



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

CARTER MAU
 ACTING GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS MEETING

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

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAweUpSVUg3L1V5U1RoUXFrzd09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

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

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

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

WEDNESDAY, FEBRUARY 2, 2022

2:00 PM

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. REPORT FROM CLOSED SESSIONS AT JANUARY 29 SPECIAL BOARD MEETING**
 - a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957
 Position: Acting General Manager/CEO

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. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- b. Approval of Minutes of the Board of Directors Regular Meeting of January 5, 2022 and Special Meeting of January 26, 2022
- c. Acceptance of Statement of Revenues and Expenses for the Period Ending December 31, 2021
- d. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending December 31, 2021
- e. Award of Contract for North Base Bus Wash Replacement Project
- f. Award of Contracts for On-call Executive Recruitment Services
- g. Award of Contract for LED Lighting Upgrade (Phase 2) at North Base and South Base

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. "PATHWAY FORWARD" POSITION OF THE SAN MATEO COUNTY TRANSIT DISTRICT ON CALTRAIN GOVERNANCE

7. REPORT OF THE CHAIR

- a. Resolution of Appreciation for Former Chair Charles Stone

8. REPORT OF THE GENERAL MANAGER/CEO

9. BOARD MEMBER REQUESTS/COMMENTS

10. RECESS TO COMMITTEE MEETINGS

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

1. Call to Order

MOTION

2. Resolution Honoring National African-American History Month
3. Approval of Minutes of Community Relations Committee Meeting of January 5, 2022

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update

7. Mobility Management Report: FY 2022 Mid-year Summary
8. Monthly Performance Report – December 2021
9. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of November 3, 2021
3. Increase the Budget for the South Base Switchgear Replacement Project by \$5.7 Million and Amend to Increase the Fiscal Year 2022 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$46,750,326
4. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of January 5, 2022

INFORMATIONAL

3. Reimagine SamTrans: Phase Three Outreach Summary, Final Recommended Network and Draft Phasing Plan
4. SamTrans Draft Service Policy Framework
5. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of January 5, 2022

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

11. RECONVENE BOARD OF DIRECTORS MEETING

12. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

RESOLUTION

- a. Resolution Honoring National African-American History

SUBJECTS DISCUSSED

- b. Accessible Services Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Mobility Management Report: FY 2022 Mid-year Summary
- f. Monthly Performance Report – December 2021

13. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Increasing the Project Budget for the South Base Switchgear Replacement Project by \$5.7 Million and Increasing the Fiscal Year 2021-22 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$46,750,326

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

SUBJECTS DISCUSSED

- a. Reimagine SamTrans: Phase Three Outreach Summary, Final Recommended Network and Draft Phasing Plan
- b. SamTrans Draft Service Policy Framework

15. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

16. COMMUNICATIONS TO THE BOARD OF DIRECTORS

- 17. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, March 2, 2022 at 2:00 pm, via Zoom teleconference (additional location, if any, to be determined)

18. GENERAL COUNSEL REPORT

- a. 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)

19. ADJOURN

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at:

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

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

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

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: 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 and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Joan Cassman
Legal Counsel

SUBJECT: **ADOPTION OF RESOLUTION MAKING FINDINGS THAT THE PROCLAIMED STATE OF EMERGENCY FOR COVID-19 CONTINUES TO IMPACT THE BOARD'S AND COMMITTEES' ABILITY TO MEET SAFELY IN PERSON**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to

allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

RESOLUTION NO. 2022 -

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

**FINDING THAT THE PROCLAIMED STATE OF EMERGENCY FOR THE COVID-19
PANDEMIC CONTINUES TO IMPACT THE ABILITY FOR THE BOARD OF DIRECTORS AND ITS
COMMITTEES TO MEET SAFELY IN PERSON, AND DIRECTING THAT VIRTUAL BOARD AND
COMMITTEE MEETINGS CONTINUE**

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

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

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

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

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

WHEREAS, in recognition that California had stopped recording week-over-week declines in COVID-19 cases and hospitalizations and the fact that flu season was approaching, on November 10, 2021, Governor Newsom issued Executive Order N-21-21 to extend the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022; and

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

WHEREAS, the Board has reviewed the findings made in Resolution 2021-42 and again concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District has reconsidered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote social distancing; and

BE IT FURTHER RESOLVED, that in light of these findings, the Board directs the Acting General Manager/CEO and Board Secretary to continue to agendize public meetings of the Board, and all District committees that are subject to the Brown Act, only as online teleconference meetings; and

BE IT FURTHER RESOLVED, that the District will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

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

Regularly passed and adopted this 2nd day of February, 2022 by the following

vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

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

**MINUTES OF BOARD OF DIRECTORS MEETING
JANUARY 5, 2022**

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

MEMBERS ABSENT: None

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

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

2. ROLL CALL

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

3. REPORT FROM CLOSED SESSION AT DECEMBER 1 BOARD MEETING

a. Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Joan Cassman, Legal Counsel, stated that no reportable actions were taken.

4. CONSENT CALENDAR

a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-1

b. Approval of Minutes of the Board of Directors Meeting of December 1, 2021

c. Acceptance of Statement of Revenues and Expenses for the Period Ending November 30, 2021

d. Authorizing Execution of an Amendment to a Professional Services Agreement with Bay Relations, Inc. for Public Affairs Services – Approved by Resolution No. 2022-2

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: None

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Rick Nahass, Pacifica, said that he supported the regionalization of paratransit services.

Adina Levin, Seamless Bay Area, said she also supported the regional paratransit initiative and requested that the Board improve their outreach to residents in need of mobility services.

6. REPORT OF THE CHAIR

Chair Stone noted that Director Jeff Gee's father, Richard "Dick" Gee, had passed away on December 24 and provided some highlights from his contributions to public transportation.

a. Report of the Chair and Vice Chair Nominating Committee

Director Rico Medina, on behalf of the Nominating Committee consisting of himself and Directors Fraser, Groom, and Stone, said they recommended Vice Chair Peter Ratto as incoming Chair and Director Josh Powell as Vice Chair.

b. Election of 2022 Officers

The Board voted to approve the recommendations of the Nominating Committee.

Motion/Second: Medina/Pine

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

Noes: None

Absent: None

7. REPORT OF THE GENERAL MANAGER/CEO

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

He commended Director Stone on his leadership of the Board over the past two years. He noted that ridership is currently at 65 percent of pre-pandemic numbers, which he said is on the high side for the transit industry, and said that those numbers will continue to be monitored in the wake of the most recent outbreak guidelines. He expressed optimism that the few COVID cases reported recently at the District have not had a material impact to continuing to provide service.

Mr. Mau announced that Casey Fromson had accepted the position of Chief Communications Officer for the District after serving in an acting role for that position.

8. BOARD MEMBER REQUESTS/COMMENTS

The Directors all expressed their respective appreciation and thanks to Director Stone for serving as Chair for the past two years.

The Board expressed their sympathies to Director Gee and his family. Chair Ratto noted that Dick Gee did the groundwork for the establishment of North Base. Director Jeff Gee thanked the Board for their comments about his father.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:29 pm.

10. RECONVENE BOARD OF DIRECTORS MEETING

Chair Ratto reconvened the Board meeting at 3:02 pm.

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault reported on the following items:

SUBJECTS DISCUSSED:

a. Accessible Services Update

- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Quarterly Dashboard Report – July-September 2021
- e. Monthly Performance Report – November 2021

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

Director Carole Groom reported on the following item:

SUBJECT DISCUSSED:

- a. Pilot Program: Free Fares for Low-income Students

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

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

MOTION:

- a. Adoption of 2022 Legislative Program

Motion/Second: Fraser/Stone

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

Noes: None

Absent: None

Director Fraser reported on the following item:

SUBJECT DISCUSSED:

- b. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Ratto announced the time and location of the next meeting as Wednesday, February 2, 2022 at 2:00 pm, via Zoom.

16. GENERAL COUNSEL REPORT

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

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

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organization: Amalgamated Transit Union Local 1574 (Bus Operators, and Maintenance and Customer Service Employees)

Ms. Cassman expressed thoughts of her professional experience working with Dick Gee during the formation of the District in 1976.

She announced it was not anticipated that the Board would have any reportable actions and Chair Ratto noted that the Board would not reconvene into open session following the closed session.

The Board recessed to closed session at 3:10 pm in memory of Dick Gee.

17. ADJOURN

The meeting adjourned at 4:29 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**

JANUARY 26, 2022

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

MEMBERS ABSENT: None

STAFF PRESENT: C. Mau, D. Hansel, D. Olmeda, J. Cassman, S. van Hoften, J. Brook,
D. Seamans

1. CALL TO ORDER

Chair Peter Ratto called the meeting to order at 8:05 am.

2. ROLL CALL

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

3. REPORT FROM CLOSED SESSIONS AT JANUARY 5 BOARD MEETING

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

b. Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organization: Amalgamated Transit Union Local 1574 (Bus Operators, and Maintenance and Customer Service Employees)

Joan Cassman, Legal Counsel, said that the Board took no action during the Closed Sessions. She noted that the Board would take action on Item #3b at the February 2 Board meeting.

4. GENERAL COUNSEL REPORT

a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957

Position: Acting General Manager/CEO

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

5. REPORT FROM CLOSED SESSIONS

Ms. Cassman said that any actions taken by the Board on either of the Closed Sessions would be reported out at the February 2 Board meeting.

The Board recessed to Closed Session at 8:08 am.

6. ADJOURN

The meeting adjourned at 9:37 am.

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
DECEMBER 31, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of December 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 December 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 December year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$22.0 million lower than the prior year. This is primarily driven by the decreases in the CARES Act Funds (page 1, line 4), SMCTA Measure A (page 1, line 7), and Other Interest, Rent, & Other Income (page 1, line 14). The decreases are partially offset by increases in Passenger Fares (page 1, line 1), ARPA Funds (page 1, line 5), District Sales Tax (page 1, line 11), and Measure W Sales Tax (page 1, line 12).

Year to Date Expenses: As of December year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$11.2 million lower than the prior year-to-date actual. This is primarily due to the decreases in Caltrain (page 1, line 25) and Sales Tax Allocation for Capital Programs (page 1, line, 36). The decreases are partially offset by increases in the A.D.A. Programs (page 1, line 24).

In Fiscal Year 2022, the San Mateo Transportation Authority will not provide funding for Caltrain operations as the Peninsula Corridor Joint Powers Board is not requesting member funding for operations. Therefore, there will be no expenses in Peninsula Rail

Service (page 1, line 25 and page 4, line 62) and corresponding revenues in Transfers from SMCTA for Caltrain (page 1, line 7 and page 2, line 35).

BUDGET IMPACT

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

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:	Kyle Huie, Accountant II	650-551-6180
	Jennifer Ye, Acting Director, Accounting	650-622-7890

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

% OF YEAR ELAPSED: 50.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	2,251,130	4,408,055	2,156,926	95.8%	8,183,000	8,183,000	-
2 Local TDA and STA Funds	21,428,871	21,249,966	(178,905)	(0.8%)	42,499,928	42,499,928	-
3 Pass through to Other Agencies	190,173	298,686	108,513	57.1%	597,375	597,375	-
4 CARES Act Funds	42,108,358	-	(42,108,358)	(100.0%)	-	-	-
5 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	16,037,830	-
6 Operating Grants	1,227,546	634,190	(593,356)	(48.3%)	4,392,998	4,392,998	-
7 SMCTA Measure A	6,094,403	1,929,911	(4,164,493)	(68.3%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	355,369	214,261	(141,108)	(39.7%)	315,900	315,900	-
9 Subtotal - Operating Revenues	73,655,850	44,368,431	(29,287,419)	(39.8%)	75,812,631	75,812,631	-
Other Revenue Sources							
11 District Sales Tax	45,320,629	51,226,147	5,905,518	13.0%	96,490,000	96,490,000	-
12 Measure W Sales Tax	22,932,926	25,558,115	2,625,188	11.4%	48,245,000	48,245,000	-
13 Investment Income	1,788,176	1,174,318	(613,858)	(34.3%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	3,966,282	2,631,923	(1,334,359)	(33.6%)	5,845,069	5,845,069	-
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	11,976,412	12,641,835	665,423	5.6%	33,829,222	33,829,222	-
16							
17 Subtotal - Other Revenues	85,984,426	93,232,337	7,247,912	8.4%	187,249,291	187,249,291	-
18 Total Revenues	159,640,275	137,600,768	(22,039,507)	(13.8%)	263,061,922	263,061,922	-
19 Total Sources of Funds	159,640,275	137,600,768	(22,039,507)	(13.8%)	263,061,922	263,061,922	-
USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	11,976,412	12,641,835	665,423	5.6%	33,829,222	33,829,222	-
23 Motor Bus	64,423,872	64,403,259	(20,613)	(0.0%)	144,208,978	144,208,978	-
24 A. D. A. Programs	7,503,442	8,594,527	1,091,085	14.5%	17,877,833	17,877,833	-
25 Caltrain	5,364,529	-	(5,364,529)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,079,913	846,798	(233,115)	(21.6%)	2,780,281	2,780,281	-
27 Pass through to Other Agencies	190,173	298,686	108,513	57.1%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 Total Operating Expense	90,538,339	86,785,104	(3,753,235)	(4.1%)	199,389,100	199,389,100	-
30							
31 Total Operating Surplus / (Deficit)	69,101,936	50,815,664	(18,286,272)	(26.5%)	63,672,822	63,672,822	-
32							
33 District Sales Tax Capital	2,797,090	1,821,103	(975,988)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	500,000	3,405,361	2,905,361	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	9,128,532	-	(9,128,532)	(100.0%)	-	-	-
36 Sales Tax Allocation - Capital Program	12,425,622	5,226,463	(7,199,158)	(57.9%)	10,452,926	10,452,926	-
37							
38 Total Debt Service	4,433,391	4,206,341	(227,050)	(5.1%)	19,149,881	19,149,881	-
39							
40 Reserve for Operating Reserve Fund	-	-	-	-	41,240,626	41,240,626	-
41 Reserve for Sales Tax Stabilization Fund	-	-	-	-	14,473,500	14,473,500	-
42 Draw from prior year surplus	-	-	-	-	(21,644,111)	(21,644,111)	-
43							
44 Total Uses of Funds	107,397,351	96,217,908	(11,179,444)	(10.4%)	263,061,922	263,061,922	-
45							
46 NET SURPLUS / (DEFICIT)	52,242,924	41,382,860	(10,860,064)	(20.8%)	-	-	-

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

% OF YEAR ELAPSED: 50.0%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	2,178,685	4,196,212	2,017,527	92.6%	7,753,000	7,753,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	18,444,922	17,236,926	(1,207,996)	(6.5%)	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	1,770,068	2,787,990	1,017,922	57.5%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	1,000,057	95,539	(904,519)	(90.4%)	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	36,621,228	37,762,849	1,141,621	3.1%	89,551,669	89,551,669	-
10							
11 INVESTMENT INTEREST INCOME	1,424,555	964,500	(460,055)	(32.3%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	722,043	519,955	(202,088)	(28.0%)	1,684,688	1,684,688	-
15 Advertising Income	56,854	70,962	14,108	24.8%	745,500	745,500	-
16 Other Income	2,205,460	768,327	(1,437,133)	(65.2%)	140,406	140,406	-
17 TOTAL OTHER REVENUES	2,984,357	1,359,244	(1,625,112)	(54.5%)	2,570,594	2,570,594	-
18							
19 TOTAL MOTOR BUS	64,423,872	64,403,259	(20,612)	(0.0%)	144,208,978	144,208,978	-
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	72,445	211,844	139,399	192.4%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	975,960	907,206	(68,754)	(7.0%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	237,921	317,844	79,923	33.6%	635,687	635,687	-
25 Operating Grants	227,489	538,652	311,163	136.8%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	3,350,940	3,751,528	400,588	12.0%	6,913,022	6,913,022	-
27 Interest Income - Paratransit Fund	363,621	209,818	(153,803)	(42.3%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	1,624,000	1,929,911	305,911	18.8%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	651,066	727,724	76,658	11.8%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	7,503,442	8,594,527	1,091,085	14.5%	17,877,833	17,877,833	-
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	4,470,403	-	(4,470,403)	(100.0%)	-	-	-
36 Other Sources - Caltrain	894,126	-	(894,126)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	355,369	214,261	(141,108)	(39.7%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	468,949	618,367	149,418	31.9%	1,762,500	1,762,500	-
39 Dumbarton Rental Income	249,061	270,865	21,803	8.8%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	6,533	(256,694)	(263,227)	(4,029.4%)	539,906	539,906	-
41							
42 TOTAL MULTIMODAL	6,444,442	846,798	(5,597,644)	(86.9%)	2,780,281	2,780,281	-
43							
44 TOTAL REVENUES	78,371,755	73,844,583	(4,527,171)	(5.8%)	164,867,092	164,867,092	-

