047235-01-01, conveyance of the Caltrans Property from the State of California to the District was conditioned on it being used for the construction of a parking garage containing a minimum of three hundred fifteen (315) parking spaces for the exclusive use of "Peninsula Commute Service" patrons within five years of the date of the deed's recordation (the "Parking Garage Condition"); and

WHEREAS, a true and correct copy of grant deed no. DD-047235-01-01 is attached as Exhibit A to this Resolution; and

WHEREAS, following receipt of the Caltrans Property, the District entered into an "Agreement" with Sequoia Station Developers, Inc., to contribute the Caltrans Property

and other property acquired by the District, along with District funds, to construct a parking garage as part of the Sequoia Station project, and received fee title to Lot 1 (the Garage Property) as shown on the subdivision map recorded at Volume 124, page 64 et seq. of the Official Records of San Mateo County, being a merger, resubdivision and vertical subdivision of certain property, which included the former Caltrans Property subject to various limitations consistent with the construction of a garage that complies with the Parking Garage Condition (Subdivision); and

WHEREAS, the Garage Property is a subterranean parcel that does not include surface air rights nor natural light and is served by an access way from ground level pursuant to the Subdivision; and

WHEREAS, the portion of the Garage Property that is contained within the Caltrans Property remains subject to the terms of the Subdivision; and

WHEREAS, pursuant to the Surplus Land Act (Cal. Gov. Code, § 54220, et seq.), "surplus land" is 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; and

WHEREAS, pursuant to the Surplus Land Act, land shall be declared either "surplus land" or "exempt surplus land," as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency's policies or procedures; and

WHEREAS, pursuant to the Surplus Land Act (Gov. Code, § 54221, subd. (f)(1)(G)), "exempt surplus land" includes surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, unless

there is a feasible method to satisfactorily mitigate or avoid the prohibition on the site;
and

WHEREAS, the terms of the Subdivision and the configuration of the Garage Property effectively prohibit the development of housing on the Garage Property; and

WHEREAS, the District desires to declare the Garage Property exempt surplus land that is not necessary for the District's use because the Garage Property is subject to valid legal restrictions that are not imposed by the District that effectively prohibit the development of housing at the Garage Property and there is no feasible method to satisfactorily mitigate or avoid the prohibition on the Garage Property; and

WHEREAS, the accompanying staff report provides supporting information upon which the declaration and findings set forth in this Resolution are based.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District hereby resolves as follows:

1. The above recitals are true and correct and are a substantive part of this Resolution.

2. The Board hereby declares that the Garage Property is exempt surplus land that is not necessary for the District's use because the Garage Property is subject to valid legal restrictions that are not imposed by the District that effectively prohibit the development of housing at the Garage Property and there is no feasible method to satisfactorily mitigate or avoid the prohibition on the Garage Property.

3. This Resolution has been reviewed with respect to the applicability of the California Environmental Quality Act (CEQA) (Cal. Public Resources Code § 21000, et seq.). District staff has determined that the designation of the Garage Property as exempt surplus land does not have the potential for creating a significant effect on the

environment and is therefore exempt from further review under CEQA pursuant to State CEQA Guidelines section 15060, subdivision (c)(3) because it is not a "project" as defined by the CEQA Guidelines Section 15378. Adoption of the Resolution does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. If and when the Garage Property is sold or leased to a purchaser and that purchaser proposes a use for the property that requires a discretionary permit and CEQA review, that future use and project will be analyzed at the appropriate time in accordance with CEQA.

4. The Acting General Manager/CEO, or his designee, is hereby authorized to submit this declaration of exempt surplus land to the California Department of Housing and Community Development, in conformance with state law, and file a Notice of Exemption pursuant to CEQA Guidelines Section 15062.

5. The Acting General Manager/CEO, or his designee, is hereby authorized to do all things which are deemed necessary or proper to effectuate the purposes of this Resolution, and any such actions previously taken are hereby ratified and confirmed. Such actions include all things necessary to dispose of the Garage Property in a manner consistent with applicable federal, state, and local laws.

Regularly passed and adopted this 1st day of September, 2021 by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

EXHIBIT A: Grant Deed No. DD-047235-01-01

92064000

RECORDED AT REQUEST OF

'92 APR 28 AM 8 00

WARREN SLOOM RECORDER
SAN MATEO COUNTY
OFFICIAL RECORDS

RECORDING REQUESTED BY
State of California

RF	
CO	
LN	
MF	
AF	
TC	
NO FEE	

4PP

WHEN RECORDED RETURN TO
Department of Transportation
P. O. Box 7791 - ~~San Francisco~~ ~~Annex~~ ~~xx~~
San Francisco, California 94120

Attn: R/W Excess Lands

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Documentary Stamp Tax: \$0.00

DIRECTOR'S DEED
OCT 1991 25

DISTRICT	COUNTY	ROUTE	POST MILE	NUMBER
4	SM	SPRR	Redwood City Station	DD-047235-01-01

The STATE OF CALIFORNIA, acting by and through its Director of Transportation, does hereby grant to
SAN MATEO COUNTY TRANSIT DISTRICT

all that real property in the City of Redwood City

County of San Mateo, State of California, described as:

Please see EXHIBIT "A" attached.

92064000

RECORDER'S MEMO:
POOR RECORD IS DUE TO
QUALITY OF ORIGINAL DOCUMENT

MAIL TAX
STATEMENTS TO:
San Mateo County Transit District
P. O. Box 3006
San Carlos, CA 94070-1306
FORM RW 02-19 (REV. 8-82)

DOCUMENTARY TRANSFER TAX \$ <u>0.00</u>
<input checked="" type="checkbox"/> COMPUTED ON FULL VALUE OF PROPERTY CONVEYED, OR
<input type="checkbox"/> COMPUTED ON FULL VALUE LESS LIENS & ENCUMBRANCES
REMAINING THEREON AT TIME OF SALE.
<u>E. Ruby</u> Signature of declarant or agent determining tax—firm name
CITY OF <u>Redwood City</u> <input type="checkbox"/> Unincorporated

EXHIBIT "A"

Beginning for reference at a point on the southeasterly line of Lot 17, as said lot is shown on the map entitled "James Street Addition, Redwood City, California", which map was filed in the office of the Recorder of San Mateo County, on July 19, 1927 in Book 16 of Maps, Page 13, said point being also the southwesterly terminus of the course with a length of 35.67 feet as described in the deed to the State of California, recorded December 28, 1989 under Recorder's Serial No. 89175136, Official Records of San Mateo County; thence along said course and the course with a length of 132.48 feet described in said deed N. 64°18'55" E., 35.67 feet and S. 89°57'35" E., 18.24 feet to the TRUE POINT OF COMMENCEMENT; thence N. 43°06'32" E., 220.95 feet; thence N. 86°18'07" E., 42.28 feet to a line parallel with, distant southwesterly, at right angles, 28.33 feet from the center line of the Southern Pacific Transportation Company's Eastbound tract; thence along said parallel line S. 50°34'50" E., 407.60 feet to the general southerly line of the parcel of land described in said deed to the State; thence along said southerly line S. 39°25'10" W., 24.67 feet, S. 84°25'10" W., 42.43 feet, N. 45°32'18" W., 170.66 feet, N. 75°46'54" W., 93.94 feet, S. 78°38'34" W., 125.52 feet and N. 89°57'35" W., 114.24 feet to the true point of commencement.