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

% OF YEAR ELAPSED: 50.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	36,484,039	34,425,872	(2,058,167)	(5.6%)	73,866,660	73,866,660	-
2							
3 Services:							
4 Board of Directors	65,558	72,847	7,289	11.1%	118,733	118,733	-
5 Contracted Vehicle Maintenance	515,329	409,597	(105,732)	(20.5%)	1,364,178	1,364,178	-
6 Property Maintenance	655,869	770,159	114,290	17.4%	1,754,500	1,754,500	-
7 Professional Services	1,563,250	2,365,749	802,499	51.3%	6,001,230	6,001,230	-
8 Technical Services	3,671,185	3,068,828	(602,357)	(16.4%)	10,677,517	10,677,517	-
9 Other Services	1,352,439	1,417,707	65,268	4.8%	4,341,939	4,341,939	-
10 Materials & Supply:							
11 Fuel and Lubricants	692,555	1,663,303	970,748	140.2%	3,526,864	3,526,864	-
12 Bus Parts and Materials	1,094,992	874,679	(220,312)	(20.1%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	142,633	215,290	72,657	50.9%	1,093,563	1,093,563	-
14 Timetables and Tickets	-	31,860	31,860	100.0%	224,134	224,134	-
15 Office Supplies / Printing	297,932	125,619	(172,313)	(57.8%)	405,194	405,194	-
16 Other Materials and Supply	83,918	50,714	(33,203)	(39.6%)	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	271,512	240,246	(31,267)	(11.5%)	669,200	669,200	-
20 Other Utilities	639,537	724,944	85,408	13.4%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,673,454	471,498	21.4%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	40,434	668,514	628,080	1,553.3%	600,000	600,000	-
23 Workers' Compensation	1,530,876	1,673,135	142,259	9.3%	3,756,275	3,756,275	-
24 Taxes and License Fees	275,558	469,575	194,016	70.4%	967,142	967,142	-
25 Leases and Rentals	32,251	40,223	7,972	0.2	81,900	81,900	-
26 Promotional and Legal Advertising	64,070	118,919	54,849	85.6%	1,252,443	1,252,443	-
27 Training and Business Travel	136,166	78,123	(58,042)	(42.6%)	675,125	675,125	-
28 Dues and Membership	90,396	83,535	(6,861)	(7.6%)	188,467	188,467	-
29 Postage and Other	70,585	57,908	(12,677)	(18.0%)	217,442	217,442	-
30							
31 Total District Operated Buses	51,973,038	52,320,799	347,762	0.7%	118,684,861	118,684,861	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	10,007,629	9,747,905	(259,724)	(2.6%)	21,123,100	21,123,100	-
35 Coastside Services	782,730	821,146	38,416	4.9%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	105,197	92,117	(13,080)	(12.4%)	229,300	229,300	-
37 La Honda - Pescadero	-	-	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	22,938	82,108	59,170	258.0%	72,000	72,000	-
39 CUB Related Wages & Benefits	173,558	183,790	10,232	5.9%	505,717	505,717	-
40 CUB Related Other Support	52,919	51,226	(1,692)	(3.2%)	143,936	143,936	-
41 CUB Insurance	901,592	1,255,604	354,012	39.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	404,271	(151,438)	(555,709)	(137.5%)	200,000	200,000	-
43 Total Contracted Bus Service	12,450,834	12,082,460	(368,375)	(3.0%)	25,524,117	25,524,117	-
44							
45 TOTAL MOTOR BUS	64,423,872	64,403,259	(20,613)	(0.0%)	144,208,978	144,208,978	-

OPERATING EXPENSES
FISCAL YEAR 2022
DECEMBER 2021

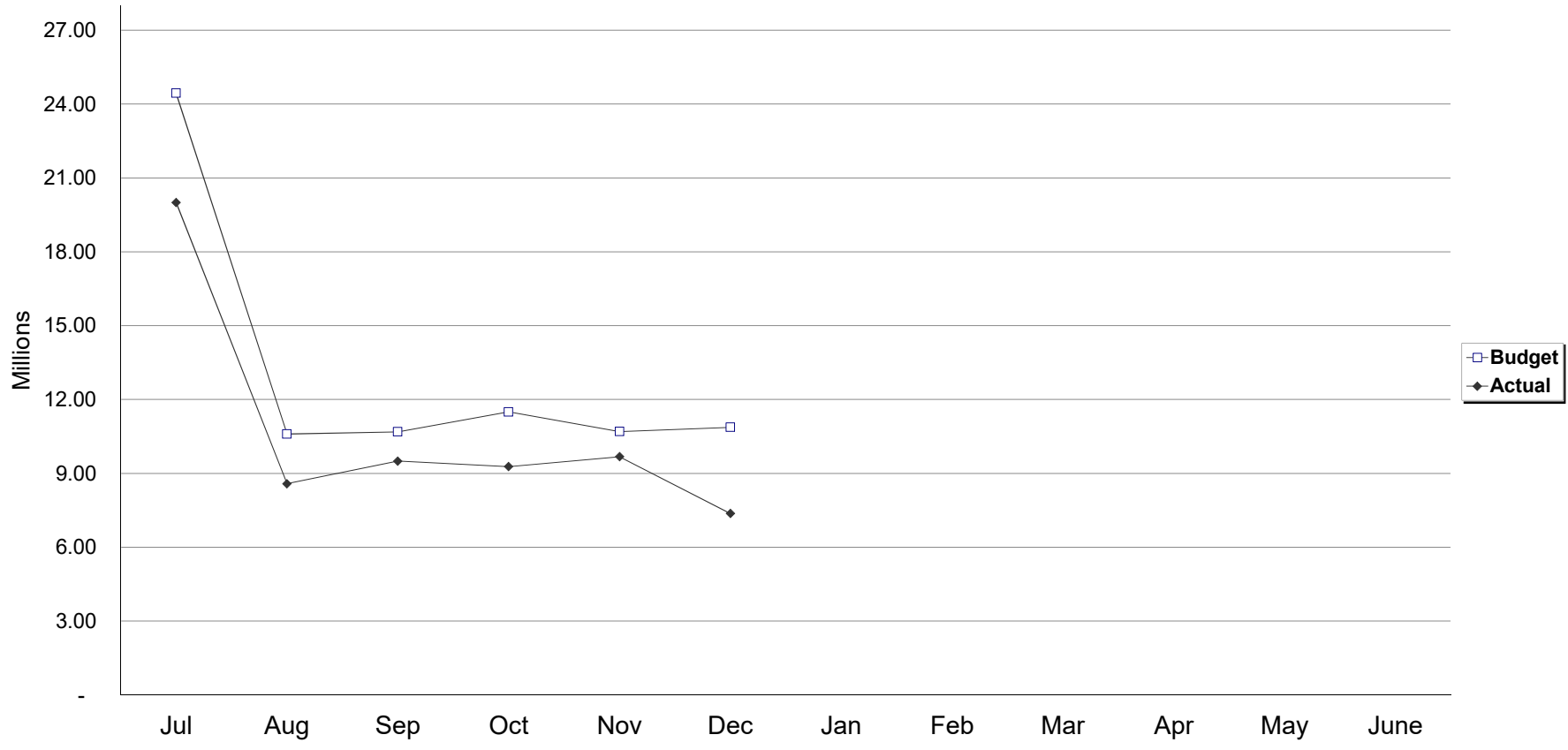
% OF YEAR ELAPSED: 50.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	3,382,420	3,838,302	455,882	13.5%	7,675,510	7,675,510	-
ADA Sedans / Taxi Service	926,485	1,146,378	219,894	23.7%	2,212,350	2,212,350	-
Coastside ADA	564,972	645,307	80,334	14.2%	1,500,000	1,500,000	-
ADA Related Wages & Benefits	1,368,104	1,149,209	(218,895)	(16.0%)	2,768,826	2,768,826	-
ADA Related Other Support	560,851	758,805	197,954	35.3%	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	(43,234)	-	43,234	100.0%	200,000	200,000	-
TOTAL ADA PROGRAMS	7,503,442	8,594,527	1,091,085	14.5%	17,877,833	17,877,833	-
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	5,364,529	-	(5,364,529)	(100.0%)	-	-	-
Total Caltrain Service	5,364,529	-	(5,364,529)	(100.0%)	-	-	-
OTHER SUPPORT							
SamTrans Shuttle Service	953,342	751,992	(201,351)	(21.1%)	2,331,500	2,331,500	-
Shuttle Related Wages & Benefits	39,339	34,713	(4,627)	(11.8%)	91,806	91,806	-
Dumbarton M.O.W.	20,080	-	(20,080)	(100.0%)	161,975	161,975	-
Maintenance Multimodal Facilities	67,150	60,093	(7,057)	(10.5%)	195,000	195,000	-
Total Other Support	1,079,913	846,798	(233,115)	(21.6%)	2,780,281	2,780,281	-
TOTAL MULTI-MODAL PROGRAMS	6,444,442	846,798	(5,597,644)	(86.9%)	2,780,281	2,780,281	-
TOTAL OPERATING EXPENSES	78,371,755	73,844,583	(4,527,171)	(5.8%)	164,867,092	164,867,092	-

SAN MATEO COUNTY TRANSIT DISTRICT

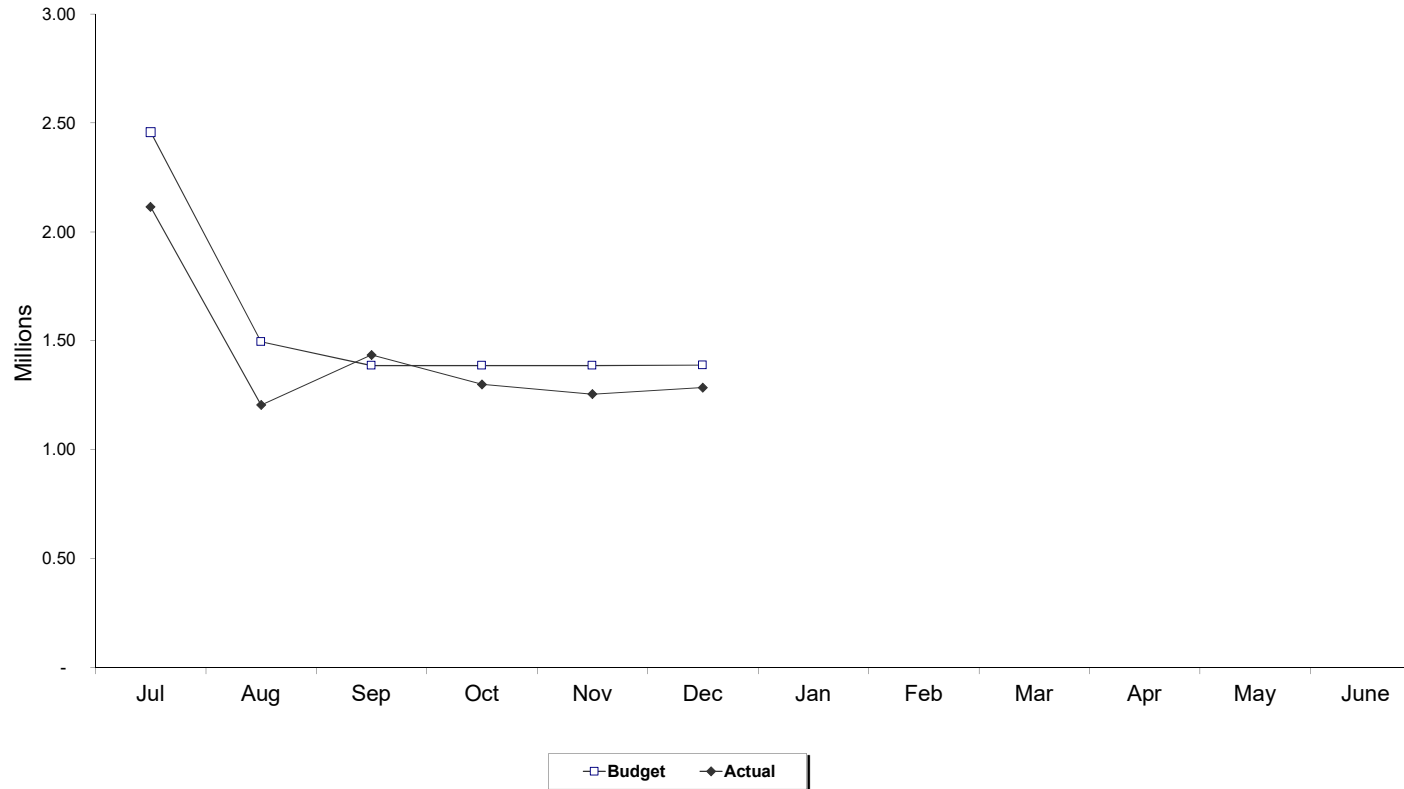
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269						
Actual	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357						
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040						
Actual	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259						
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781						
Variance %	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%						

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

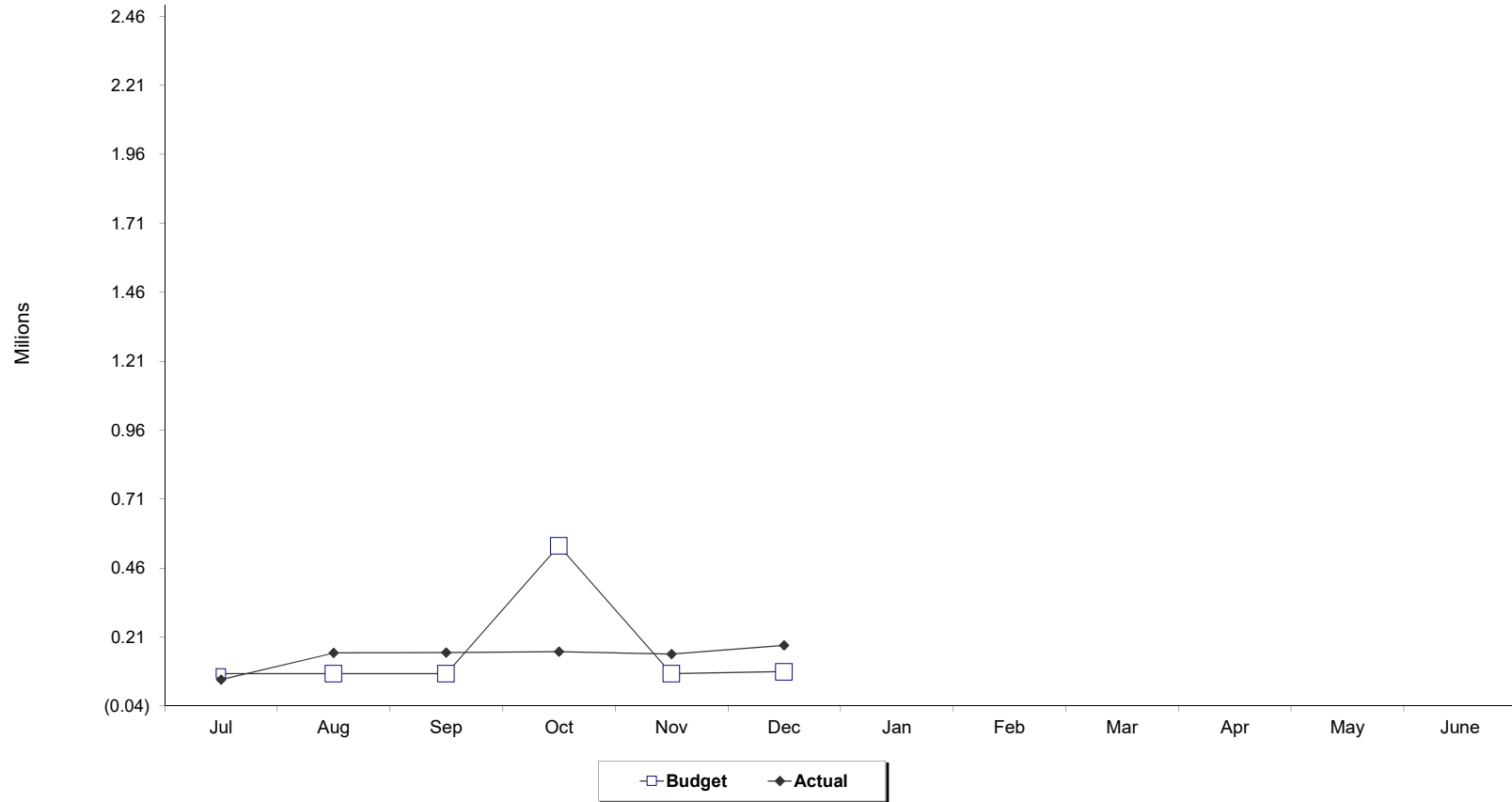


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680						
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079						
CUMULATIVE EXPENSES												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815						
Actual	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527						
Variance - F(U)	343,564	634,128	585,468	671,520	802,688	905,288						
Variance %	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%						

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	77,345	77,345	77,345	540,945	77,345	83,945						
Actual	56,004	152,622	153,378	156,901	147,846	180,046						
CUMULATIVE EXPENSES												
Budget	77,345	154,690	232,035	772,980	850,325	934,270						
Actual	56,004	208,626	362,004	518,905	666,752	846,798						
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573	87,472						
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%						

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

12/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	76,594,429.35
Bank of America Checking (Restricted)	10,199,520.44
Wells Fargo	0.00
LAIF	74,799,885.93

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	210,078,315.93
MMF - US Bank Custodian Account	9,442,424.78

Debt Service Reserves Held By Trustee	6,989,787.46
--	---------------------

TOTAL	<u><u>388,104,363.89</u></u>
--------------	-------------------------------------