CONTAINING 0.938 of an acre, more or less.

It is expressly made a condition herein that the conveyed property be used for construction of a parking garage which will contain a minimum of THREE HUNDRED FIFTEEN (315) parking spaces for the exclusive use of the Peninsula Commute Service patrons, and IN THE EVENT the parking garage is NOT CONSTRUCTED and the aforementioned 315 parking spaces are not provided within five (5) years of the date of recordation of this Director's Deed, all title and interest to said property shall revert to the State of California, Department of Transportation, or its assigns, and the interest held by the grantee named herein, or its assigns, shall cease and terminate at such time. It is understood and agreed by the grantee herein named, and its assigns, that the foregoing provision constitutes a divestiture and will cause all interest to revert to the State of California, Department of Transportation, or its assigns, if the conveyed property is not used for construction of the aforementioned parking garage and the providing of 315 parking spaces for the Peninsula Commute Service.

92UB64UUU

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Joe C. Yee
Registered Engineer

Date October 10, 1991



Subject to special assessments if any, restrictions, reservations, and easements of record.

This conveyance is executed pursuant to the authority vested in the Director of Transportation by law and, in particular, by the Streets and Highways Code.

WITNESS my hand and the seal of the Department of Transportation of the State of California, this 8 day of November, 1991.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

James W. van Loben Sela
James W. van Loben Sela
Director of Transportation

APPROVED AS TO FORM AND PROCEDURE

[Signature]
ATTORNEY
DEPARTMENT OF TRANSPORTATION

By
Eugene C. Burleson
EUGENE C. BURLESON
Attorney in Fact

STATE OF CALIFORNIA }
COUNTY OF SACRAMENTO } ss.

On this 8 day of November, in the year 1991, before me Jane Hallstrom, a Notary Public in and for the State of California, residing therein, duly commissioned and sworn, personally appeared EUGENE C. BURLESON personally known to me ~~(or proved to me on the basis of satisfactory evidence)~~ to be the person whose name is subscribed to this instrument as the Attorney in Fact of James W. van Loben Sela, Director of Transportation of the State of California, and that he ~~(she)~~ subscribed the name of James W. van Loben Sela as Director of Transportation, and his ~~(her)~~ own name as Attorney in Fact, and that the State of California executed the same.

WITNESS my hand and official seal.

Jane Hallstrom
Notary Public



THIS IS TO CERTIFY That the California Transportation Commission has authorized the Director of Transportation to execute the foregoing deed at its meeting regularly called and held on the 18th

day of October, 1991, in the City of Sacramento

Dated this 4th day of November, 1991

Robert I. Remen
ROBERT I. REMEN, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION

92064000

CERTIFICATE OF ACCEPTANCE
(pursuant to Government Code §27281)

This is to certify that the interest in real property conveyed by Grant Deed dated November 8, 1991, from the State of California, acting by and through its Director of Transportation, to the San Mateo County Transit District, a public district, is hereby accepted by the undersigned officer pursuant to authority conferred by Resolution No. 1992-8, adopted by the San Mateo County Transit District on January 22, 1992, and the grantee consents to recordation thereof by its duly authorized representative.

Date: April 14, 1992

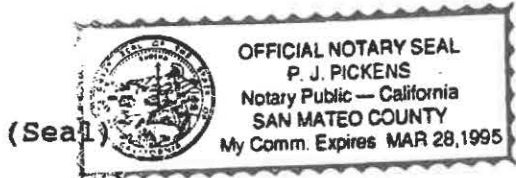
By: *Gerald T. Haugh*
Title: General Manager

State of California)
) ss
County of San Mateo)

on this 14th day of April, 1992, before me, *P.J. Pickens*, a Notary Public, personally appeared GERALD T. HAUGH, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

P.J. Pickens
Notary Public



00049076

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **MOTION TO ACCEPT THE US-101 MOBILITY ACTION PLAN**

ACTION

Staff proposes the Committee recommend the Board accept the US-101 Mobility Action Plan ("US-101 MAP" or "MAP") as set forth in the US-101 MAP Briefing Book.

SIGNIFICANCE

The US-101 corridor is one of the most economically-important corridors in California and a key piece of the transportation system connecting communities in San Francisco, the Peninsula, and the South Bay. The corridor also is a near neighbor to more than 640,000 residents in San Francisco, San Mateo and Santa Clara Counties (together, the "Counties").

The 101-MAP project, a multi-jurisdictional planning effort studying the US-101 corridor within the Counties, identified and seeks to address the following challenges on the corridor:¹

- Making trips on US-101 is unpredictable. Travelers driving on northbound on US-101 must add 40-55% more time to arrive at their destination predictably.
- US-101 is not moving as many people as it could. At the peak hour, 78% of vehicles on US-101 are carrying only one person.
- Worsening congestion reduces access to jobs and other places. Commuters experience nearly twice as much delay on the corridor today as in 1998.
- US-101 causes disproportionate public health burdens and mobility constraints for nearby communities.
- Some groups are more vulnerable to these problems, such as shift-based and hourly-wage workers, low-income households, and parents and caregivers.

The US-101 MAP project team developed a vision for the ideal US-101 corridor as one that serves the region equitably, offers reliable travel times, prioritizes high-capacity mobility options such as buses and carpools, and fosters healthy and sustainable communities nearby. The MAP project team engaged with a broad set of decision-makers across a number of transportation agencies to identify a set of non-

¹ Data analyzed on the 101-MAP project was collected prior to COVID-19 impacts.

infrastructure, transportation demand management (TDM) policies or programs in support of these goals.

At the completion of the first phase of work, the MAP project developed a set of about 60 mobility actions that could maximize the benefits of planned infrastructure and projects on the US-101 corridor. Each action was scored for its potential to meet the project goals and performance metrics. Additionally, the project developed a set of equity actions to complement the mobility actions, providing guidance for the steps implementing entities should take to ensure each mobility action is implemented equitably.

This menu of resources can be used by transit agencies, cities, county agencies, project developers, private employers, and other entities to:

- Integrate MAP actions into complementary planning and capital projects, such as the San Mateo County Managed Lanes Equity Study;
- Package MAP mobility actions with infrastructure projects to be more competitive for funding opportunities;
- Match mobility actions with project goals and resources available at the start of projects; and
- Implement TDM and mobility actions equitably.

A final project report and a set of interactive appendices are available at www.101mobilityactionplan.com/downloads. Staff will present the final planning outcomes to the San Mateo County Transit District (District) Board of Directors (Board) at its September 1, 2021 meeting and discuss how the planning outcomes complement the District's vision as a mobility leader in the county.

BUDGET IMPACT

This item has no impact on the budget. The MAP project was funded through equal contributions from the City/County Association of Governments of San Mateo County (C/CAG), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), Santa Clara Valley Transportation Authority (VTA), and the District in the amount of \$50,000 each for a total project budget of \$250,000. The District's contribution was approved and included as part of the Fiscal Year 2019 Capital Budget.

BACKGROUND

In Summer 2018, the District partnered with C/CAG, MTC, SFCTA, VTA, the California Department of Transportation and TransForm to undertake the MAP project. The MAP project began in November 2018 and was substantially complete in June 2020. The Board received an introductory presentation on the project at its June 2019 meeting.

STRATEGIC INITIATIVE

Priority 1: Expand Mobility Options

Prepared by: Millie Tolleson, Manager, Strategic Planning

650-622-7815

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager

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

SUBJECT: **SAN MATEO COUNTY SHUTTLE STUDY UPDATE**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

At the October 7, 2020 Board Meeting, the Board was informed that the District and the Peninsula Corridor Joint Powers Board (Caltrain) had undertaken the Peninsula Shuttle Study. The goal of the study is to improve and simplify shuttle operation and streamline their administration in light of inconsistent performance across multiple operating agencies, shifting demand for public transportation, barriers to shuttle access, and organizational complexity.

As the study is now nearing completion, the Board will receive an update on the study's proposed recommendations for review and comment. In consultation with multiple stakeholders, key changes for SamTrans include broader oversight of shuttle operations, an elevated role in shuttle route planning, improved data collection and rider communications, and shifting shuttle sponsorship instead to Commute.org and/or Cities for those SamTrans had previously sponsored.

Taken together, the proposed changes will benefit the shuttle program by empowering shuttle sponsors, such as Commute.org and the Cities, to focus on growing ridership and building private sector and community partnerships, while also making the program simpler to administrate by consolidating management roles and responsibilities. This proposal is the outcome of close collaboration and input from program stakeholders, including Caltrain, TA, C/CAG, Commute.org, cities, and the private sector.

BUDGET IMPACT

There is no budget impact associated with this informational item.

BACKGROUND

In San Mateo County, SamTrans sponsors four shuttle routes, contracts operations for two shuttle routes, and is the matching fund contributor to one shuttle route.

The SamTrans Business Plan, adopted in June 2018, identifies a countywide shuttle study as an initiative in support of Principle 3 ("Promote Programs that Relieve Traffic Congestion").

The SamTrans Business Plan was created in response to Board direction, the need for the San Mateo County Transit District (District) to adapt to a changing mobility network, and concerns about the financial stability of the District.

Prepared by: Daniel Shockley, Senior Planner

650-508-6382

Peninsula Shuttle Study

SAMTRANS
BOARD OF DIRECTORS

September 1st, 2021



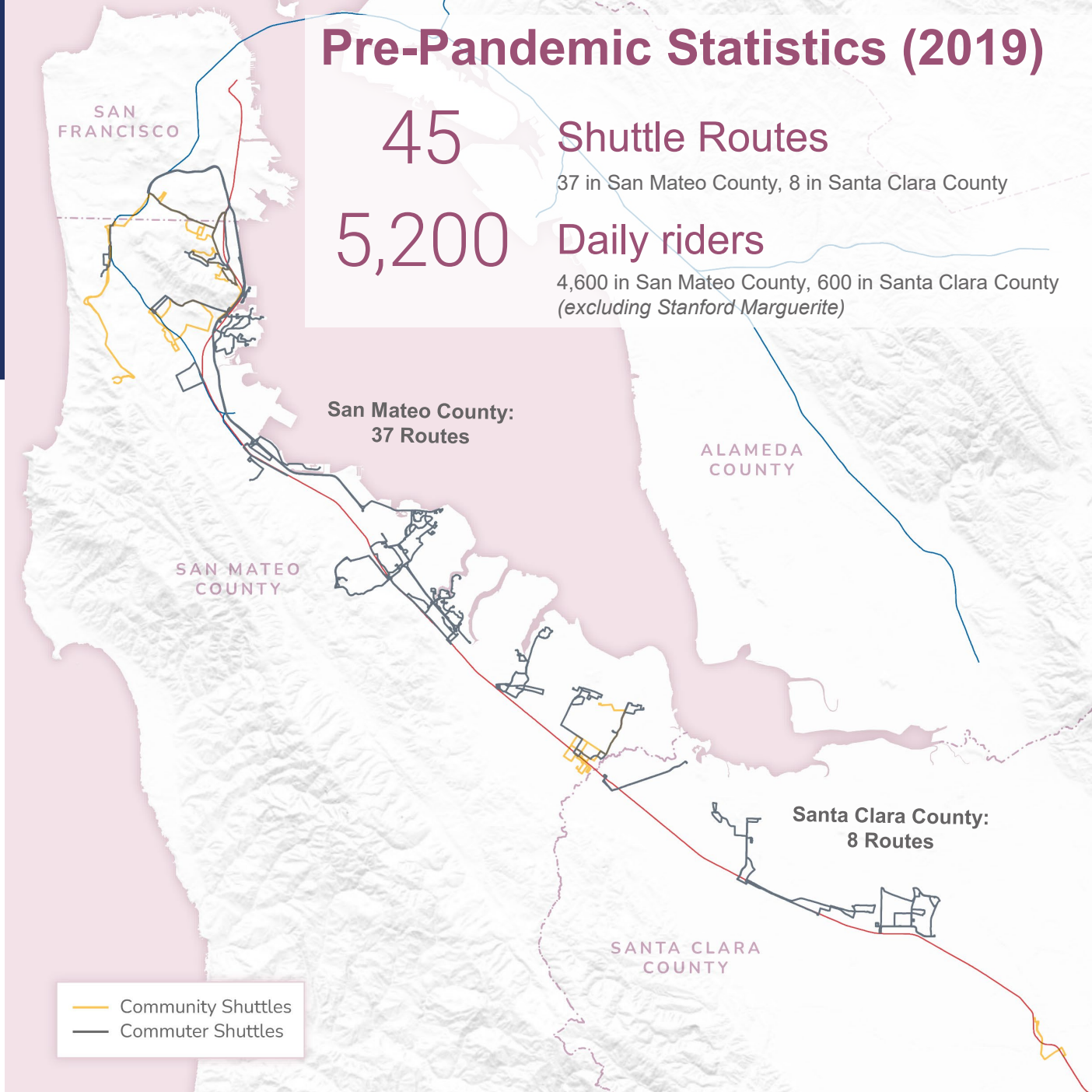
Agenda

- Shuttle Program Overview
- Study Goals and Objectives
- Overview of Key Recommendations
- Next Steps



Shuttle Program Overview

- The Peninsula Shuttle Program is a multi-agency public-private partnership between Caltrain, SamTrans, SMCTA, C/CAG, Commute.org, cities, and the private sector.
- The program seeks to increase transit ridership by addressing first/last mile and local mobility needs for commuters and underserved populations.
- SamTrans and Caltrain jointly funded this study to improve the usefulness of the shuttle program and to simplify its administration.