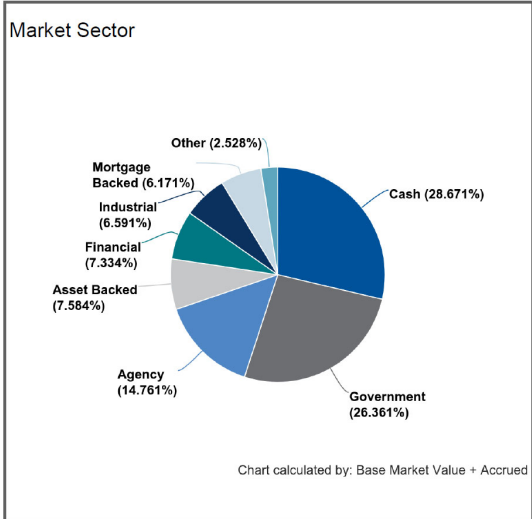
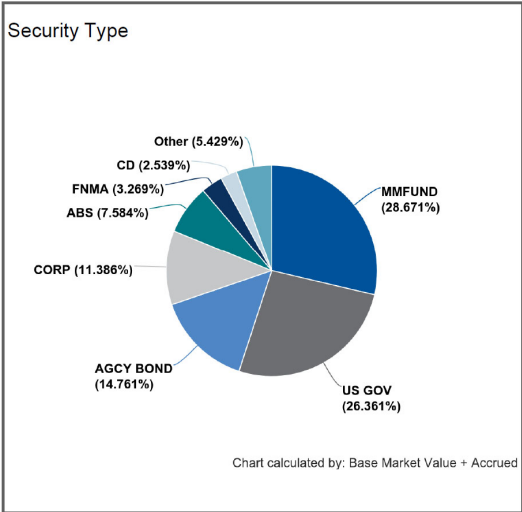
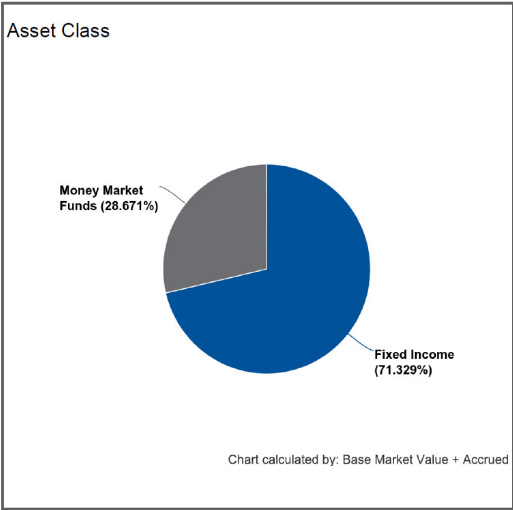
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
MMFund (Incl LAIF)	84,242,310.71
Fixed Income	210,078,315.93
Duration	2.032
Convexity	-0.035
WAL	1.587
Years to Final Maturity	2.246
Years to Effective Maturity	1.586
Yield	0.846
Book Yield	0.766
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
United States	26.361%
(SM - LAIF) State of California	25.465%
Other	22.097%
Federal Home Loan Mortgage Corporation	14.375%
Federal National Mortgage Association	5.911%
U.S. Bancorp	3.843%
Apple Inc.	1.009%
Bank of America Corporation	0.938%
---	100.000%

Footnotes: 1,2

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



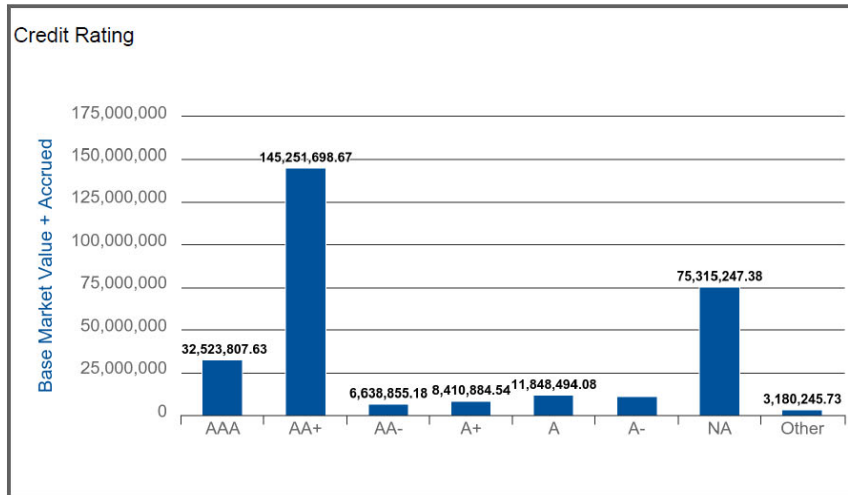


Risk Summary

12/01/2021 - 12/31/2021

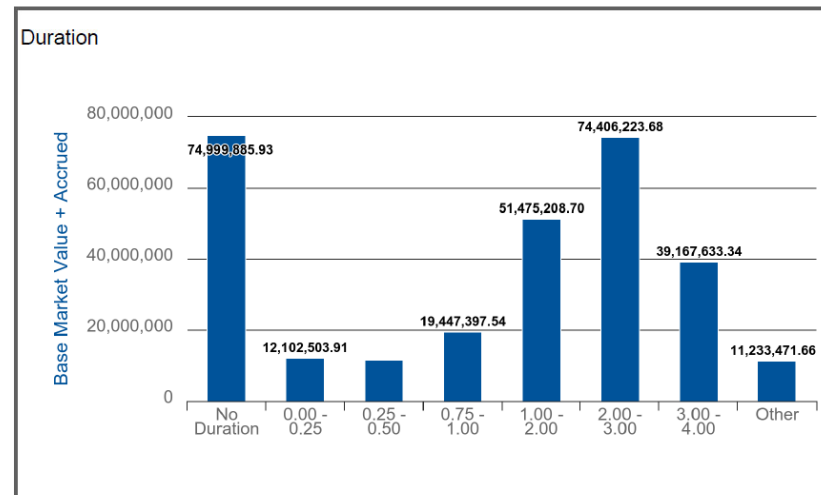
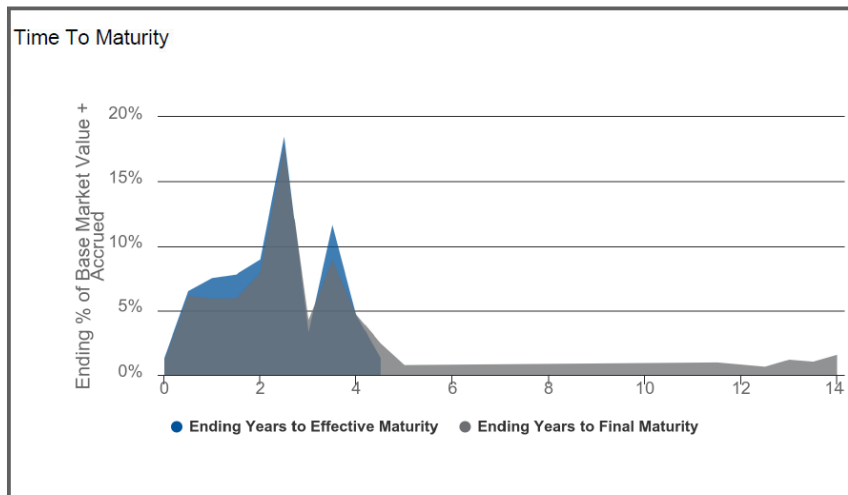
SAM Transit District Agg (136232)

Dated: 01/06/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.628%	2.381%	3.034%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	10.210%	12.901%	16.928%	11.770%	0.000%	0.000%	0.000%	0.000%	0.000%
A	1.781%	2.088%	4.459%	1.529%	0.877%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.843%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.107%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



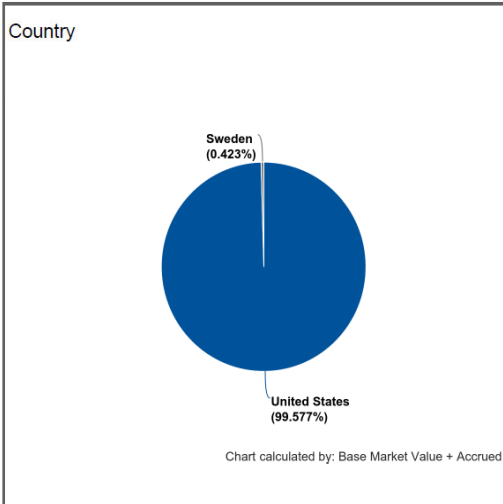
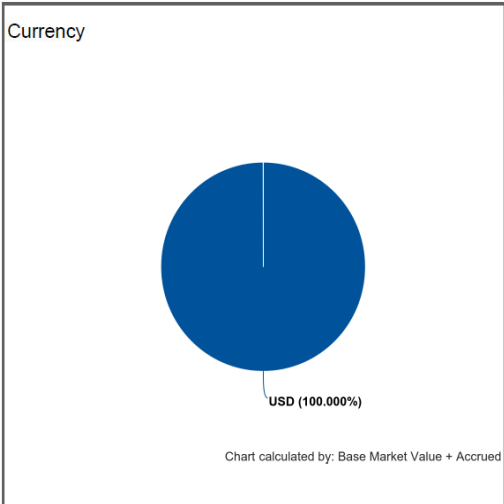
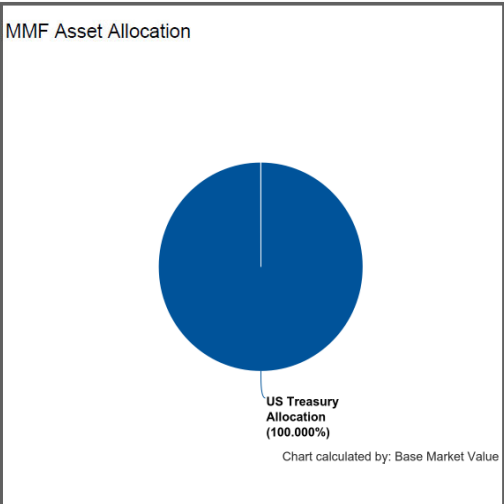
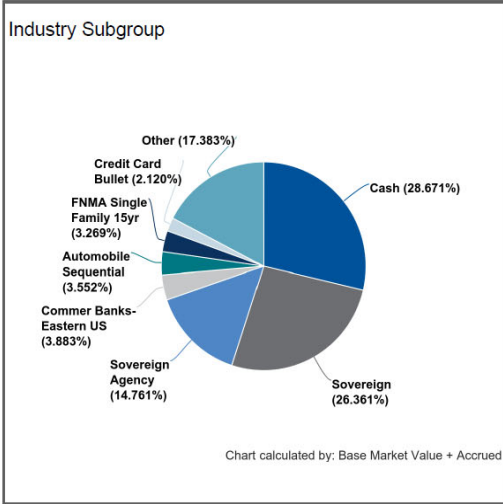
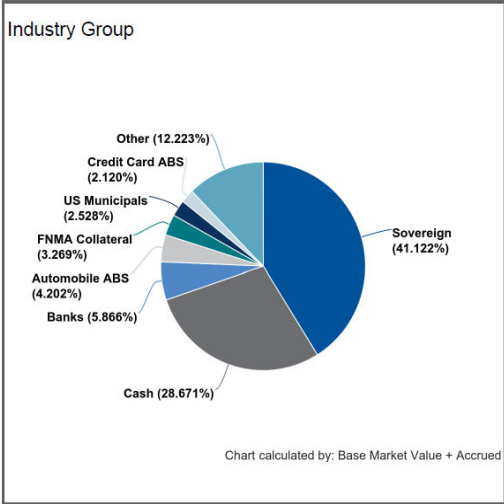
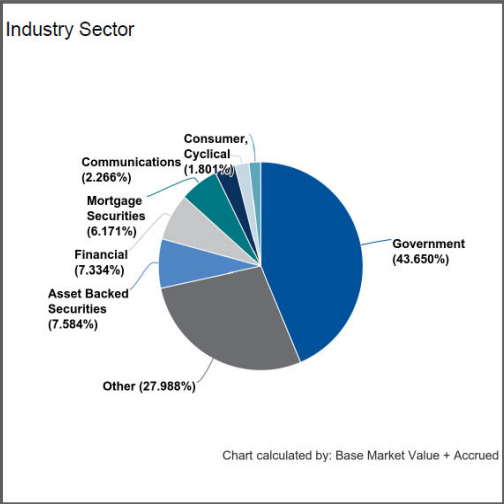


Risk Summary

12/01/2021 - 12/31/2021

SAM Transit District Agg (136232)

Dated: 01/06/2022



Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 12/31/2021
 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	8,441,379.92	---	12/31/2021	8,441,379.92	0.00	8,441,379.92	8,441,379.92
MMFUND			8,441,379.92			8,441,379.92	0.00	8,441,379.92	8,441,379.92

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

CLEARWATER

ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 12/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	367,779.57	367,802.39
ABS	09661RAD3	BMWOT 2020-A A3	289,062.36	07/15/2020	10/25/2024	289,040.54	23.13	288,947.48	288,970.61
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,672,613.26	1,673,882.24
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,453,666.90	1,454,027.46
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	1,025.41	1,140,228.28	1,141,253.69
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	456,551.22	456,708.64
ABS	14313FAD1	CARMX 2018-3 A3	39,853.75	07/25/2018	06/15/2023	39,848.32	55.44	39,963.13	40,018.57
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	449,903.17	450,027.17
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	422,997.55	423,091.99
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	252,823.63	252,862.16
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	876,321.35	876,550.77
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	382,049.50	382,158.58
ABS	36255JAD6	GMCAR 2018-3 A3	27,125.98	07/18/2018	05/16/2023	27,119.66	34.13	27,175.68	27,209.81
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	299,207.30	299,254.05
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	698,357.89	698,489.14
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	398,075.61	398,138.94
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	407,417.50	407,458.84
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	604,290.11	604,412.11
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	459,022.18	459,134.62
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,244,287.50	1,244,498.61
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	331,715.11	331,771.69
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	352,646.34	352,763.10
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	249,493.90	249,550.57
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	351,734.00	351,831.82
ABS	65479CAD0	NAROT 2020-B A3	351,128.54	06/30/2020	07/15/2024	351,118.92	85.83	351,167.31	351,253.14
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,439,573.83	1,439,787.23
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	938,751.55	938,935.37
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	332,447.30	332,498.48
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,027,224.15	1,027,372.07
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	478,267.28	478,535.79
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	685,044.55	685,258.04
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	556,828.16	557,029.76
ABS			19,127,170.64		04/10/2025	19,124,507.83	5,965.17	19,036,572.28	19,042,537.45

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,069.44	982,090.00	983,159.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	670.31	534,988.85	535,659.16
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	1,597.22	10,003,060.00	10,004,657.22
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,197.92	986,017.00	987,214.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	194.44	980,149.00	980,343.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,706.25	1,265,212.00	1,266,918.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	900.00	1,169,130.00	1,170,030.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	271.53	1,139,298.10	1,139,569.63
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	11,156.25	900,502.20	911,658.45
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	554.17	947,858.70	948,412.87
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	34.72	995,081.00	995,115.72
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,666.67	1,558,819.20	1,561,485.87
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,204.86	2,483,932.50	2,486,137.36
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	863.19	1,092,032.70	1,092,895.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,177.08	1,489,135.50	1,490,312.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,327.08	1,264,019.90	1,265,346.98
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	312.50	1,187,474.40	1,187,786.90
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	496.53	1,288,506.70	1,289,003.23
AGCY BOND	3137EAF42	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	1,500.00	7,923,280.00	7,924,780.00
AGCY BOND			38,550,000.00			38,514,590.87	29,900.17	38,190,587.75	38,220,487.92

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	19,173.25	905,898.60	925,071.85
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	5,585.33	1,199,733.60	1,205,318.93
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	1,615.00	963,508.05	965,123.05
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	6,248.89	959,115.25	965,364.14
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	6,282.67	959,176.05	965,458.72
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	3,097.50	901,684.80	904,782.30
CD			5,850,000.00			5,850,000.00	42,002.64	5,889,116.35	5,931,118.99

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	2,635.00	939,677.40	942,312.40
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	805.44	1,301,434.46	1,302,239.90
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	926,850.60	927,090.60
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	997,431.00	998,993.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	1,562.50	997,431.00	998,993.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,093.75	698,201.70	699,295.45
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	929,131.20	938,506.20
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	941.15	321,206.93	322,148.07
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,102.43	837,591.70	841,694.13
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	12,916.67	867,124.80	880,041.47
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	483.63	1,088,815.20	1,089,298.83
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	748.27	396,844.00	397,592.27
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	1,465.63	384,889.13	386,354.75
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	1,954.17	513,185.50	515,139.67
CORP	06406RAX5	BANK OF NEW YORK MELLON CORP	1,250,000.00	10/25/2021	10/25/2024	1,249,187.50	1,947.92	1,239,435.00	1,241,382.92
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	6,909.56	508,537.52	515,447.08
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	2,277.71	724,491.05	726,768.76
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	300.94	223,914.38	224,215.31
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	1,942.50	906,984.00	908,926.50
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	10,837.50	899,978.30	910,815.80
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	5,796.88	450,056.70	455,853.58
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,660.00	175,085.40	177,745.40
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	934.64	479,503.01	480,437.65
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	5,587.85	965,730.10	971,317.95
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	6,814.13	921,909.60	928,723.73
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	951,125.40	967,776.65
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	8,092.50	484,488.90	492,581.40
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	6,050.30	930,618.00	936,668.30
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	2,605.69	326,946.43	329,552.11
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	398.27	573,305.64	573,703.91
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	941,805.00	955,630.00
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,087.50	326,283.75	329,371.25
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	537.64	391,984.18	392,521.81
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,252.36	624,591.08	625,843.44
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,062.19	492,759.14	493,821.32
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	456,885.45	459,990.45
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	142,142.14	143,108.14
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	137,065.64	137,997.14
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	105.63	255,726.64	255,832.27
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	676.78	278,234.32	278,911.10
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	18,120.00	1,858,599.00	1,876,719.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,689.86	1,135,971.15	1,137,661.01
CORP			28,567,000.00			29,374,097.67	165,053.18	29,003,971.51	29,169,024.68