Recent Shuttle Program Challenges



Inconsistent Performance

Prior to the pandemic, shuttle ridership was decreasing overall even as Caltrain ridership was increasing.

Some routes were doing very well, while others saw a significant drop in ridership.



Shifting Demand

There remains uncertainty around post-pandemic travel behavior and ridership recovery.

At the same time, substantial development activity is outpacing service levels in some cities.



Difficulty Finding Shuttle Information

Lack of shuttle information and infrastructure creates barriers to ridership growth.

Shuttles are not included in most SamTrans materials and many cannot be found in trip planners like Google Maps.

Not all shuttle stops have signage and sidewalk access.



Organizational Complexity

Many agencies are involved in often overlapping roles.

No single agency has the full breadth of staff resources needed to cover the full range of management responsibilities.

Current Roles in Shuttle Program



Grant Funder

Develops policies and awards grants for shuttles



Primarily funded by Measure A via SMCTA with additional funding from C/CAG and other agencies



Grant Sponsors

Plans service, prepares grant applications, and develops budgets



Includes Commute.org, Caltrain, SamTrans, and cities



Operators

Contracts with vendor and oversees day-to-day shuttle operations



Primarily Commute.org, Caltrain, and SamTrans, with some operated by cities and private sector



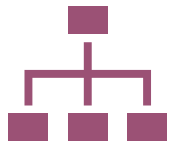
Funding Partners

Contributes matching funds



Includes the public and private sector

Overview of Study Recommendations



Simplify Core Management Roles



Refresh Shuttle Evaluation Process



Standardize Data Management



Enhance Rider Communication

Today's Focus

Streamlining administration of the shuttle program

Simplify Core Management Roles



Grant Funder

No major role changes.

BAAQMD grants have been suspended after declining in value for several years.



Grant Sponsors

Commute.org and cities would sponsor all shuttle grant applications.

SamTrans and Caltrain would no longer sponsor grants.

Commute.org Cities



Operators

Shuttle operations would be consolidated under SamTrans.

Commute.org and Caltrain would no longer administer their own contracts.



Cities & Private Sector



Funding Partners

Cities and the private sector would be responsible for matching funds

SamTrans and Caltrain would no longer contribute matching funds toward shuttles.

Cities & Private Sector

Standardize Data Management & Enhance Rider Communication

Modernize shuttle data management and rider communications to enhance the shuttle user's experience:

- Equip all shuttles with automated vehicle location and passenger counter systems
- Incorporate shuttle information onto third-party trip planning and real-time tracking apps
- Publish ridership maps and survey data for use by cities and private sector
- Add all routes affiliated with shuttle program onto SamTrans map and website

VTA's bus network map includes first/last mile shuttles to Caltrain and ACE



Benefits of Shuttle Program Changes

Renews Focus on Ridership & Partnerships

- Empowers Commute.org and cities to focus on growing ridership and building private sector & community partnerships

Simplifies Shuttle Operations

- Consolidates operations of most shuttles under a single vendor contract administered by SamTrans

Streamlines Funding and Administration

- Reduces administrative complexity associated with SMCTA/CCAG grants and matching funds



Key Changes for SamTrans

1. **Finance:** SamTrans would no longer contribute discretionary funds toward shuttles, but would carry a larger shuttle budget as a pass-through
2. **Operations:** SamTrans would exercise remaining option years in its vendor contract and would procure a new contract for FY26
3. **Grants:** SamTrans would no longer apply for Call for Projects grants, but would more actively review and support route planning in collaboration with grant sponsors
4. **Rider Communication:** SamTrans would incorporate shuttles directly onto its network map and website
5. **Data Management:** SamTrans would aggregate shuttle data for use on third-party trip planning and real-time tracking apps

Next Steps

- Receive comments from SamTrans, Caltrain, SMCTA, and Commute.org boards in September and October
- SamTrans board adopts study in November
- Staff implements changes with partner agencies, including Commute.org, Caltrain, Cities, SMCTA and C/CAG



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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

**LEGISLATIVE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, SEPTEMBER 1, 2021 – 3:15 pm

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of August 4, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
AUGUST 4, 2021**

Committee Members Present: C. Groom, R. Medina

Committee Members Absent: M. Fraser (Chair)

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

Other Board Members Absent: C. Stone

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

1. CALL TO ORDER

Committee Member Carole Groom called the meeting to order at 3:26 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JULY 7, 2021

Motion/Second: Medina/Powell

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

Noes: None

Absent: Fraser, Stone

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer briefly summarized the highlights of recent federal and state legislation. She provided the latest details of the bipartisan infrastructure package.

Jessica Epstein, Government and Community Affairs Officer, noted that the federal report now contains a summary of earmarks.

4. ADJOURN

The meeting adjourned at 3:34 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Jessica Epstein, Government and
Community Affairs Officer

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SamTrans As of August 16, 2021 - Transportation Report

Senate Passes Infrastructure Investment and Jobs Act

- On August 10, the U.S. Senate voted [69-30](#) to pass the Infrastructure Investment and Jobs Act ([H.R. 3684](#)), bipartisan legislation to invest in the nation's infrastructure, including funding for roads and bridges, rail, transit, ports, airports, electric grid, water systems, broadband, among other priorities. The legislation provides \$550 billion in new spending.
- Senate passage of the bipartisan infrastructure package follows months of negotiations between the White House and a bipartisan cohort of senators on the infrastructure component of President Joe Biden's original [American Jobs Plan](#).
- The legislation includes several authorizing bills, including the Surface Transportation Reauthorization Act of 2021 ([S. 1931](#)), Surface Transportation Investment Act ([S. 2016](#)), Drinking Water and Wastewater Infrastructure Act ([S. 914](#)) and the Energy Infrastructure Act ([S. 2377](#)), among others. In addition, the bill provides supplemental appropriations for many of these authorized programs, both existing and new.
- The House of Representatives is scheduled to return from recess early on August 23 to consider the bipartisan infrastructure package as well as the Senate-passed budget resolution.
 - In a [Dear Colleague](#) circulated on August 15, House Speaker Nancy Pelosi (D-Calif.) said she has requested that the Rules Committee explore the possibility of a rule that advances both the budget resolution and the bipartisan infrastructure package to put the House on a path to advance the infrastructure bill and the reconciliation bill simultaneously.

Transportation provisions in the bipartisan infrastructure bill include:

Public Transit

The Senate Committee on Banking, Housing, and Urban Affairs, that oversees the Federal Transit Administration (FTA), was the only transportation authorization committee in the Senate that had not drafted its portion of the surface transportation authorization bill. The transit section was drafted during the bipartisan infrastructure negotiations; and therefore, there are not many policy changes for transit versus previous transportation authorization bills.

Capital Investment Grants: \$15 billion over five years (\$3 billion each year) to support new and expanded high-capacity rail and bus service.

- Increases the threshold for capital costs from \$300 million to \$400 million, and federal share from \$100 million to \$150 million for Small Starts. Funds for Small Starts is \$1.2 billion (\$240 million each year).
- Amends Core Capacity eligibility to use a 10-year timeframe versus 5 years to demonstrate capacity needs. Funds for Core Capacity is \$1.6 billion (\$320 million each year) which supports upgrades for existing corridors to handle increased demand.
- Includes \$800 million (\$160 million each year) for a pilot program for Expedited Project Delivery.
- Establishes a process to allow multiple projects in a community to move forward simultaneously for immediate and future bundling of projects allowing sponsors to seek savings during the contracting process. This replaces the "Program of Interrelated Projects" eligibility.

State of Good Repair Formula Grants: \$18.39 billion (\$3.68 billion each year) to support maintenance, replacement, and rehabilitation projects that help transit agencies maintain assets in a state of good repair.

- The section establishes a new competitive grant program to replace rail rolling stock that is past its useful life.

Bus Formula Grants: \$3.161 billion (\$632 million each year)

Bus Competitive: \$2.34 billion (\$468 million each year)

Low-No Buses: Provides an additional \$5.25 billion (\$1.05 billion each year) for the Low-No Bus Programs, which provides funding to state and local governments for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities.

- The Low-No Program will also support workforce training, to ensure that diesel mechanics and other transit workers are not left behind in the transition to new technology.

Urbanized Area Formula Grants: \$33.54 billion (\$6.71 billion each year)

Assault On A Transit Worker

- Includes a new definition for 'assault on a transit worker,' which is defined as "a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker." The new definition facilitates better safety data collection.
- Establishes a Critical Incident Stress Plan in which, among other clauses, requires that assaults of commuter railroads and intercity passenger railroads employees who directly interact with passengers are included in the definition of critical incident under the regulations.

- The National Transit Database section requires data relating to assaults on a transit worker and fatalities resulting from impact with a bus to be reported into the NTD.

Highways

The legislation includes the Surface Transportation Reauthorization Act of 2021 (S. 1931) that the Senate Committee on Environment and Public Works voted unanimously to approve on May 26, 2021. This legislation authorizes the Federal-Aid Highway Program for five years (FY 2022-2026). Below summarizes changes to existing Federal Highway Administration (FHWA) programs and the new programs created.

Surface Transportation Block Grant Program: \$72 billion (\$14.4 billion each year)

- The Surface Transportation Block Grant Program is a federal-aid transportation program, administered by the Federal Highway Administration (FHWA), which provides funding used by states and localities for transportation improvement projects. The funding may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway and certain local roads, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects.
- Adds new eligibilities to the Surface Transportation Block Grant (STBG) Program, including electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, waterfront infrastructure projects and projects to enhance travel and tourism.
- Adds new eligibilities to the Surface Transportation Block Grant (STBG) Program, including electric vehicle charging infrastructure and vehicle-to-grid infrastructure, installation and deployment of intelligent transportation technologies, projects that facilitate intermodal connections between emerging transportation technologies, resilience features, cybersecurity protections, waterfront infrastructure projects and projects to enhance travel and tourism.

Transportation Alternatives Program: \$7.2 billion (\$1.44 billion each year)

- The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.
- Increases the amount of funding set aside within the STBG Program for the Transportation Alternatives Program (TAP); increases the minimum percentage of TAP funding that is sub-allocated on the basis of population from current 50 percent to 59 percent.

Congestion Mitigation and Air Quality Improvement Program: \$13.2 billion (\$2.64 billion each year)

- The CMAQ program provides funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce emissions from transportation-related sources. Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in a metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or current state transportation improvement program (STIP) in areas without an MPO.
- Adds eligibility for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to be used on shared micromobility, including bike share and shared scooter systems, as well as for the purchase of medium- or heavy-duty zero emission vehicles and related charging equipment.

Railway-Highway Grade Crossings: \$1.225 billion (\$245 million each year)

- Continues to set aside \$245 million of the Highway Safety Improvement Program (HSIP) funding for the Railway-Highway Crossings (Section 130) Program each year. Increases the federal share for projects funded under the Section 130 program from 90 percent to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense.

National Highway Freight Program: \$7.15 billion (\$1.43 million each year)

- Increases the maximum number of highway miles a state may designate as critical rural freight corridors from 150 to 300 miles, and critical urban freight corridors from 75 to 150 miles.

Formula Carbon Reduction Program: \$6.42 billion (\$1.284 million each year)

- **Formula program; Allocated to urbanized areas**
 - Establishes a new carbon reduction program to reduce transportation emissions.
 - 65 percent of funding under this program would be sub-allocated by population.
 - Eligible projects include:
 - Traffic monitoring, management and control facility or program
 - Public transportation
 - On-road and off-road trail facilities for pedestrians and bicyclists
 - Advanced transportation and congestion management technologies
 - Deployment of infrastructure-based intelligent transportation systems (ITS) capital improvements and the installation of vehicle to infrastructure communications equipment
 - Replacing street lighting and traffic control devices with energy-efficient alternatives
 - Development of a carbon reduction strategy

Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Grant Program: \$7.3 billion in formula (\$1.46 million each year) and \$1.4 billion in competitive grants (\$280 million each year)

- Establishes the PROTECT Grant Program, which would provide \$7.3 billion in formula funding and \$1.4 billion in competitive set-aside grants (over five years) for resilience improvements at the state and municipal levels.
- The PROTECT grants are intended to incentivize state and local communities as they seek to improve the resiliency of natural infrastructure such as wetlands, floodplains and aquatic ecosystems. Specifically, the grants would provide planning and resilience improvement funding to communities to help to assess vulnerabilities to current and future weather events or other natural disasters, and to enhance transportation assets such as ports and port infrastructure. In addition to evaluating vulnerabilities, resilience improvement grants can be utilized to relocate infrastructure out of the floodplain and restore aquatic ecosystems connected to a transportation improvement.

Nationally Significant Freight and Highway Projects (INFRA): \$4.8 billion (\$960 million each year)

- Renames the Nationally Significant Freight and Highway Projects program (also known as the Infrastructure for Rebuilding America or INFRA grant program) to be the Nationally Significant Multimodal Freight and Highway Program.
- Raises the cap on multimodal (rail/port) projects from 10 percent to 30 percent of the grants for each year.