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	1,248,367.77	06/25/2021	06/01/2035	1,345,116.28	3,641.07	1,320,681.16	1,324,322.23
FHLMC	3133L7LB1	FH RC1222	1,484,083.83	10/19/2021	12/01/2034	1,595,390.12	4,328.58	1,569,873.72	1,574,202.30
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	682,948.50	684,607.08
FHLMC	3137BM6P6	FHMS K-721 A2	384,798.01	04/09/2018	08/25/2022	388,074.81	990.85	388,188.08	389,178.94
FHLMC	3137F62S5	FHMS K-J31 A1	397,152.98	10/29/2020	05/25/2026	397,145.03	188.32	390,691.30	390,879.62
FHLMC	3137FKK39	FHMS K-P05 A	12,591.81	12/17/2018	07/25/2023	12,591.78	33.61	12,946.27	12,979.88
FHLMC	3137FQ3V3	FHMS K-J27 A1	96,984.55	11/26/2019	07/25/2024	96,982.22	169.08	97,895.23	98,064.31
FHLMC	3137H4RZ5	FHMS K-J36 A1	220,000.00	12/16/2021	12/25/2026	219,999.12	237.97	220,374.00	220,611.97
FHLMC			4,493,978.95			4,737,494.66	11,248.06	4,683,598.27	4,694,846.33

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	1,687,588.13	12/29/2020	09/25/2033	1,711,451.68	1,406.32	1,682,707.32	1,684,113.64
FHLMC CMO	3137F7DH5	FHR 5048 B	990,112.07	11/30/2020	05/25/2033	1,002,643.17	825.09	976,296.70	977,121.79
FHLMC CMO			2,677,700.20			2,714,094.85	2,231.42	2,659,004.02	2,661,235.44

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,305,725.60	05/18/2021	03/01/2035	1,399,166.59	3,264.31	1,392,238.63	1,395,502.94
FNMA	3140QGKN6	FN CA8400	1,280,249.43	03/22/2021	12/01/2035	1,400,672.90	3,734.06	1,367,510.89	1,371,244.95
FNMA	3140X92C8	FN FM6170	1,171,691.97	06/25/2021	07/01/2035	1,269,821.17	3,905.64	1,237,220.67	1,241,126.31
FNMA	3140X9K46	FN FM5714	911,122.58	03/25/2021	11/01/2035	992,554.15	3,037.08	970,364.95	973,402.03
FNMA	3140XALC4	FN FM6622	1,475,978.24	03/29/2021	02/01/2036	1,552,083.37	3,074.95	1,547,208.74	1,550,283.70
FNMA	3140XC4K1	FN FM8925	1,474,535.71	11/16/2021	08/01/2034	1,598,949.67	4,915.12	1,582,440.26	1,587,355.38
FNMA			7,619,303.53			8,213,247.84	21,931.16	8,096,984.14	8,118,915.30

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	823,134.41	---	12/31/2021	823,134.41	0.00	823,134.41	823,134.41
MMFUND			823,134.41			823,134.41	0.00	823,134.41	823,134.41

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,883.18	257,527.05	259,410.23
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	617.77	423,309.20	423,926.97
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	236,463.00	238,476.46
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	2,201.50	348,572.00	350,773.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	4,088.50	647,348.00	651,436.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,572.50	248,980.00	250,552.50
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,771.46	540,435.50	542,206.96
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,593.75	744,352.50	745,946.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,063.13	399,188.25	400,251.38
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,727.55	325,162.20	326,889.75
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	4,098.67	1,577,920.00	1,582,018.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,681.88	570,250.50	571,932.38
MUNI			6,375,000.00			6,378,878.00	24,313.33	6,319,508.20	6,343,821.53

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	15,414.36	4,131,250.00	4,146,664.36
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	121.81	2,109,691.41	2,109,813.21
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	346.34	5,998,640.63	5,998,986.96
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	176.11	3,050,156.25	3,050,332.36
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	4,142.86	2,943,500.00	2,947,642.86
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	1,357.14	964,250.00	965,607.14
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	2,428.57	1,725,500.00	1,727,928.57
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	8,210.29	2,999,781.25	3,007,991.54
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	6,401.24	2,338,812.50	2,345,213.74
US GOV	912828TJ9	UNITED STATES TREASURY	1,600,000.00	09/07/2018	08/15/2022	1,532,875.00	9,820.65	1,613,500.00	1,623,320.65
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	276.24	5,139,843.75	5,140,119.99
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	81.49	1,516,253.91	1,516,335.40
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.91	668,179.69	668,215.60
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.86	462,585.94	462,610.80
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	74.59	1,387,757.81	1,387,832.40
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	41.09	869,523.44	869,564.53
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	17.27	2,429,687.50	2,429,704.77
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	87.57	1,482,890.63	1,482,978.19
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	3.63	339,390.63	339,394.25
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	12.43	1,163,625.00	1,163,637.43
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	74.59	6,981,750.00	6,981,824.59
US GOV	91282CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	14,464.29	17,820,000.00	17,834,464.29
US GOV			67,900,000.00			67,496,060.58	63,613.32	68,136,570.31	68,200,183.63

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	181,983,287.72	---	---	183,226,106.71	366,258.44	182,839,047.24	183,205,305.68

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

CLEARWATER ANALYTICS

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 12/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	64,609.92	64,613.93
ABS	09661RAD3	BMWOT 2020-A A3	82,589.25	07/15/2020	10/25/2024	82,583.02	6.61	82,556.42	82,563.03
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	478,609.22	478,972.33
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	251,311.91	251,374.24
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	192.54	214,104.00	214,296.54
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	79,400.21	79,427.59
ABS	14313FAD1	CARMX 2018-3 A3	10,437.89	07/25/2018	06/15/2023	10,436.46	14.52	10,466.53	10,481.05
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	129,972.03	130,007.85
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	99,528.84	99,551.06
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,615.93	44,622.73
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	152,617.76	152,657.72
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	64,501.86	64,520.28
ABS	36255JAD6	GMCAR 2018-3 A3	8,137.80	07/18/2018	05/16/2023	8,135.90	10.24	8,152.70	8,162.94
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	64,828.25	64,838.38
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,591.07	84,604.53
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	69,559.09	69,566.14
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	104,017.15	104,038.15
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	84,819.32	84,840.09
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	273,743.25	273,789.69
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	64,362.63	64,373.61
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	59,602.20	59,621.93
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	59,878.54	59,892.14
ABS	65479CAD0	NAROT 2020-B A3	96,560.35	06/30/2020	07/15/2024	96,557.71	23.60	96,571.01	96,594.61
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	99,867.19	99,886.74
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,504.70	64,514.63
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	149,595.75	149,617.29
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	125,859.81	125,930.47
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	115,007.48	115,043.32
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	94,461.92	94,496.12
ABS			3,302,725.28			3,302,221.59	1,182.47	3,291,716.68	3,292,899.15

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	294.10	270,074.75	270,368.85
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	140.16	111,861.31	112,001.46
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	329.43	271,154.68	271,484.10
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	53.47	269,540.98	269,594.45
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	360.94	267,641.00	268,001.94
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	206.25	267,925.63	268,131.88
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	59.03	247,673.50	247,732.53
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORF	275,000.00	05/07/2020	05/05/2023	274,884.50	160.42	274,380.15	274,540.57
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORF	275,000.00	06/26/2020	06/26/2023	274,197.00	9.55	273,647.28	273,656.82
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORF	350,000.00	07/23/2020	07/21/2025	348,257.00	583.33	340,991.70	341,575.03
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORF	800,000.00	08/21/2020	08/24/2023	799,184.00	705.56	794,858.40	795,563.96
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORF	340,000.00	09/04/2020	09/08/2023	340,062.09	266.81	337,537.38	337,804.19
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORF	460,000.00	09/04/2020	09/08/2023	459,848.20	360.97	456,668.22	457,029.19
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORF	550,000.00	09/25/2020	09/23/2025	548,344.50	561.46	534,777.65	535,339.11
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORF	260,000.00	10/16/2020	10/16/2023	259,030.20	67.71	257,286.12	257,353.83
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORF	275,000.00	11/05/2020	11/06/2023	274,752.50	105.03	272,568.73	272,673.76
AGCY BOND			5,325,000.00			5,313,158.74	4,264.20	5,248,587.45	5,252,851.65

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	250,000.00	04/04/2019	04/01/2022	250,000.00	5,325.90	251,638.50	256,964.40
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	930.89	199,955.60	200,886.49
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	467.50	278,910.23	279,377.73
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,808.89	277,638.63	279,447.51
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL	275,000.00	09/03/2019	08/26/2022	275,000.00	1,818.67	277,656.23	279,474.89
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	250,000.00	07/14/2020	07/08/2022	250,000.00	860.42	250,468.00	251,328.42
CD			1,525,000.00			1,525,000.00	11,212.26	1,536,267.18	1,547,479.44

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	150.06	242,472.58	242,622.64
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORI	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	257,458.50	257,525.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	274,293.53	274,723.21
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	258,092.00	260,696.17
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	159.27	54,358.10	54,517.37
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	723.96	147,810.30	148,534.26
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	87.93	197,966.40	198,054.33
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	374.13	198,422.00	198,796.13
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	390.83	102,637.10	103,027.93
CORP	06406RAX5	BANK OF NEW YORK MELLON CORP	265,000.00	10/25/2021	10/25/2024	264,827.75	412.96	262,760.22	263,173.18
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORI	200,000.00	07/08/2020	07/07/2023	199,888.00	628.33	199,859.60	200,487.93
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,481.42	115,014.49	116,495.91
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	760.00	50,024.40	50,784.40
CORP	24422EUV0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	173.44	88,979.94	89,153.38
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,588.13	274,470.66	276,058.79
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	264,201.50	268,826.85
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	801.75	100,598.90	101,400.65
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	190.46	99,507.10	99,697.56
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	140.77	202,633.89	202,774.66
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	261,612.50	265,452.78
CORP	69371RP75	PACCAR FINANCIAL CORF	100,000.00	03/01/2019	03/01/2022	99,912.00	950.00	100,395.00	101,345.00
CORP	69371RR40	PACCAR FINANCIAL CORF	105,000.00	08/09/2021	08/09/2024	104,943.30	207.08	103,278.84	103,485.92
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	182.40	84,615.21	84,797.60
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	126,912.63	127,775.13
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	50,765.05	51,110.05
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	25,382.53	25,555.03
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	293.89	197,560.20	197,854.09
CORP			4,310,000.00			4,324,526.15	22,642.96	4,342,083.15	4,364,726.10

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	231,715.60	06/25/2021	06/01/2035	249,673.55	675.84	245,138.03	245,813.87
FHLMC	3133L7LB1	FH RC1222	267,135.09	10/19/2021	12/01/2034	287,170.22	779.14	282,577.28	283,356.42
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	183,870.75	184,317.29
FHLMC	3137BM6P6	FHMS K-721 A2	111,163.87	04/09/2018	08/25/2022	112,110.50	286.25	112,143.22	112,429.47
FHLMC	3137F62S5	FHMS K-J31 A1	93,668.16	10/29/2020	05/25/2026	93,666.28	44.41	92,144.17	92,188.59
FHLMC	3137FKK39	FHMS K-P05 A	3,577.22	12/17/2018	07/25/2023	3,577.21	9.55	3,677.92	3,687.47
FHLMC	3137FQ3V3	FHMS K-J27 A1	25,190.79	11/26/2019	07/25/2024	25,190.19	43.92	25,427.33	25,471.25
FHLMC	3137H4RZ5	FHMS K-J36 A1	35,000.00	12/16/2021	12/25/2026	34,999.86	37.86	35,059.50	35,097.36
FHLMC			942,450.73			990,055.78	2,323.51	980,038.21	982,361.72

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	209,446.78	11/30/2020	05/25/2033	212,097.60	174.54	206,524.30	206,698.84
FHLMC CMO			209,446.78			212,097.60	174.54	206,524.30	206,698.84

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	230,422.16	05/18/2021	03/01/2035	246,911.75	576.06	245,689.17	246,265.22
FNMA	3140QGKN6	FN CA8400	250,583.00	03/22/2021	12/01/2035	274,153.47	730.87	267,662.67	268,393.54
FNMA	3140X92C8	FN FM6170	219,692.24	06/25/2021	07/01/2035	238,091.47	732.31	231,978.88	232,711.18
FNMA	3140X9K46	FN FM5714	162,700.46	03/25/2021	11/01/2035	177,241.81	542.33	173,279.46	173,821.79
FNMA	3140XALC4	FN FM6622	276,745.92	03/29/2021	02/01/2036	291,015.63	576.55	290,101.64	290,678.19
FNMA	3140XC4K1	FN FM8925	276,475.45	11/16/2021	08/01/2034	299,803.07	921.58	296,707.55	297,629.13
FNMA			1,416,619.24			1,527,217.20	4,079.70	1,505,419.36	1,509,499.06

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	177,910.45	---	12/31/2021	177,910.45	0.00	177,910.45	177,910.45
MMFUND			177,910.45			177,910.45	0.00	177,910.45	177,910.45

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	406.18	55,545.05	55,951.23
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	107.75	73,833.00	73,940.75
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	61,686.00	62,211.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	345.95	54,775.60	55,121.55
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	471.75	74,694.00	75,165.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	817.70	129,469.60	130,287.30
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	370.40	113,000.15	113,370.55
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	223.13	83,780.25	84,003.38
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	287.93	54,193.70	54,481.63
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	704.46	271,205.00	271,909.46
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	365.63	123,967.50	124,333.13
MUNI			1,105,000.00			1,105,886.10	4,626.10	1,096,149.85	1,100,775.95

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	41.09	711,703.13	711,744.22
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	93.92	1,626,750.00	1,626,843.92
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	49.90	864,210.94	864,260.83
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	285.71	203,000.00	203,285.71
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	785.71	558,250.00	559,035.71
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	2,365.68	864,343.75	866,709.43
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	1,739.47	635,546.88	637,286.34
US GOV	912828TJ9	UNITED STATES TREASURY	175,000.00	09/07/2018	08/15/2022	167,658.20	1,074.13	176,476.56	177,550.70
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	58.01	1,079,367.19	1,079,425.20
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.48	436,886.72	436,910.20
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.91	128,496.09	128,503.00
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.67	179,894.53	179,904.20
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.86	462,585.94	462,610.80
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	12.09	255,742.19	255,754.27
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	1.55	145,453.13	145,454.68
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	5.44	509,085.94	509,091.38
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	482.14	594,000.00	594,482.14
US GOV			9,300,000.00			9,267,376.96	7,059.77	9,431,792.97	9,438,852.74

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,614,152.47			27,745,450.57	57,565.51	27,816,489.59	27,874,055.11

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

CLEARWATER ANALYTICS.