Congestion Relief Program: \$250 million (\$50 million each year)

- Establishes a congestion relief program to provide competitive grants to states, local governments and metropolitan planning organizations (MPO) for projects in large urbanized areas (more than 1 million people) to advance innovative, integrated and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.
- Grant awards shall be not less than \$10 million. When selecting grants, the DOT Secretary shall give priority to eligible projects located in urbanized areas that are experiencing high degrees of recurrent congestion.
- The federal cost-share shall not exceed 80 percent of the total cost of a project.

Healthy Streets Program: \$500 million (\$100 million each year)

- Establishes the Healthy Streets program to provide grants to eligible entities to deploy cool pavements and porous pavements and to expand tree cover.
- The goals of the program are to mitigate urban heat islands, improve air quality and reduce the extent of impervious surfaces, storm water runoff and flood risks and heat impacts to infrastructure and road users.

Reconnecting Communities Pilot Program: \$500 million (\$100 million each year)

- Establishes the Community Connectivity Pilot program through which eligible entities may apply for: 1) planning funds to study the feasibility and impacts of removing, retrofitting or mitigating existing transportation facilities that create barriers to mobility, access or economic development and 2) construction funds to carry out a project to remove, retrofit or mitigate an eligible facility and, if appropriate, to replace it with a new facility.

- An eligible facility includes a limited access highway, viaduct or any other principal arterial facility that creates a barrier to community connectivity, including barriers to mobility, access or economic development, due to high speeds, grade separations or other design factors.
- Planning grant awards may not exceed \$2 million, and the federal cost share for a project may not exceed 80 percent. Capital construction grants must be at least \$5 million, and the federal cost share for a project may not exceed 50 percent.

Highway Safety Improvement Program: \$15.575 billion (\$3.115 million each year)

- Allows flexibility for Highway Safety Improvement Program (HSIP) to be used for non-infrastructure activities and behavioral safety projects, such as educational campaigns about traffic safety and enforcement activities; and allows a state to spend up to 10 percent of its HSIP funding on such projects and Safe Routes to School non-infrastructure-related activities.
- Adds projects eligible for HSIP funding:
 - Grade separation projects.
 - Construction or installation of features, measures and road designs to calm traffic and reduce vehicle speeds.
 - Installation or upgrades of traffic control devices for pedestrians and bicyclists, including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals.
 - Roadway improvements that provide separation between pedestrians and motor vehicles or between bicyclists and motor vehicles, including medians, pedestrian crossing islands, protected bike lanes and protected intersection features.

Stopping Threats on Pedestrians: \$25 million (\$5 million each year)

- Establishes a grant program to provide assistance to state departments of transportation and local government entities for bollard installation projects designed to prevent pedestrian injuries and acts of terrorism in areas used by large numbers of pedestrians.

Bridge Grant Program: \$3.265 billion (\$653 million each year)

- Establishes a new competitive grant program to assist state, local, federal and tribal entities in rehabilitating or replacing bridges, including culverts.
- The minimum grant amount for a large project is not less than \$50 million; the minimum grant amount for any other eligible project is \$2.5 million.
- Grant amounts, in combination with other anticipated funds, should be of a size sufficient to enable the project to proceed through completion.
- The bridge program would include an application and evaluation process for large projects, after which the Transportation Secretary would submit an annual report to Congress on funding recommendations, based on project evaluations. Large projects will be funded with multi-year funding agreements similar to the Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA) program. At least 50 percent of program funds over five years must be used for large projects.

Rail/Safety/Freight

The bill includes the Surface Transportation Investment Act (S. 2016) that the Senate Committee on Commerce, Science, and Transportation passed on June 16, 2021. S. 2016 authorizes \$78 billion over five years for rail, freight and safety programs.

National Motor Vehicle Per-Mile User Fee Pilot

- Directs the Transportation Secretary to establish a pilot program to demonstrate a national motor vehicle per-mile user fee. In carrying out the pilot program, the Secretary shall provide different methods that volunteer participants can choose from to track motor vehicle miles traveled and solicit volunteer participants from all 50 states, the District of Columbia and the Commonwealth of Puerto Rico.

Strategic Innovation for Revenue Collection

- Reauthorizes and renames the Surface Transportation System Funding Alternatives Program, to continue to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund, through pilot projects at the state, local and regional level. Expands eligible applicants from state DOTs, to include local governments and MPOs.

National Infrastructure Project Assistance: \$10 billion

- Establishes the National Infrastructure Project Assistance Program to provide single- or multiyear grants to projects generating national or regional economic, mobility or safety.
- Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects and certain public transportation projects.

Local and Regional Project Assistance: \$7.5 billion (\$1.5 billion each year)

- Authorizes and renames the RAISE/BUILD program.
- Limits the size of each grant to \$25 million and provides an equal split between rural and urban areas.

Federal-State Partnership Intercity Passenger Rail: \$7.5 billion (\$1.5 billion each year)

Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvement (CRISI): \$5 billion (\$1 billion each year)

FRA Railroad Crossing Elimination Program: \$3 billion (\$600 million each year)

- Authorizes a new competitive grant program for the elimination of hazards at railway-highway crossings.

Safe Streets and Roads for All Grant Program: \$1 billion (\$200 million each year)

- Establishes a grant program for MPOs, local governments and tribal governments to develop and carry out comprehensive safety plans to prevent death and injury on roads and streets, commonly known as "Vision Zero" or "Toward Zero Deaths" initiatives.

Electric Vehicles (EVs)

President Joe Biden has committed to deploying a national network of 500,000 charging stations, in support of his broader commitment to reduce economy-wide emissions by 50 percent by 2030. The legislation invests \$7.5 billion to initiate the build out of this network of chargers. The bill provides funding for deployment of EV chargers along [highway corridors](#) to facilitate long-distance travel and within communities.

Numerous House Democrats, as well as industry leaders, are calling for an even larger sum of funding for electric vehicles in the infrastructure package.

Charging and Refueling Grant Program: \$2.5 billion (\$500 million each year)

- Authorizes \$2.5 billion over five years to establish a grant program at DOT for [Alternative Fuel Corridors](#) as proposed in the Senate Committee on Environment and Public Works surface transportation reauthorization bill (S. 1931).
- The grant program would include a set-aside for Community Grants, under the surface transportation reauthorization. The program is designed to strategically deploy publicly accessible alternative fuel vehicle charging infrastructure along designated alternative fuel corridors or in certain other locations that will be accessible to all drivers of alternative fuel vehicles.
- Eligible entities are state and local governments, MPOs and other public-sector entities.
- Grants are to be used to contract with a private entity for acquisition and installation of publicly accessible alternative fuel vehicle charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle. Eligible entities may use a portion of grant funds to provide a private entity operating assistance for the first five years of operations after infrastructure installation.
- 50 percent of the total program funds will be made available each fiscal year for Community Grants, to install charging infrastructure in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low- and moderate income neighborhoods and communities with low ratios of private parking or high ratios of multiunit dwellings.
- The federal cost share for a project may not exceed 80 percent. Further, as a condition of contracting with an eligible entity, a private entity must agree to pay the non-federal share of project costs.