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 12/01/2021 - 12/31/2021
 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	66.86	0.000	Buy	12/30/2021	12/30/2021	12/31/2021	66.86	0.00	(66.86)
31846V534	FIRST AMER:US TRS MM Y	25,761,138.66	0.000	Buy	---	---	12/31/2021	25,761,138.66	0.00	(25,761,138.66)
31846V534	FIRST AMER:US TRS MM Y	(25,244,922.28)	0.000	Sell	---	---	12/31/2021	(25,244,922.28)	0.00	25,244,922.28
31846V534	FIRST AMER:US TRS MM Y	192,284.54	0.000	Buy	---	---	12/31/2021	192,284.54	0.00	(192,284.54)
31846V534	FIRST AMER:US TRS MM Y	(123,747.69)	0.000	Sell	---	---	12/31/2021	(123,747.69)	0.00	123,747.69
91282CBV2	UNITED STATES TREASURY	7,200,000.00	0.375	Buy	12/02/2021	12/06/2021	12/31/2025	6,983,437.50	11,665.76	(6,995,103.26)
91282CBV2	UNITED STATES TREASURY	18,000,000.00	0.375	Buy	12/02/2021	12/06/2021	04/15/2024	17,842,500.00	9,642.86	(17,852,142.86)
91282CBV2	UNITED STATES TREASURY	600,000.00	0.375	Buy	12/02/2021	12/06/2021	04/15/2024	594,750.00	321.43	(595,071.43)
09661RAD3	BMWOT 2020-A A3	(22,259.48)	0.480	Principal Paydown	12/25/2021	12/25/2021	10/25/2024	(22,259.48)	0.00	22,259.48
09661RAD3	BMWOT 2020-A A3	(6,359.85)	0.480	Principal Paydown	12/25/2021	12/25/2021	05/25/2024	(6,359.85)	0.00	6,359.85
65479CAD0	NAROT 2020-B A3	(27,246.61)	0.550	Principal Paydown	12/15/2021	12/15/2021	07/15/2024	(27,246.61)	0.00	27,246.61
65479CAD0	NAROT 2020-B A3	(7,492.82)	0.550	Principal Paydown	12/15/2021	12/15/2021	07/15/2024	(7,492.82)	0.00	7,492.82
3137F62S5	FHMS K-J31 A1	(1,214.50)	0.569	Principal Paydown	12/01/2021	12/01/2021	05/25/2026	(1,214.50)	0.00	1,214.50
3137F62S5	FHMS K-J31 A1	(286.44)	0.569	Principal Paydown	12/01/2021	12/01/2021	05/25/2026	(286.44)	0.00	286.44
3137F7DHS	FHR 5048 B	(21,263.54)	1.000	Principal Paydown	12/01/2021	12/01/2021	05/25/2033	(21,263.54)	0.00	21,263.54
3133QSGZ3	FHS 370 A3	(61,027.78)	1.000	Principal Paydown	12/01/2021	12/01/2021	09/25/2033	(61,027.78)	0.00	61,027.78
3137F7DHS	FHR 5048 B	(4,498.06)	1.000	Principal Paydown	12/01/2021	12/01/2021	05/25/2033	(4,498.06)	0.00	4,498.06
92868KAC7	VALET 2021-1 A3	685,000.00	1.020	Buy	12/07/2021	12/13/2021	06/22/2026	684,973.15	0.00	(684,973.15)
92868KAC7	VALET 2021-1 A3	115,000.00	1.020	Buy	12/07/2021	12/13/2021	06/22/2026	114,995.49	0.00	(114,995.49)
3137H4RZ5	FHMS K-J36 A1	220,000.00	1.298	Buy	12/07/2021	12/16/2021	12/25/2026	219,999.12	118.98	(220,118.10)
3137H4RZ5	FHMS K-J36 A1	35,000.00	1.298	Buy	12/07/2021	12/16/2021	12/25/2026	34,999.86	18.93	(35,018.79)
912828TJ9	UNITED STATES TREASURY	(500,000.00)	1.625	Sell	12/07/2021	12/13/2021	08/15/2022	(504,765.63)	(2,649.46)	507,415.09
912828TJ9	UNITED STATES TREASURY	(300,000.00)	1.625	Sell	12/02/2021	12/06/2021	08/15/2022	(303,035.16)	(1,496.94)	304,532.10
912828TJ9	UNITED STATES TREASURY	(150,000.00)	1.625	Sell	12/07/2021	12/13/2021	08/15/2022	(151,429.69)	(794.84)	152,224.53
912828X47	UNITED STATES TREASURY	(200,000.00)	1.875	Sell	12/02/2021	12/06/2021	04/30/2022	(201,437.50)	(372.93)	201,810.43
3137FQ3V3	FHMS K-J27 A1	(347.02)	2.092	Principal Paydown	12/01/2021	12/01/2021	07/25/2024	(347.02)	0.00	347.02
3137FQ3V3	FHMS K-J27 A1	(90.14)	2.092	Principal Paydown	12/01/2021	12/01/2021	07/25/2024	(90.14)	0.00	90.14
3140XALC4	FN FM6622	(8,838.90)	2.500	Principal Paydown	12/01/2021	12/01/2021	02/01/2036	(8,838.90)	0.00	8,838.90
3140XALC4	FN FM6622	(1,657.29)	2.500	Principal Paydown	12/01/2021	12/01/2021	02/01/2036	(1,657.29)	0.00	1,657.29
3140K7XA6	FN BP0672	(16,374.32)	3.000	Principal Paydown	12/01/2021	12/01/2021	03/01/2035	(16,374.32)	0.00	16,374.32
3140K7XA6	FN BP0672	(2,889.59)	3.000	Principal Paydown	12/01/2021	12/01/2021	03/01/2035	(2,889.59)	0.00	2,889.59
362551AD6	GMCAR 2018-3 A3	(12,273.26)	3.020	Principal Paydown	12/16/2021	12/16/2021	05/16/2023	(12,273.26)	0.00	12,273.26
362551AD6	GMCAR 2018-3 A3	(3,681.98)	3.020	Principal Paydown	12/16/2021	12/16/2021	05/16/2023	(3,681.98)	0.00	3,681.98
3137BM6P6	FHMS K-721 A2	(31,888.83)	3.090	Principal Paydown	12/01/2021	12/01/2021	08/25/2022	(31,888.83)	0.00	31,888.83
3137BM6P6	FHMS K-721 A2	(9,212.33)	3.090	Principal Paydown	12/01/2021	12/01/2021	08/25/2022	(9,212.33)	0.00	9,212.33
14313FAD1	CARMX 2018-3 A3	(16,166.97)	3.130	Principal Paydown	12/15/2021	12/15/2021	06/15/2023	(16,166.96)	0.00	16,166.96
14313FAD1	CARMX 2018-3 A3	(4,234.21)	3.130	Principal Paydown	12/15/2021	12/15/2021	06/15/2023	(4,234.20)	0.00	4,234.20
3137FKK39	FHMS K-P05 A	(33.96)	3.203	Principal Paydown	12/01/2021	12/01/2021	07/25/2023	(33.96)	0.00	33.96
3137FKK39	FHMS K-P05 A	(9.65)	3.203	Principal Paydown	12/01/2021	12/01/2021	07/25/2023	(9.65)	0.00	9.65
3132CWMM3	FH SB0364	(43,740.53)	3.500	Principal Paydown	12/01/2021	12/01/2021	06/01/2035	(43,740.53)	0.00	43,740.53
3140QGKN6	FN CA8400	(6,684.60)	3.500	Principal Paydown	12/01/2021	12/01/2021	12/01/2035	(6,684.60)	0.00	6,684.60
3133L7LB1	FH RC1222	(31,627.60)	3.500	Principal Paydown	12/01/2021	12/01/2021	12/01/2034	(31,627.60)	0.00	31,627.60
3132CWMM3	FH SB0364	(8,118.89)	3.500	Principal Paydown	12/01/2021	12/01/2021	06/01/2035	(8,118.89)	0.00	8,118.89
3140QGKN6	FN CA8400	(1,308.38)	3.500	Principal Paydown	12/01/2021	12/01/2021	12/01/2035	(1,308.38)	0.00	1,308.38
3133L7LB1	FH RC1222	(5,692.97)	3.500	Principal Paydown	12/01/2021	12/01/2021	12/01/2034	(5,692.97)	0.00	5,692.97
3140X9K46	FN FM5714	(65,915.75)	4.000	Principal Paydown	12/01/2021	12/01/2021	11/01/2035	(65,915.75)	0.00	65,915.75
3140X9C28	FN FM6170	(14,016.53)	4.000	Principal Paydown	12/01/2021	12/01/2021	07/01/2035	(14,016.53)	0.00	14,016.53
3140XC4K1	FN FM8925	(43,658.18)	4.000	Principal Paydown	12/01/2021	12/01/2021	08/01/2034	(43,658.18)	0.00	43,658.18
3140X9K46	FN FM5714	(11,770.67)	4.000	Principal Paydown	12/01/2021	12/01/2021	11/01/2035	(11,770.67)	0.00	11,770.67
3140X9C28	FN FM6170	(2,628.10)	4.000	Principal Paydown	12/01/2021	12/01/2021	07/01/2035	(2,628.10)	0.00	2,628.10
3140XC4K1	FN FM8925	(8,185.91)	4.000	Principal Paydown	12/01/2021	12/01/2021	08/01/2034	(8,185.91)	0.00	8,185.91
---	---	25,787,124.51	0.176	---	---	---	01/05/2023	25,397,111.61	16,453.79	(25,413,565.40)

Page 13 of 16

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

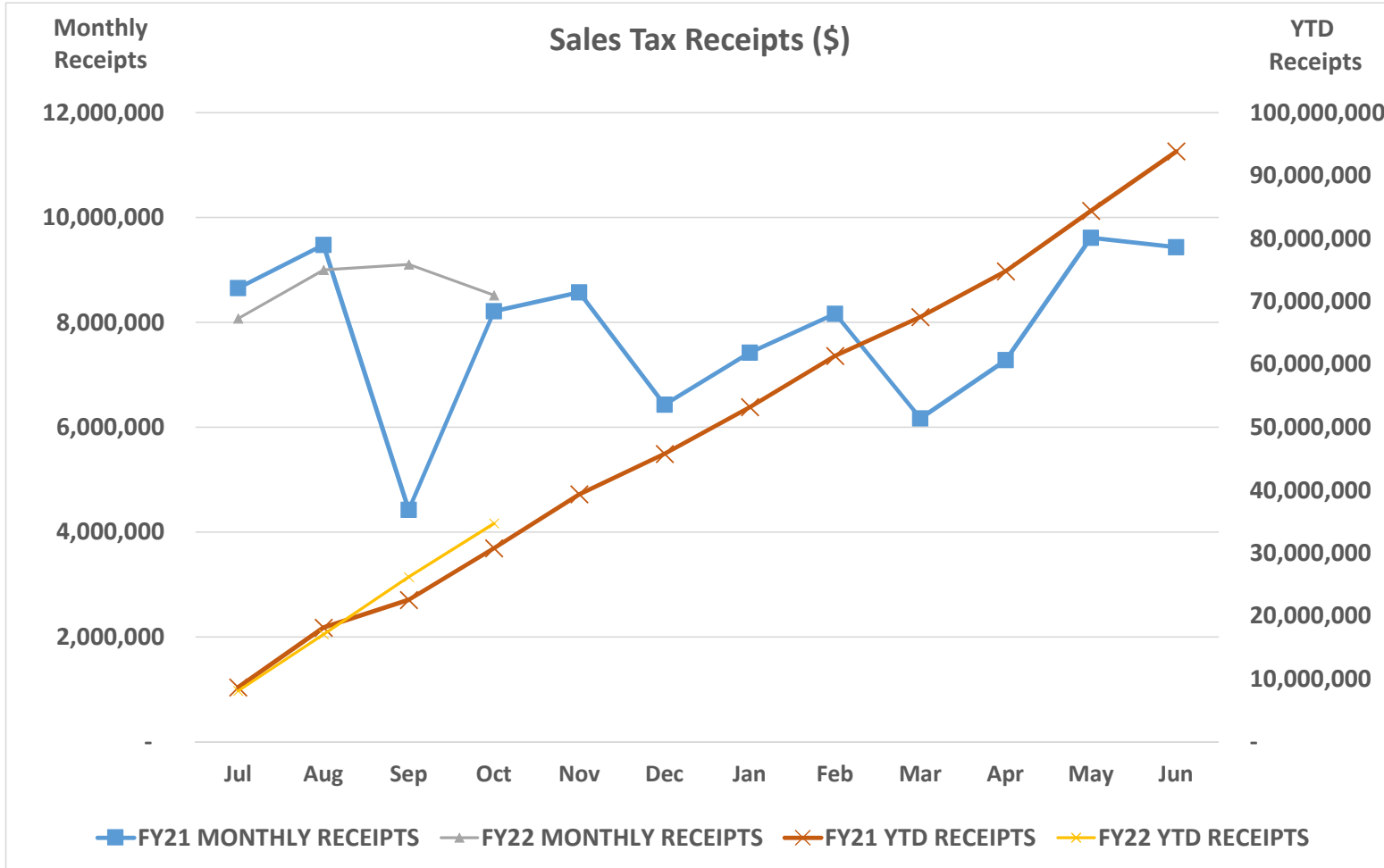
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2022
Measure A Sales Tax
December 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

December 2021

	FY21 MONTHLY RECEIPTS	FY22 MONTHLY RECEIPTS*	MONTHLY % Change	FY21 YTD RECEIPTS	FY22 YTD RECEIPTS	YTD % Change
Jul	8,652,560	8,073,453	(6.7%)	8,652,560	8,073,453	(6.7%)
Aug	9,475,233	8,998,280	(5.0%)	18,127,793	17,071,733	(5.8%)
Sep	4,423,442	9,104,933	105.8%	22,551,235	26,176,665	16.1%
Oct	8,212,521	8,516,856	3.7%	30,763,756	34,693,522	12.8%
Nov	8,570,674		(100.0%)	39,334,430		(100.0%)
Dec	6,428,114		(100.0%)	45,762,544		(100.0%)
Jan	7,420,385		(100.0%)	53,182,929		(100.0%)
Feb	8,162,508		(100.0%)	61,345,438		(100.0%)
Mar	6,167,874		(100.0%)	67,513,312		(100.0%)
Apr	7,276,146		(100.0%)	74,789,458		(100.0%)
May	9,612,109		(100.0%)	84,401,567		(100.0%)
Jun	9,431,782		(100.0%)	93,833,349		(100.0%)
Total	<u>93,833,349</u>	<u>34,693,522</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW
AND OUTLOOK FOR THE PERIOD ENDING DECEMBER 31, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2021.

SIGNIFICANCE

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover in order to meet the 30-day requirement.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;

4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements(cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 11, 12, 13, 14, 15, 16 and 17. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFM), liquidity funds which are managed by District staff, and trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

PFM provides the District a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share, because the Net Asset Value is fixed at a nominal value per share, book and market value are equal, and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The District has the ability to meet its expenditure requirements for the next six months.

DISCUSSION

Market Conditions

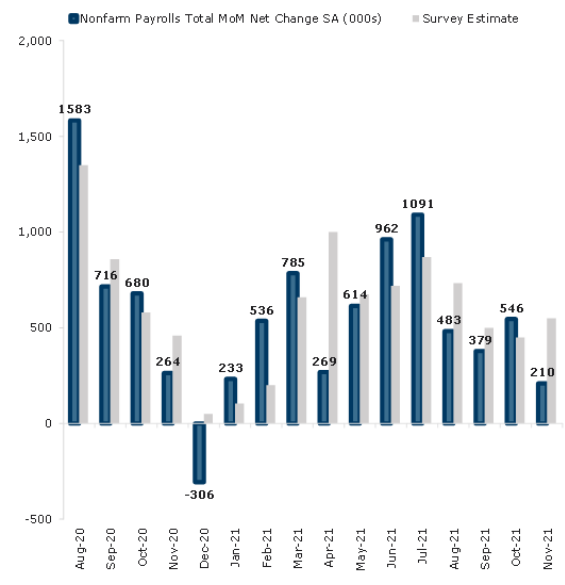
As we wrap up the second quarter of FY 2022, the U.S. economy continues to show signs of recovery and resilience:

- The emergence of the Omicron variant presents a risk to the economic recovery trajectory. So far, the Omicron variant has been reported in at least 25 U.S. states, with cases expected to rise during the holiday travel season.
- The consumer price index (CPI) rose to the highest level in nearly 40 years, reaching 6.8% for the 12 months ending November, up from 6.2% the prior month. There were notable price increases in gasoline, used cars and trucks,

new vehicles, shelter costs and food. Excluding food and energy, the “core CPI” rose 4.9%. Elevated inflation seems likely to persist longer and at higher levels than initially expected. Although Federal Reserve (Fed) Chair Jerome Powell officially retired the categorization of inflation as “transitory,” most economists expect inflation to moderate over the next year.

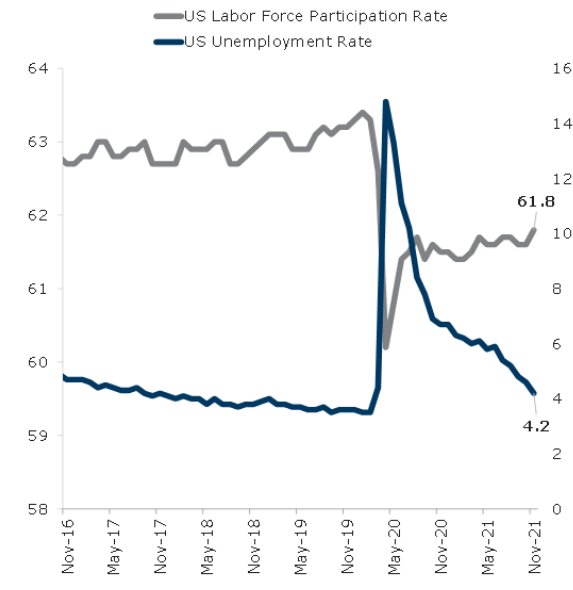
- President Biden re-nominated Jerome Powell to serve as chair of the Fed to another four-year term, citing “steady and decisive leadership.” Dr. Lael Brainard, a member of the Federal Reserve Board of Governors since 2014, was nominated to serve as vice chair. Randal Quarles, the current vice chair for supervision, announced he will retire by year-end, creating a vacancy for this important role overseeing the country’s banking system.
- The Federal Reserve Open Market Committee met in mid-December and will increase the pace of tapering its asset purchases, which may now be completed by March 2022. This pulls forward the window for potential rate hikes. The market is pricing in two to three rate hikes in 2022 and another couple of hikes in 2023.

U.S. Job Growth Registered its Smallest Gain of the Year in November



The headline nonfarm payroll report disappointed in November, registering its smallest gain of the year and illustrating the ongoing interplay between economic reopening and progress on the virus.

The Unemployment Rate Dropped in November as Participation Rises



While job growth fell short of expectations in November, continued declines in the unemployment rate and the recent uptick in labor force participation will likely keep the Fed on target to raise rates in 2022.

Market & Strategy Recap

Our strategy for FY2022 Q2 encompassed the following:

- Strategic themes were largely carried forward from the prior quarter as similar risks headlined potential headwinds, including pandemic conditions, inflation pressures, and a more hawkish Fed.
 - Slightly more defensive duration (modestly shorter),

- Hold core holdings in most sectors, while modestly reducing allocations in spread sectors that show limited upside,
 - Given historically narrow yield spreads, maintain larger US Treasury holdings, which provides enhanced liquidity and agility to capitalize on any bouts of market weakness,
 - Use Treasuries to rebalance portfolios and target the steepest portions of the yield curve, while limiting curve mismatch relative to benchmarks, and
 - Carefully manage risk, including spread risk given historically narrow spreads in most sectors, and interest rate risk considering the Fed's hawkish pivot to combat stubborn inflationary pressures and the “bear-flattening” of the yield curve.
- The **federal agency** sector remained unattractive given the historically tight spreads and nearly nonexistent issuance during the quarter. We continued to reduce allocations where opportunities existed and were net sellers in all mandates throughout the past few quarters. An uptick in bond volatility during Q4 nudged callable spreads wider; however, we still preferred to avoid the sector as spreads remained tight from a historical perspective, the steeper yield curve favors bullets, and outperformance windows remained narrow. The agency sector generated slightly negative excess returns for Q4, with callables noticeably underperforming bullet structures.
 - **Supranational** issuance slowed throughout the quarter, with December typically being the slowest month of the year. Similar to Agencies, allocations were largely lightened throughout the quarter. The exception being mandates with maturities less than 12 months as idiosyncrasies in the shorter maturity range created sporadic buying opportunities for maturities between 6 and 12 months during Q4. Despite tight spreads, new issue opportunities remained the best entry point, providing good concessions to the curve, especially for credit-constrained, government-focused accounts. We expect better opportunities with ramped up supply in Q1.
 - **Investment grade corporate** credit spreads in the front-end of the curve broke out of a six-month range, driven by volatility in rates and swap spreads. Valuations are still generally rich, but corporate fundamentals remain a tailwind. Allocations saw modest increases throughout the quarter as spreads widened, most notably in 1-3 and 1-5 year accounts. Despite the buying during Q4, most corporate allocations remain near the low-end of our long-term strategic target ranges. Corporates posted moderately and broadly negative excess returns for Q4, with no specific maturity or rating band showing notable relative weakness over the quarter. (Note, Oct/Nov were negative while Dec was modestly positive)
 - **Asset-backed securities (ABS)** allocations were modestly increased as AAA-rated auto and credit card ABS spreads increased in Q4 off Q3 rock bottoms. New issue activity remained elevated in October and November before hitting pause into year-end, with new deals closing 2021 at over 50%

increase year-over-year. For the quarter, auto and credit card ABS generated slightly negative excess returns.

- **Mortgage-backed securities (MBS)** performance has been mixed and volatile as the tapering of Fed MBS purchases continues. Although historically elevated, prepayments are on a meaningful slowing path as longer-term Treasury yields moved higher in the second half of 2021. Despite poor performance for the year, spreads on both a nominal and option-adjusted basis remain narrow from a historical perspective. Agency CMBS remained very expensive as the scope for spread tightening and therefore upside is limited. Our focus in the sector has remained on limiting exposure to faster prepaying structures and those with higher levels of rate sensitivity, with a preference for mid-coupon 15-yr pass-thrus and CMBS over current coupons and 30-yr MBS.
- **Taxable municipal** yield spreads were tight yet deals remained heavily oversubscribed throughout the quarter. We remained cautious on the sector as a whole and quite selective on new issue buying, while evaluating shorter or expensive holdings as opportunistic sale candidates. The municipal sector was one of the best performing for Q4, as investor appetite continued to hold spreads low and range bound.
- **Short-term credit** (negotiable CDs and commercial paper) saw continued cheapening in maturities greater than three months. While most of this was the result of the market pulling forward potential Fed rate hikes, the typical reduction in liquidity around year end also caused bid/ask spreads to widen. Additions and extensions throughout the quarter, where appropriate, helped provide incremental benefits and earnings potential for shorter-mandates.

Investment Strategy Outlook

While the economic recovery continues on a positive path, several uncertainties lie ahead, including the resurgence of the coronavirus pandemic and subsequent variants, as well as elevated inflation driving tighter monetary policy by the Fed. Expectations for both GDP and inflation remain elevated in the near term, but both measures are expected to fall to more normal levels over the long run.

- We expect short-term interest rates to rise in line with the Fed's monetary policy shift following the conclusion of their asset purchase tapering, and for longer-term rates to gradually increase closer to longer term inflation expectations.
- As a result of the expectation for continued upward pressure on rates across the yield curve, regardless of tenor, we will likely maintain a modestly defensive duration bias relative to benchmarks.

We currently hold larger than normal allocations to U.S. Treasuries which gives portfolios enhanced safety, liquidity, and flexibility. Diversification across permitted investments will remain a key element of our strategy and we will continue to allocate to credit and other spread products where appropriate to capture incremental value and long-term return potential.

Our outlook for major investment-grade sectors includes the following:

- **Treasuries:** Should spreads widen in other sectors, current Treasury allocations provide “dry powder” to selectively add elsewhere. We prefer targeting the steepest portions of the curve but seek also to avoid large curve mismatches relative to benchmarks.
- **Agencies:** Agency spreads are expected to remain low and range bound in 2022, in many cases near zero. Absent a spread widening event, the occasional new issue with decent concession may be the only real opportunity to add to the sector. GSE reform could be a catalyst for widening, but we think that is highly unlikely in the next year or two. Net issuance supply is also expected to modestly contract in 2022 from already low levels, which will keep spreads tight.
- **Suprationals:** Spreads are expected to trade modestly wider in 2022 supported by higher Treasury yields, a widening EUR/USD cross-currency basis, and growing issuance, especially in Q1. Annual issuance of green, social and sustainability bonds by suprationals is expected to continue to grow. Supranational ESG issuance increased by 60% in 2021 reaching 21% of total issuance, with expectations to reach 30% of total issuance in 2022. New issues at attractive concessions remain the preferred avenue for purchases.
- **Corporates:** With many companies locking in borrowing costs from exceptionally low rates over the past two years, supply is expected to be relatively lighter in 2022. With light supply and continued strong domestic and foreign investor demand, downward pressure on spreads is likely to continue absent a turn in the credit cycle. With corporate spreads off Q3 rock bottoms heading into 2022 and corporate fundamentals improving, we view these modestly higher spreads as opportunities to put some dry powder to work. New issues at attractive concessions remain our preferred entry point, but we will remain selective and continue to take an issue-by-issue approach.
- **Asset-Backed Securities (ABS):** Following a heavy issuance year in 2021, expectations are for slightly lighter new deal volume in 2022, albeit still robust. While the consumer remains in a good place and credit performance is expected to remain firm, delinquency rates and net losses could increase from historically low levels. Due to the move higher in 2-year swap spreads, 2-year WAL ABS appear to offer the best value vs. Treasuries, presenting an opportunity to begin putting dry powder to work over the first half of 2022
- **Agency MBS:** The sector is likely going to experience an elevated level of volatility and remain under pressure through the first quarter of 2022 due to the Fed's reduction of their monthly purchases and price pressures driven by higher Treasury yields. Supply will likely decrease from 2021 levels but remain

elevated on a historical basis. As a result, our strategic themes in the sector remain caution and selectivity, with the likely result small reductions in allocations from attrition.

- **Taxable Municipals:** The recent trend of opportunistic selling, selective additions and caution surrounding new issuance will likely persist in 2022. With deals coming at tight spreads, and still heavily oversubscribed, we remain neutral on the sector. PFMAM's independence from PFMFA should provide more flexibility in new issue opportunities where we previously were limited.

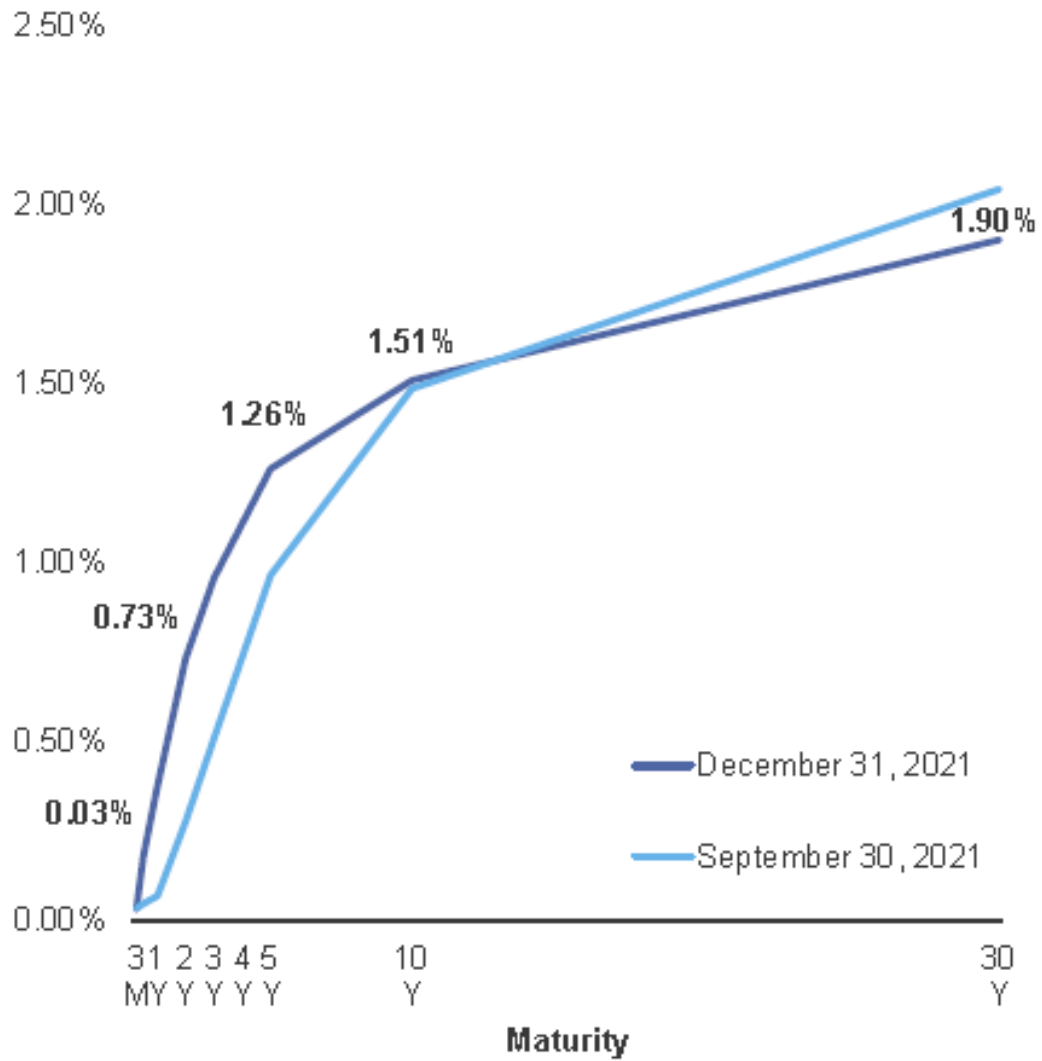
BUDGET IMPACT

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending December 31, the total return of the Reserve and Paratransit Fund portfolios was **-0.57 percent**. This compares to the benchmark return of **-0.55 percent** for both funds. The Performance graph on page 18 shows the relative performance of the District over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, December 31, the portfolio's yield to maturity at cost for the Reserve Fund was **1.15 percent** and for the Paratransit Fund's portfolio was **1.43 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31, the portfolio's market yield to maturity for the Reserve Fund was **.98 percent** and for the Paratransit Fund's portfolio was **1.02 percent**.

U.S. Treasury Yield Curve



Prepared by: Ashok Deshmukr, Acting Treasury Manager

650-508-6405

INVESTMENT GLOSSARY

Asset Backed Securities - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

Certificate of Deposit - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the FDIC up to \$250,000 per individual.

Collateralized Mortgage Obligation - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

Commercial Paper - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

Credit Spreads - The **spread** between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

Duration - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

Net Asset Value - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

Roll-down - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the

roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

Volatility - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

Yield Curve - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

Yield to Maturity - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield, but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

**EXHIBIT 1
SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS (AGGREGATE)
FOR QUARTER ENDING DECEMBER 31, 2021**

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
05591RAD6	BMWLT 2021-1 A4	370,000.00	07/25/2024	369,985.31	367,779.57	367,802.39
05591RAD6	BMWLT 2021-1 A4	65,000.00	07/25/2024	64,997.42	64,609.92	64,613.93
09661RAD3	BMWOT 2020-A A3	289,062.36	10/25/2024	289,040.54	288,947.48	288,970.61
09661RAD3	BMWOT 2020-A A3	82,589.25	10/25/2024	82,583.02	82,556.42	82,563.03
14041NFU0	COMET 2019-2 A	1,660,000.00	09/15/2022	1,659,582.01	1,672,613.26	1,673,882.24
14041NFU0	COMET 2019-2 A	475,000.00	09/15/2022	474,880.40	478,609.22	478,972.33
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,453,666.90	1,454,027.46
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	251,311.91	251,374.24
14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 :	1,145,000.00	11/16/2026	1,144,842.22	1,140,228.28	1,141,253.69
14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 :	215,000.00	11/16/2026	214,970.37	214,104.00	214,296.54
14044CAC6	COPAR 2021-1 A3	460,000.00	09/15/2026	459,991.31	456,551.22	456,708.64
14044CAC6	COPAR 2021-1 A3	80,000.00	09/15/2026	79,998.49	79,400.21	79,427.59
14313FAD1	CARMX 2018-3 A3	39,853.75	06/15/2023	39,848.32	39,963.13	40,018.57
14313FAD1	CARMX 2018-3 A3	10,437.89	06/15/2023	10,436.46	10,466.53	10,481.05
14315FAD9	CARMX 2020-3 A3	450,000.00	03/17/2025	449,922.87	449,903.17	450,027.17
14315FAD9	CARMX 2020-3 A3	130,000.00	03/17/2025	129,977.72	129,972.03	130,007.85
14316HAC6	CARMX 2020-4 A3	425,000.00	08/15/2025	424,906.46	422,997.55	423,091.99
14316HAC6	CARMX 2020-4 A3	100,000.00	08/15/2025	99,977.99	99,528.84	99,551.06
14316NAC3	CARMX 2021-1 A3	255,000.00	12/15/2025	254,949.61	252,823.63	252,862.16
14316NAC3	CARMX 2021-1 A3	45,000.00	12/15/2025	44,991.11	44,615.93	44,622.73
254683CP8	DCENT 2021-1 A	890,000.00	09/16/2024	889,809.45	876,321.35	876,550.77
254683CP8	DCENT 2021-1 A	155,000.00	09/16/2024	154,966.81	152,617.76	152,657.72
362554AC1	GMCAR 2021-4 A3	385,000.00	09/16/2026	384,990.18	382,049.50	382,158.58
362554AC1	GMCAR 2021-4 A3	65,000.00	09/16/2026	64,998.34	64,501.86	64,520.28
36255JAD6	GMCAR 2018-3 A3	27,125.98	05/16/2023	27,119.66	27,175.68	27,209.81
36255JAD6	GMCAR 2018-3 A3	8,137.80	05/16/2023	8,135.90	8,152.70	8,162.94
362569AD7	GMALT 2020-3 A4	300,000.00	10/21/2024	299,958.00	299,207.30	299,254.05
362569AD7	GMALT 2020-3 A4	65,000.00	10/21/2024	64,990.90	64,828.25	64,838.38
362590AC5	GMCAR 2020-3 A3	700,000.00	04/16/2025	699,839.84	698,357.89	698,489.14
36260KAC8	GMCAR 2020-4 A3	400,000.00	08/18/2025	399,914.52	398,075.61	398,138.94
36260KAC8	GMCAR 2020-4 A3	85,000.00	08/18/2025	84,981.84	84,591.07	84,604.53
36261RAD0	GMALT 2021-1 A4	410,000.00	02/20/2025	409,938.09	407,417.50	407,458.84
36261RAD0	GMALT 2021-1 A4	70,000.00	02/20/2025	69,989.43	69,559.09	69,566.14
380140AC7	GMCAR 213 A3	610,000.00	06/16/2026	609,962.30	604,290.11	604,412.11
380140AC7	GMCAR 213 A3	105,000.00	06/16/2026	104,993.51	104,017.15	104,038.15
43815GAC3	HAROT 2021-4 A3	460,000.00	01/21/2026	459,903.03	459,022.18	459,134.62
43815GAC3	HAROT 2021-4 A3	85,000.00	01/21/2026	84,982.08	84,819.32	84,840.09
44891RAC4	HART 2020-C A3	1,250,000.00	05/15/2025	1,249,712.13	1,244,287.50	1,244,498.61
44891RAC4	HART 2020-C A3	275,000.00	05/15/2025	274,936.67	273,743.25	273,789.69
44933LAC7	HART 2021-A A3	335,000.00	09/15/2025	334,964.76	331,715.11	331,771.69
44933LAC7	HART 2021-A A3	65,000.00	09/15/2025	64,993.16	64,362.63	64,373.61
44935FAD6	HART 2021-C A3	355,000.00	05/15/2026	354,920.76	352,646.34	352,763.10
44935FAD6	HART 2021-C A3	60,000.00	05/15/2026	59,986.61	59,602.20	59,621.93

44935FAD6	HART 2021-C A3	60,000.00	05/15/2026	59,986.61	59,602.20	59,621.93
47787NAC3	JDOT 2020-B A3	250,000.00	11/15/2024	249,961.90	249,493.90	249,550.57
47787NAC3	JDOT 2020-B A3	60,000.00	11/15/2024	59,990.86	59,878.54	59,892.14
50117TAC5	KCOT 211 A3	355,000.00	08/15/2025	354,927.37	351,734.00	351,831.82
65479CAD0	NAROT 2020-B A3	351,128.54	07/15/2024	351,118.92	351,167.31	351,253.14
65479CAD0	NAROT 2020-B A3	96,560.35	07/15/2024	96,557.71	96,571.01	96,594.61
65480BAC1	NAROT 2021-A A3	1,455,000.00	10/15/2025	1,454,975.41	1,439,573.83	1,439,787.23
89237VAB5	TAOT 2020-C A3	940,000.00	10/15/2024	939,927.62	938,751.55	938,935.37
89237VAB5	TAOT 2020-C A3	100,000.00	10/15/2024	99,992.30	99,867.19	99,886.74
89238EAD8	TLOT 21A A4	335,000.00	08/20/2025	334,930.02	332,447.30	332,498.48
89238EAD8	TLOT 21A A4	65,000.00	08/20/2025	64,986.42	64,504.70	64,514.63
92290BAA9	VZOT 2020-B A	1,030,000.00	02/20/2025	1,029,783.70	1,027,224.15	1,027,372.07
92290BAA9	VZOT 2020-B A	150,000.00	02/20/2025	149,968.50	149,595.75	149,617.29
92348TAA2	VZOT 2020-A A1A	475,000.00	07/22/2024	474,944.38	478,267.28	478,535.79
92348TAA2	VZOT 2020-A A1A	125,000.00	07/22/2024	124,985.36	125,859.81	125,930.47
92868KAC7	VALET 2021-1 A3	685,000.00	06/22/2026	684,973.15	685,044.55	685,258.04
92868KAC7	VALET 2021-1 A3	115,000.00	06/22/2026	114,995.49	115,007.48	115,043.32
98163KAC6	WOART 2021-D A3	560,000.00	10/15/2026	559,923.73	556,828.16	557,029.76
98163KAC6	WOART 2021-D A3	95,000.00	10/15/2026	94,987.06	94,461.92	94,496.12