EV Charging Formula Program: \$5 billion (\$1 billion each year)

- To complement the \$2.5 billion for the Charging and Refueling Grant program at DOT, the legislation appropriates \$1 billion per year for five years (\$5 billion total) to establish a National Electric Vehicle Formula Program at DOT to provide additional funding to states to deploy EV charging infrastructure.
- Eligible Use of Funds: 1) Acquisition and installation of EV infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access and reliability; 2) operation and maintenance; and 3) data sharing about EV infrastructure.
- Charging stations must be located along a designated Alternative Fuel Corridor.

- The federal cost-share for a project may not exceed 80 percent. Private entity may pay the non-federal share of the cost of the project.
- Directs DOT to establish a deadline for states to provide a plan describing how the state plans to use the funding. Requires DOT and the U.S. Department of Energy (DOE) to develop, in concert, guidance for states and localities to strategically deploy EV charging infrastructure.
- Grants may be used to contract with a private entity for acquisition and installation of publicly accessible alternative fuel vehicle charging and fueling infrastructure that is directly related to the charging or fueling of a vehicle.
- Establishes a Joint Office of Energy and Transportation at DOT and DOE to coordinate work on EV infrastructure, which would include new installation and interoperability standards.

Appropriators Begin FY 2022 Process

- Last week, the Senate Appropriations Committee advanced its first three spending bills for fiscal year (FY) 2022: Agriculture-FDA, Energy and Water, and Military Construction-VA). The House passed nine of 12 spending bills ahead of August recess.
- The White House, House and Senate have not reached an agreement on top-line spending levels for all 12 bills. Lawmakers are unlikely to complete their work on appropriations before the September 30, 2021, end of the current fiscal year, and talks will turn to a continuing resolution when lawmakers return from recess.
- The House returns from recess on August 23, while the Senate is out until September 13.
- Transportation funding in the appropriations bills include:

Transportation Funding	FY 2021 Enacted	FY 2022 President's Request	FY 2022 House
Department of Transportation (DOT)	\$86.7 B	\$87 B	\$105.7 B
RAISE	\$1 B	\$1 B	\$1.2 B
• Planning Grants	\$30 M	---	\$40 M
Federal Aviation Administration (FAA)	\$18 B	\$18.5 B	\$18.9 B
• Airport Improvement Program (AIP)	\$400 M	\$10 B	\$400 M
Federal-Aid Highways (FAST Act levels)	\$46.37 B	\$46.37 B	\$61.14 B
• Highway Infrastructure (funded from General Fund vs. HTF)	\$2 B	---	\$592 M
Federal Motor Carrier Safety Grants	\$419.8 M	\$387.8 M	\$506.2 M
National Highway Traffic Safety Administration (NHTSA)	\$989 M	\$1.02 B	\$1.3 B
• Highway Traffic Safety Grants	\$623 M	\$623 M	\$855.5 M
Federal Railroad Administration (FRA)	\$2.8 B	\$4 B	
• Amtrak – Northeast Corridor	\$700 M	\$1.3 B	\$1.2 B
• Amtrak – National Network	\$1.3 B	\$1.4 B	\$1.5 B
• Magnetic Levitation Technology Deployment (MAGLEV) Program	\$2 M	---	\$5 M
• Federal-State Partnership for State of Good Repair	\$200 M	---	---
• Consolidated Rail Infrastructure Safety (CRISI) Grants	\$375 M	\$375 M	\$500 M
• Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants	---	\$625 M	\$625 M
Federal Transit Administration (FTA)	\$13 B	\$13.5 B	\$15.5 B
• Transit Formula Grants (FAST Act levels)	\$10.2 B	\$10.2 B	\$12.2 B
• Transit Infrastructure (funded from Treasury vs. HTF)	\$516 M	\$550 M	\$580 M
• Capital Investment Grants	\$2 B	\$2.47 B	\$2.47 B
○ New Starts	\$1.17 B	\$1.28 B	\$1.28 B
○ Core Capacity	\$525 M	\$442 M	\$442 M
○ Small Starts	\$200 M	\$303 M	\$303 M
○ Expedited Project Delivery Pilot Program	\$100 M	---	\$100 M
MARAD Port Infrastructure Grants	\$230 M	\$230 M	\$300 M

Grant Opportunities & Award Announcements

- **Advanced Transportation and Congestion Management Technologies Deployment Initiative:** \$60 million available. Applications are due by August 23, 2021.
- **FY 2021 Competitive Funding Opportunity: Areas of Persistent Poverty Program:** \$1 million available. Applications are due by August 30, 2021.
- **Accelerated Innovation Deployment (AID) Demonstration Program:** \$10 million available. Applications are due by September 28, 2021.
- **FY 2021 Competitive Funding Opportunity: Passenger Ferry Grant Program:** \$38 million available. Applications due by October 5, 2021.

SamTrans Earmarks Submitted for Consideration:

As of August 18, 2021

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

THUD Appropriations

Senate:

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

Additional Earmarks of Note:

THUD Appropriations

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

Surface Transportation Reauthorization (House T&I):

TA funded projects:

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

Other projects:

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



August 16, 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 – September 2021**

General Update

The Legislature reconvened from Summer Recess on August 16 and entered the final month of the first year of the 2021-22 Legislative Session. Fiscal committees have until August 27 to report bills to the floor of each house. The Legislature will adjourn on September 10. The Governor has until October 10 to act on bills sent to him in the final weeks of the session.

The date for the election to decide if Governor Newsom should be recalled has been set for September 14, though mail ballots have been going out since mid-August. County elections offices will have 30 days to certify the results and the Secretary of State will announce the official result approximately 8 days later. As such, we won't know the official outcome until late-October.

Fiscal Year 2021-22 State Budget

On July 12, the Governor signed [SB 129 \(Skinner\)](#), a "Budget Bill Jr." that amends the main budget bill, [AB 128 \(Ting\)](#), signed by Governor Newsom on June 28. As we reported last month, SB 129 includes significant investments in transportation, including \$2.7 billion in funding for zero-emission vehicles and infrastructure and \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, funding for the 2028 LA Olympics, and funding for grade separations statewide. Notably, SB 129 did not include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. Also, SB 129 dictates that a significant portion of the transportation funding (\$2.6 billion) only takes effect if subsequent legislation is approved by October 10. This ensures that if an agreement is not reached on high-speed rail, these funds will revert to the General Fund.