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/14/2025	995,040.00	982,090.00	983,159.44
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/14/2025	273,636.00	270,074.75	270,368.85
3130AKSE2	FEDERAL HOME LOAN BANKS	550,000.00	09/04/2025	548,350.00	534,988.85	535,659.16
3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/04/2025	114,655.00	111,861.31	112,001.46
3134GVJ66	FED HOME LOAN MORTGAGE CORP	10,000,000.00	06/08/2022	10,004,000.00	10,003,060.00	10,004,657.22
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	04/22/2025	997,940.00	986,017.00	987,214.92
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	04/22/2025	274,433.50	271,154.68	271,484.10
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	06/17/2025	997,930.00	980,149.00	980,343.44
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	06/17/2025	274,430.75	269,540.98	269,594.45
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	1,300,000.00	08/25/2025	1,293,916.00	1,265,212.00	1,266,918.25
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	08/25/2025	273,713.00	267,641.00	268,001.94
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	1,200,000.00	11/07/2025	1,195,704.00	1,169,130.00	1,170,030.00
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	11/07/2025	274,015.50	267,925.63	268,131.88
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	1,150,000.00	11/27/2023	1,148,689.00	1,139,298.10	1,139,569.63
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	250,000.00	11/27/2023	249,715.00	247,673.50	247,732.53
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSN	900,000.00	01/11/2022	899,352.00	900,502.20	911,658.45
3137EAER6	FED HOME LOAN MORTGAGE CORP	950,000.00	05/05/2023	949,601.00	947,858.70	948,412.87
3137EAER6	FED HOME LOAN MORTGAGE CORP	275,000.00	05/05/2023	274,884.50	274,380.15	274,540.57
3137EAES4	FED HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2023	997,080.00	995,081.00	995,115.72
3137EAES4	FED HOME LOAN MORTGAGE CORP	275,000.00	06/26/2023	274,197.00	273,647.28	273,656.82

3137EAEU9	FED HOME LOAN MORTGAGE CORP	1,600,000.00	07/21/2025	1,592,032.00	1,558,819.20	1,561,485.87
3137EAEU9	FED HOME LOAN MORTGAGE CORP	350,000.00	07/21/2025	348,257.00	340,991.70	341,575.03
3137EAEV7	FED HOME LOAN MORTGAGE CORP	2,500,000.00	08/24/2023	2,497,450.00	2,483,932.50	2,486,137.36
3137EAEV7	FED HOME LOAN MORTGAGE CORP	800,000.00	08/24/2023	799,184.00	794,858.40	795,563.96
3137EAEW5	FED HOME LOAN MORTGAGE CORP	1,100,000.00	09/08/2023	1,100,200.87	1,092,032.70	1,092,895.89
3137EAEW5	FED HOME LOAN MORTGAGE CORP	1,500,000.00	09/08/2023	1,499,505.00	1,489,135.50	1,490,312.58
3137EAEW5	FED HOME LOAN MORTGAGE CORP	340,000.00	09/08/2023	340,062.09	337,537.38	337,804.19
3137EAEW5	FED HOME LOAN MORTGAGE CORP	460,000.00	09/08/2023	459,848.20	456,668.22	457,029.19
3137EAEX3	FED HOME LOAN MORTGAGE CORP	1,300,000.00	09/23/2025	1,296,087.00	1,264,019.90	1,265,346.98
3137EAEX3	FED HOME LOAN MORTGAGE CORP	550,000.00	09/23/2025	548,344.50	534,777.65	535,339.11
3137EAEY1	FED HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2023	1,195,524.00	1,187,474.40	1,187,786.90
3137EAEY1	FED HOME LOAN MORTGAGE CORP	260,000.00	10/16/2023	259,030.20	257,286.12	257,353.83
3137EAEZ8	FED HOME LOAN MORTGAGE CORP	1,300,000.00	11/06/2023	1,298,830.00	1,288,506.70	1,289,003.23
3137EAEZ8	FED HOME LOAN MORTGAGE CORP	275,000.00	11/06/2023	274,752.50	272,568.73	272,673.76
3137EAF A2	FED HOME LOAN MORTGAGE CORP	8,000,000.00	12/04/2023	8,007,360.00	7,923,280.00	7,924,780.00

Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corporate & Investment Bar	900,000.00	04/01/2022	900,000.00	905,898.60	925,071.85
22535CDV0	Credit Agricole Corporate & Investment Bar	250,000.00	04/01/2022	250,000.00	251,638.50	256,964.40
22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/17/2023	1,200,000.00	1,199,733.60	1,205,318.93
22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/17/2023	200,000.00	199,955.60	200,886.49
23341VZT1	DNB Bank ASA, New York Branch	950,000.00	12/02/2022	950,000.00	963,508.05	965,123.05
23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/02/2022	275,000.00	278,910.23	279,377.73
65558TLL7	Nordea Bank Abp, New York Branch	950,000.00	08/26/2022	950,000.00	959,115.25	965,364.14
65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/26/2022	275,000.00	277,638.63	279,447.51
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	950,000.00	08/26/2022	950,000.00	959,176.05	965,458.72
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	275,000.00	08/26/2022	275,000.00	277,656.23	279,474.89
86565CKU2	Sumitomo Mitsui Banking Corporation, NY	900,000.00	07/08/2022	900,000.00	901,684.80	904,782.30
86565CKU2	Sumitomo Mitsui Banking Corporation, NY	250,000.00	07/08/2022	250,000.00	250,468.00	251,328.42

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
002824BE9	ABBOTT LABORATORIES	900,000.00	11/30/2023	983,772.00	939,677.40	942,312.40
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,301,434.46	1,302,239.90
023135BW5	AMAZON.COM INC	245,000.00	05/12/2024	244,642.30	242,472.58	242,622.64
02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/27/2024	898,776.00	926,850.60	927,090.60
02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/27/2024	249,660.00	257,458.50	257,525.17
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	997,431.00	998,993.50
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	997,431.00	998,993.50
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	698,201.70	699,295.45
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	274,293.53	274,723.21

05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	929,131.20	938,506.20
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	258,092.00	260,696.17
05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2024	324,970.75	321,206.93	322,148.07
05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2024	54,995.05	54,358.10	54,517.37
05565EBW4	BMW US CAPITAL LLC	850,000.00	08/12/2026	849,745.00	837,591.70	841,694.13
05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2026	149,955.00	147,810.30	148,534.26
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	867,124.80	880,041.47
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	06/19/2026	1,105,049.00	1,088,815.20	1,089,298.83
06051GJD2	BANK OF AMERICA CORP	200,000.00	06/19/2026	200,918.00	197,966.40	198,054.33
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	396,844.00	397,592.27
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	198,422.00	198,796.13
06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	10/24/2024	376,650.00	384,889.13	386,354.75
06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	10/24/2024	530,105.00	513,185.50	515,139.67
06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	10/24/2024	100,440.00	102,637.10	103,027.93
06406RAX5	BANK OF NEW YORK MELLON CORP	1,250,000.00	10/25/2024	1,249,187.50	1,239,435.00	1,241,382.92
06406RAX5	BANK OF NEW YORK MELLON CORP	265,000.00	10/25/2024	264,827.75	262,760.22	263,173.18
110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	08/15/2025	537,353.12	508,537.52	515,447.08
14913R2D8	CATERPILLAR FINANCIAL SERVICES CO.	725,000.00	07/07/2023	724,594.00	724,491.05	726,768.76
14913R2D8	CATERPILLAR FINANCIAL SERVICES CO.	200,000.00	07/07/2023	199,888.00	199,859.60	200,487.93
14913R2F3	CATERPILLAR FINANCIAL SERVICES CO.	225,000.00	09/14/2023	224,847.00	223,914.38	224,215.31
166764BW9	CHEVRON CORP	900,000.00	05/11/2025	934,353.00	906,984.00	908,926.50
20030NBL4	COMCAST CORP	850,000.00	02/15/2025	946,611.00	899,978.30	910,815.80
24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	01/06/2022	448,015.50	450,056.70	455,853.58
24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	01/06/2022	114,492.85	115,014.49	116,495.91
24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2022	174,832.00	175,085.40	177,745.40
24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2022	49,952.00	50,024.40	50,784.40
24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2024	484,684.75	479,503.01	480,437.65
24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2024	89,941.50	88,979.94	89,153.38
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	965,730.10	971,317.95
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	274,470.66	276,058.79
30231GBC5	EXXON MOBIL CORP	900,000.00	08/16/2024	945,567.00	921,909.60	928,723.73
38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/08/2024	941,922.00	951,125.40	967,776.65
38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/08/2024	261,645.00	264,201.50	268,826.85
46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	484,488.90	492,581.40
46647PAP1	JPMORGAN CHASE & CO	900,000.00	04/23/2024	967,887.00	930,618.00	936,668.30
46647PBB1	JPMORGAN CHASE & CO	325,000.00	04/01/2023	325,000.00	326,946.43	329,552.11
46647PBB1	JPMORGAN CHASE & CO	100,000.00	04/01/2023	100,000.00	100,598.90	101,400.65
46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2024	100,000.00	99,507.10	99,697.56
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	573,305.64	573,703.91
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	202,633.89	202,774.66
693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	01/23/2024	906,408.00	941,805.00	955,630.00
693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	01/23/2024	251,780.00	261,612.50	265,452.78
69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2022	324,714.00	326,283.75	329,371.25
69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2022	99,912.00	100,395.00	101,345.00

69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2023	394,482.55	391,984.18	392,521.81
69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2024	634,657.10	624,591.08	625,843.44
69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2024	104,943.30	103,278.84	103,485.92
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	492,759.14	493,821.32
808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	84,615.21	84,797.60
89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	02/13/2025	454,396.50	456,885.45	459,990.45
89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	02/13/2025	141,367.80	142,142.14	143,108.14
89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	02/13/2025	136,879.20	137,065.64	137,997.14
89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	02/13/2025	126,221.25	126,912.63	127,775.13
89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	02/13/2025	50,488.50	50,765.05	51,110.05
89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	02/13/2025	25,348.00	25,382.53	25,555.03
89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	06/18/2026	259,422.80	255,726.64	255,832.27
904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2024	280,000.00	278,234.32	278,911.10
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,858,599.00	1,876,719.00
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,135,971.15	1,137,661.01
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	197,560.20	197,854.09

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3132CWMM3	FH SB0364	1,248,367.77	06/01/2035	1,345,116.28	1,320,681.16	1,324,322.23
3132CWMM3	FH SB0364	231,715.60	06/01/2035	249,673.55	245,138.03	245,813.87
3133L7LB1	FH RC1222	1,484,083.83	12/01/2034	1,595,390.12	1,569,873.72	1,574,202.30
3133L7LB1	FH RC1222	267,135.09	12/01/2034	287,170.22	282,577.28	283,356.42
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	682,948.50	684,607.08
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	183,870.75	184,317.29
3137BM6P6	FHMS K-721 A2	384,798.01	08/25/2022	388,074.81	388,188.08	389,178.94
3137BM6P6	FHMS K-721 A2	111,163.87	08/25/2022	112,110.50	112,143.22	112,429.47
3137F62S5	FHMS K-J31 A1	397,152.98	05/25/2026	397,145.03	390,691.30	390,879.62
3137F62S5	FHMS K-J31 A1	93,668.16	05/25/2026	93,666.28	92,144.17	92,188.59
3137FKK39	FHMS K-P05 A	12,591.81	07/25/2023	12,591.78	12,946.27	12,979.88
3137FKK39	FHMS K-P05 A	3,577.22	07/25/2023	3,577.21	3,677.92	3,687.47
3137FQ3V3	FHMS K-J27 A1	96,984.55	07/25/2024	96,982.22	97,895.23	98,064.31
3137FQ3V3	FHMS K-J27 A1	25,190.79	07/25/2024	25,190.19	25,427.33	25,471.25
3137H4RZ5	FHMS K-J36 A1	220,000.00	12/25/2026	219,999.12	220,374.00	220,611.97
3137H4RZ5	FHMS K-J36 A1	35,000.00	12/25/2026	34,999.86	35,059.50	35,097.36

Identifier	FHLMC CMO	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3133Q5GZ3	FHS 370 A3	1,687,588.13	09/25/2033	1,711,451.68	1,682,707.32	1,684,113.64
3137F7DH5	FHR 5048 B	990,112.07	05/25/2033	1,002,643.17	976,296.70	977,121.79
3137F7DH5	FHR 5048 B	209,446.78	05/25/2033	212,097.60	206,524.30	206,698.84

Identifier	FNMA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3140K7XA6	FN BP0672	1,305,725.60	03/01/2035	1,399,166.59	1,392,238.63	1,395,502.94
3140K7XA6	FN BP0672	230,422.16	03/01/2035	246,911.75	245,689.17	246,265.22
3140QGKN6	FN CA8400	1,280,249.43	12/01/2035	1,400,672.90	1,367,510.89	1,371,244.95
3140QGKN6	FN CA8400	250,583.00	12/01/2035	274,153.47	267,662.67	268,393.54
3140X92C8	FN FM6170	1,171,691.97	07/01/2035	1,269,821.17	1,237,220.67	1,241,126.31
3140X92C8	FN FM6170	219,692.24	07/01/2035	238,091.47	231,978.88	232,711.18
3140X9K46	FN FM5714	911,122.58	11/01/2035	992,554.15	970,364.95	973,402.03
3140X9K46	FN FM5714	162,700.46	11/01/2035	177,241.81	173,279.46	173,821.79
3140XALC4	FN FM6622	1,475,978.24	02/01/2036	1,552,083.37	1,547,208.74	1,550,283.70
3140XALC4	FN FM6622	276,745.92	02/01/2036	291,015.63	290,101.64	290,678.19
3140XC4K1	FN FM8925	1,474,535.71	08/01/2034	1,598,949.67	1,582,440.26	1,587,355.38
3140XC4K1	FN FM8925	276,475.45	08/01/2034	299,803.07	296,707.55	297,629.13

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
31846V534	FIRST AMER:US TRS MM Y	8,441,379.92	12/31/2021	8,441,379.92	8,441,379.92	8,441,379.92
31846V534	FIRST AMER:US TRS MM Y	823,134.41	12/31/2021	823,134.41	823,134.41	823,134.41
31846V534	FIRST AMER:US TRS MM Y	177,910.45	12/31/2021	177,910.45	177,910.45	177,910.45
SM - LAIF	Local Agency Investment Fund	74,999,885.93	12/31/2021	74,999,885.93	74,999,885.93	74,999,885.93

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	07/01/2023	255,000.00	257,527.05	259,410.23
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	07/01/2023	55,000.00	55,545.05	55,951.23
13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	11/01/2025	430,000.00	423,309.20	423,926.97
13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	11/01/2025	75,000.00	73,833.00	73,940.75
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	08/01/2024	230,000.00	236,463.00	238,476.46
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	08/01/2024	60,000.00	61,686.00	62,211.25
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	07/01/2025	352,320.50	348,572.00	350,773.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	07/01/2025	650,000.00	647,348.00	651,436.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	07/01/2025	251,767.50	248,980.00	250,552.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	07/01/2025	55,388.85	54,775.60	55,121.55
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	07/01/2025	75,497.25	74,694.00	75,165.75
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	07/01/2025	130,000.00	129,469.60	130,287.30
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE D	550,000.00	08/01/2025	550,000.00	540,435.50	542,206.96
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE D	115,000.00	08/01/2025	115,000.00	113,000.15	113,370.55
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	744,352.50	745,946.25
60412AVJ9	MINNESOTA ST	405,000.00	08/01/2025	405,000.00	399,188.25	400,251.38
60412AVJ9	MINNESOTA ST	85,000.00	08/01/2025	85,000.00	83,780.25	84,003.38
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	01/01/2026	330,000.00	325,162.20	326,889.75
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	01/01/2026	55,000.00	54,193.70	54,481.63
650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	03/15/2025	1,600,000.00	1,577,920.00	1,582,018.67

650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	03/15/2025	275,000.00	271,205.00	271,909.46
798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	08/01/2024	575,000.00	570,250.50	571,932.38
798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	08/01/2024	125,000.00	123,967.50	124,333.13