Additionally, on July 16, the Governor signed [AB 149 \(Committee on Budget\)](#), the transportation trailer bill, which includes additional statutory relief measures for transit pursued this year, and which expand on the relief secured last year in the budget.

CalSTA Releases Draft TIRCP Guidelines

On August 9, the California State Transportation Agency (CalSTA) released the Transit and Intercity Rail Capital Program's (TIRCP) Cycle 5 discussion draft guidelines. CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021. The current focus is on updating the program to reflect the resources currently available through the budget, which includes approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. The

initial guidelines do not address the proposed additional \$2.6 billion for the program included in AB 129 (as discussed above). If additional funding is approved, CalSTA will update the guidelines to address the additional funding.

Grants for Zero-Emission Buses and Infrastructure

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

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

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

As of the drafting of this report, the suballocation to HVIP from Clean Trucks, Buses & Off-Road Freight for Fiscal Year 2021-22 is proposed, but still pending; the suballocation to the Zero-Emission Transit Fleet Infrastructure Deployment Program and Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project from the Clean Transportation Program has not been identified.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$165 million in FY 2020-21; proposed \$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#)

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

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (\$20 million in FY 2020-21; TBD in FY 2021-22) – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

Current Guidelines: Found [here](#)

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

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2020-21; TBD in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Not yet available

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

Vehicles and Infrastructure:

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5; total funding in Cycle 5 may be as high as \$3.1 billion) – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

Current Guidelines: Found [here](#) (draft)

Status: Funding for cycle 5 not yet available

Low Carbon Transit Operations Program (\$110 million in FY 2020-21; projected \$106 million in FY 2021-22) – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Current Guidelines: Found [here](#)

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

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

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

Status: [Funding cycle open](#)

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

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Other Grants

In early May, the CTC [announced](#) it will be hosting a series of workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements.

San Mateo County Transit District State Legislative Matrix 8/15/21

Bill ID/Topic	Location	Summary	Position
AB 43 Friedman D Traffic safety.	In the Senate Appropriations Committee.	Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 128 Ting D Budget Act of 2021.	Signed by Governor Newsom.	This bill would make appropriations for the support of state government for the 2021-22 fiscal year.	Watch
AB 149 Committee on Budget Transportation.	Signed by Governor Newsom.	This bill contains a variety of statutory relief measures for transit agencies.	Watch

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 339 Lee D</p> <p>Local government: open and public meetings.</p>	<p>In the Senate Appropriations 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. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a two-way telephonic option or an internet-based service option, and would require a city council or county board of supervisors that has as of June 15, 2021, provided video streaming of its meetings to continue to provide that video streaming. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 8/15/21

<p>AB 361 Rivas, Robert D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided. This bill 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</p>	<p>Watch</p>
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**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
		<p>public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and 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. The bill would require the legislative body to take no further action on agenda items when there is a disruption which prevents the public agency from broadcasting the meeting, or in the event of a disruption within the local agency's control which prevents members of the public from offering public comments, until public access is restored. The bill would specify that actions taken during the disruption are subject to challenge proceedings, as specified. This bill contains other related provisions and other existing laws.</p>	
<p>AB 455 Wicks D</p> <p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 476 Mullin D</p> <p>Department of Transportation: state highways: transit bus pilot program.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. 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>

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 629 Chiu D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission on or before February 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 8/15/21

Bill ID/Topic	Location	Summary	Position
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: climate adaptation and resilience action plans.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor's office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 917 Bloom D</p> <p>Vehicles: video imaging of parking violations.</p>	<p>On the Senate Floor.</p>	<p>Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward-facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District.</p>	<p>Supported May, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>In the Senate Appropriations 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 each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: Climate Catalyst Revolving Loan Fund Program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to annually convene an advisory committee to aid the activities of the Office of the California Clean Fleet Accelerator. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle bulk purchase options, as provided. The bill would repeal these provisions establishing the Office of the California Clean Fleet Accelerator and setting forth its powers and duties as of January 1, 2027.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 8/15/21

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

San Mateo County Transit District State Legislative Matrix 8/15/21

Bill ID/Topic	Location	Summary	Position
<p>AB 1260 Chen R</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1499 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement. This bill contains other related provisions and other existing laws.</p>	<p>Supported May, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>In the Assembly Local Government Committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

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

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 18 Skinner D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state’s other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board’s internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 8/15/21

<p>SB 44 Allen D</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review 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 and to the extent prioritizing those actions or proceedings will not exacerbate any civil case backlogs, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. The bill would require the lead agency to prepare the EIR for an environmental leadership transit project in a specified manner and would require the concurrent preparation of the record of proceedings. The bill would specify that the provisions of the bill would only apply to the first 7 environmental leadership transit projects obtaining a certified environmental impact report. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program.</p>	<p>Supported February, 2021</p>
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**San Mateo County Transit District
State Legislative Matrix 8/15/21**

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

**San Mateo County Transit District
State Legislative Matrix 8/15/21**

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 Assembly Appropriations Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 129 Skinner D</p> <p>Budget Act of 2021.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>

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

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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 Assembly Appropriations 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 that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.</p>	<p>Supported April, 2021</p>

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

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Bill ID/Topic	Location	Summary	Position
<p>SB 542 Limón D</p> <p>Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.</p>	<p>On the Senate Inactive File.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p>	<p>Watch</p>

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<p>SB 563 Allen D</p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness</p>	<p>Watch</p>
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**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
		<p>prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	
<p>SB 640 Becker D</p> <p>Transportation financing: jointly proposed projects.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.</p>	<p>Watch</p>

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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 Assembly Appropriations 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 the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 719 Min D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 771 Becker D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>In the Assembly Rules Committee, pending referral to policy committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 791 Cortese D</p> <p>California Surplus Land Unit.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes the California Housing Finance Agency within the Department of Housing and Community Development, with the primary purpose of meeting the housing needs of persons and families of low or moderate income. This bill would, upon appropriation by the Legislature, establish the California Surplus Land Unit within the Department of Housing and Community Development with the primary purpose of facilitating the development and construction of residential housing on local surplus land, as defined. In this regard, the bill would authorize the unit to, among other things, facilitate agreements between housing developers and local agencies that seek to dispose of surplus land; provide advice, technical assistance, and consultative and technical service to local agencies with surplus land and developers that seek to develop housing on the surplus land; and collaborate with specified state agencies to assist housing developers and local agencies with obtaining grants, loans, tax credits, credit enhancements, and other types of financing that facilitate the construction of housing on surplus land. The bill would authorize the unit to convene a stakeholder group, consisting of specified stakeholders, affordable housing developers, and state agencies and departments that provide funding for affordable housing, to provide recommendations as to whether the department should explore ownership of local surplus lands as a strategy to further the development of housing on surplus land. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>