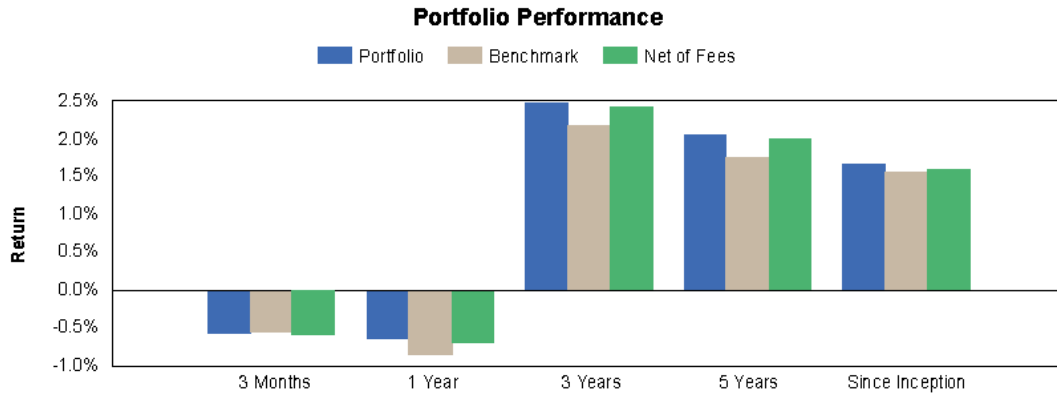
Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128286R6	UNITED STATES TREASURY	4,000,000.00	04/30/2024	4,185,312.50	4,131,250.00	4,146,664.36
912828N30	UNITED STATES TREASURY	2,075,000.00	12/31/2022	2,023,611.33	2,109,691.41	2,109,813.21
912828N30	UNITED STATES TREASURY	5,900,000.00	12/31/2022	5,814,957.03	5,998,640.63	5,998,986.96
912828N30	UNITED STATES TREASURY	3,000,000.00	12/31/2022	2,952,421.87	3,050,156.25	3,050,332.36
912828N30	UNITED STATES TREASURY	700,000.00	12/31/2022	682,664.06	711,703.13	711,744.22
912828N30	UNITED STATES TREASURY	1,600,000.00	12/31/2022	1,576,937.50	1,626,750.00	1,626,843.92
912828N30	UNITED STATES TREASURY	850,000.00	12/31/2022	836,519.53	864,210.94	864,260.83
912828R69	UNITED STATES TREASURY	2,900,000.00	05/31/2023	2,794,761.72	2,943,500.00	2,947,642.86
912828R69	UNITED STATES TREASURY	950,000.00	05/31/2023	924,134.77	964,250.00	965,607.14
912828R69	UNITED STATES TREASURY	1,700,000.00	05/31/2023	1,659,093.75	1,725,500.00	1,727,928.57
912828R69	UNITED STATES TREASURY	200,000.00	05/31/2023	194,554.69	203,000.00	203,285.71
912828R69	UNITED STATES TREASURY	550,000.00	05/31/2023	536,765.62	558,250.00	559,035.71
912828T91	UNITED STATES TREASURY	2,950,000.00	10/31/2023	2,924,417.97	2,999,781.25	3,007,991.54
912828T91	UNITED STATES TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,338,812.50	2,345,213.74
912828T91	UNITED STATES TREASURY	850,000.00	10/31/2023	842,628.91	864,343.75	866,709.43
912828T91	UNITED STATES TREASURY	625,000.00	10/31/2023	628,588.87	635,546.88	637,286.34
912828TJ9	UNITED STATES TREASURY	1,600,000.00	08/15/2022	1,532,875.00	1,613,500.00	1,623,320.65
912828TJ9	UNITED STATES TREASURY	175,000.00	08/15/2022	167,658.20	176,476.56	177,550.70
912828XX3	UNITED STATES TREASURY	5,000,000.00	06/30/2024	5,101,171.88	5,139,843.75	5,140,119.99
912828XX3	UNITED STATES TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,516,253.91	1,516,335.40
912828XX3	UNITED STATES TREASURY	650,000.00	06/30/2024	659,572.27	668,179.69	668,215.60
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	462,216.80	462,585.94	462,610.80
912828XX3	UNITED STATES TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,387,757.81	1,387,832.40
912828XX3	UNITED STATES TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,079,367.19	1,079,425.20
912828XX3	UNITED STATES TREASURY	425,000.00	06/30/2024	431,375.00	436,886.72	436,910.20
912828XX3	UNITED STATES TREASURY	125,000.00	06/30/2024	126,840.82	128,496.09	128,503.00
912828XX3	UNITED STATES TREASURY	175,000.00	06/30/2024	179,750.98	179,894.53	179,904.20
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	471,919.92	462,585.94	462,610.80
912828YY0	UNITED STATES TREASURY	850,000.00	12/31/2024	908,503.91	869,523.44	869,564.53
912828YY0	UNITED STATES TREASURY	250,000.00	12/31/2024	267,207.03	255,742.19	255,754.27
912828ZW3	UNITED STATES TREASURY	2,500,000.00	06/30/2025	2,490,820.31	2,429,687.50	2,429,704.77
91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/15/2023	1,498,066.41	1,482,890.63	1,482,978.19
91282CBC4	UNITED STATES TREASURY	350,000.00	12/31/2025	344,859.38	339,390.63	339,394.25
91282CBC4	UNITED STATES TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,163,625.00	1,163,637.43
91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,981,750.00	6,981,824.59
91282CBC4	UNITED STATES TREASURY	150,000.00	12/31/2025	147,304.69	145,453.13	145,454.68
91282CBC4	UNITED STATES TREASURY	525,000.00	12/31/2025	510,665.04	509,085.94	509,091.38
91282CBV2	UNITED STATES TREASURY	18,000,000.00	04/15/2024	17,842,500.00	17,820,000.00	17,834,464.29
91282CBV2	UNITED STATES TREASURY	600,000.00	04/15/2024	594,750.00	594,000.00	594,482.14

EXHIBIT 2

SAN MATEO COUNTY TRANSIT DISTRICT

For the Quarter Ended December 31, 2021

Portfolio Performance

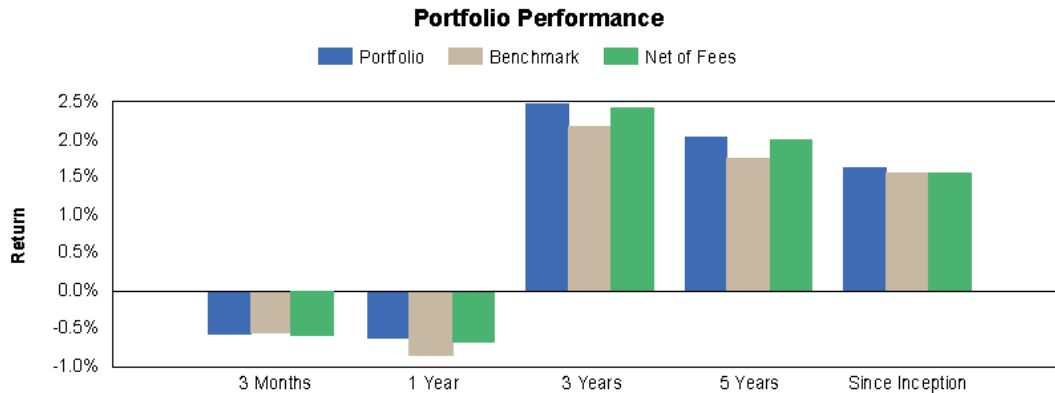


Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception ¹
Interest Earned ²	\$539,043	\$2,024,144	\$5,845,294	\$9,041,878	\$10,419,082
Change in Market Value	(\$1,479,667)	(\$3,073,947)	\$808,180	\$174,960	(\$439,929)
Total Dollar Return	(\$940,624)	(\$1,049,803)	\$6,653,474	\$9,216,838	\$9,979,153
Total Return³					
Portfolio	-0.57%	-0.64%	2.48%	2.06%	1.65%
Benchmark ⁴	-0.55%	-0.85%	2.17%	1.76%	1.56%
Basis Point Fee	0.02%	0.04%	0.05%	0.06%	0.06%
Net of Fee Return	-0.59%	-0.68%	2.43%	2.00%	1.60%

SAN MATEO COUNTY TRANSIT DISTRICT

For the Quarter Ended December 31, 2021

Portfolio Performance



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	Since Inception ¹
Interest Earned ²	\$101,738	\$410,995	\$1,458,405	\$2,338,117	\$2,744,931
Change in Market Value	(\$260,591)	(\$585,288)	\$508,430	\$344,979	\$125,317
Total Dollar Return	(\$158,853)	(\$174,293)	\$1,966,835	\$2,683,096	\$2,870,248
Total Return³					
Portfolio	-0.57%	-0.62%	2.48%	2.05%	1.63%
Benchmark ⁴	-0.55%	-0.85%	2.17%	1.76%	1.56%
Basis Point Fee	0.02%	0.04%	0.05%	0.06%	0.06%
Net of Fee Return	-0.59%	-0.66%	2.42%	1.99%	1.57%

EXHIBIT 3

For the Quarter Ended December 31, 2021

SAN MATEO COUNTY TRANSIT DISTRICT

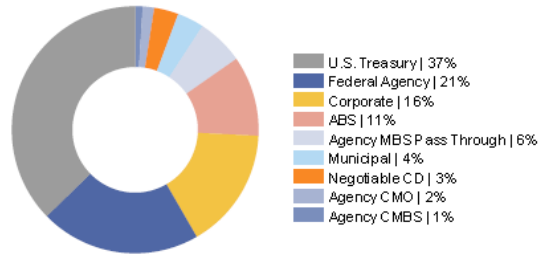
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE'

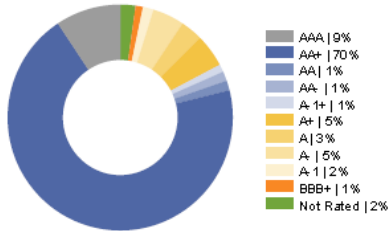
Portfolio Statistics

Total Market Value	\$183,220,300.52
Portfolio Effective Duration	2.16 years
Benchmark Effective Duration	2.12 years
Yield At Cost	1.15%
Yield At Market	0.98%
Portfolio Credit Quality	AA

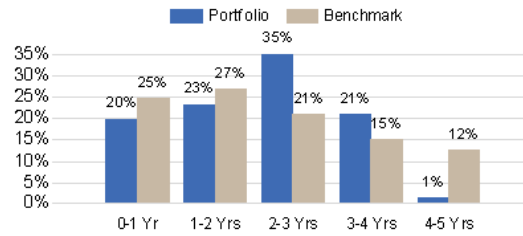
Sector Allocation



Credit Quality - S&P



Duration Distribution



For the Quarter Ended December 31, 2021

SAN MATEO COUNTY TRANSIT DISTRICT

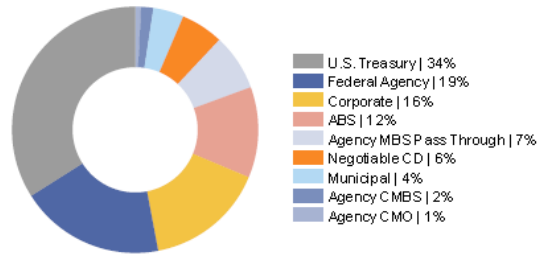
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT'

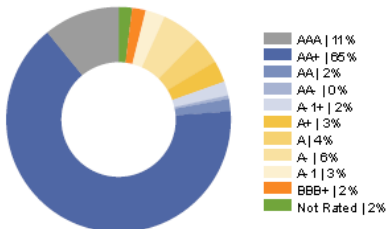
Portfolio Statistics

Total Market Value	\$27,880,907.99
Portfolio Effective Duration	2.12 years
Benchmark Effective Duration	2.12 years
Yield At Cost	1.43%
Yield At Market	1.02%
Portfolio Credit Quality	AA

Sector Allocation



Credit Quality - S&P



Duration Distribution

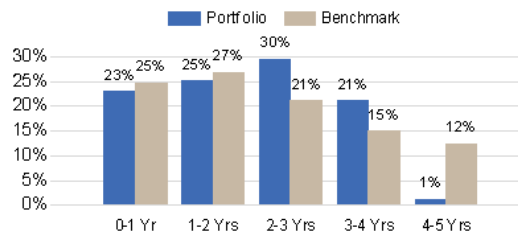


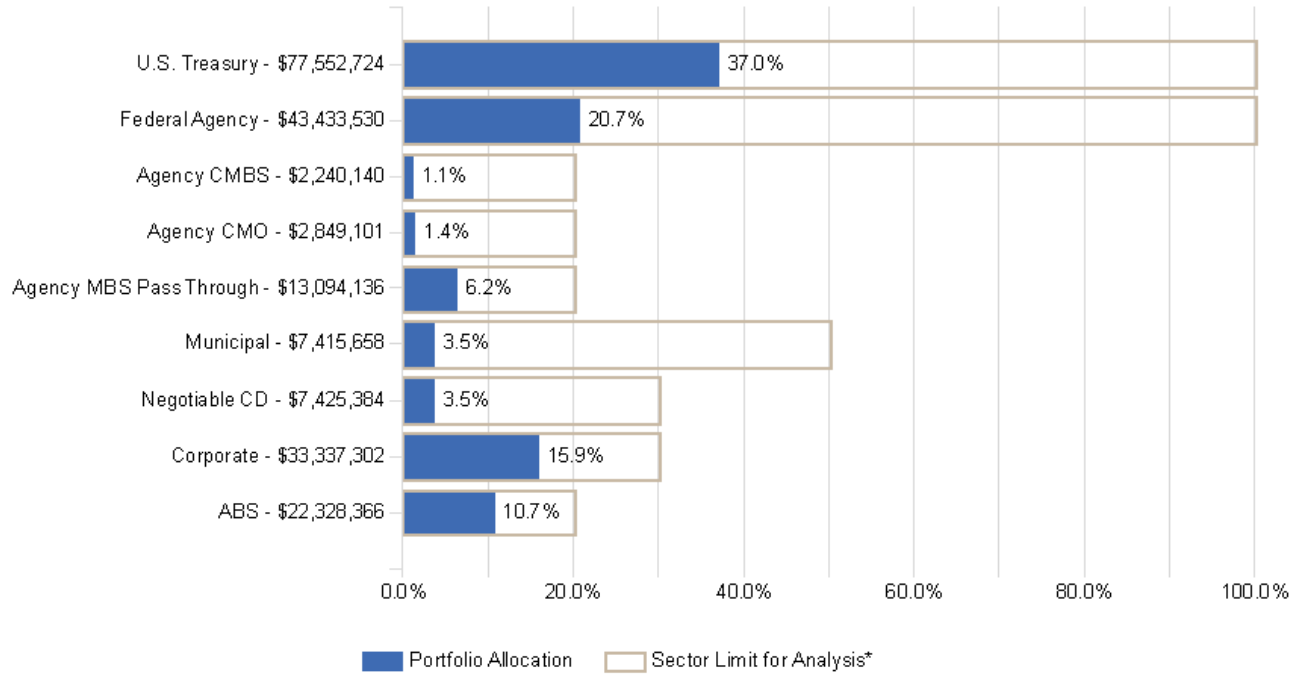
EXHIBIT 4

For the Quarter Ended December 31, 2021

SAN MATEO COUNTY TRANSIT DISTRICT

Account Summary

Sector Allocation Analytics



Certificate of Compliance

During the reporting period for the quarter ended December 31, 2021, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR NORTH BASE BUS WASH REPLACEMENT PROJECT**

ACTION

Staff proposes that the Board:

1. Award a contract to the lowest, responsive and responsible bidder, N/S Corporation of Inglewood, California, for a total amount of \$624,500 to replace the North Base bus wash system.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with N/S Corporation in full conformity with the terms and conditions of the solicitation and in a form approved by legal counsel.

SIGNIFICANCE

Award of this contract will provide the San Mateo County Transit District (District) with a new bus wash system to replace the existing system at North Base. The existing bus wash system has been in use since 1995. The new bus wash system will increase service reliability and improve water conservation measures in the District's fleet maintenance efforts.

BUDGET IMPACT

Funds for this contract were included in the Fiscal Year (FY) 2020 and FY 2021 Board-approved Capital Budgets. Funding is provided by District Sales Tax and State Transit Assistance State of Good Repair funds.

BACKGROUND

An Invitation for Bids (IFB), solicitation number 22-S-C-007, was advertised in a newspaper of general circulation and on the District's e-procurement website. The Office of Civil Rights assigned a fifteen percent (15%) Small Business Enterprises (SBE) preference goal, which is calculated at five percent (5%) of the grand total bid price of the lowest responsive and responsible bidder. Five potential bidders attended the pre-bid meeting and seven potential bidders attended the site walk. Two bids were received as follows:

Company	Bid Amount	5% SBE Preference Eligibility	Bid Amount with 5% SBE Preference applied
Independent Cost Estimate	\$535,080.00	N/A	N/A
1. N/S Corporation, Inglewood, California	\$624,500.00	\$0	\$624,500.00
2. Air & Lube Systems, Inc., Sacramento, California	\$1,446,291.00	\$31,225.00	\$1,415,066.00

N/S Corporation submitted all required bid documentation with the exception of waivable minor irregularities and an inadvertent error in listing a subcontractor that did not have valid Department of Industrial Relations (DIR) registration at the time of bid submission. This subcontractor was substituted with another subcontractor that has valid DIR registration pursuant to the procedures in Public Contract Code Section 4107. N/S Corporation underwent a desk audit by the Office of Civil Rights. Staff has determined, and legal counsel concurred, that the bid submitted by N/S Corporation is responsive. Staff also has determined, and legal counsel concurred, that the bid submitted by Air & Lube Systems, Inc. is responsive.

N/S Corporation's bid is approximately 17% more than the Independent Cost Estimate. Staff conducted a price analysis and determined that N/S Corporation's prices are fair and reasonable.

Staff contacted N/S Corporation's references and confirmed its experience and competency. In 2012, N/S Corporation satisfactorily provided the District with a bus wash system at South Base. Based upon these findings, staff concludes that N/S Corporation is appropriately qualified and capable of meeting the requirements of the contract and is, therefore, the lowest, responsive and responsible bidder.

STRATEGIC INITIATIVE

No strategic initiatives apply to the award of this contract.

Prepared By: Zaid Abdulmajeed, Procurement Administrator II 650-622-7820
Project Manager: Jeff Thomas, Maintenance Contract Administrator 650-508-6309

RESOLUTION NO. 2022 –

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

* * *

**AWARDING A CONTRACT TO N/S CORPORATION
FOR THE NORTH BASE BUS WASH REPLACEMENT PROJECT FOR
A TOTAL AMOUNT OF \$624,500**

WHEREAS, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB), solicitation number 22-S-C-007, for the North Base bus wash replacement project; and

WHEREAS, in response to the IFB, the District received two bids; and

WHEREAS, staff and legal counsel have reviewed the bids and determined that N/S Corporation of Inglewood, California submitted the lowest responsive and responsible bid; and

WHEREAS, the Acting General Manager/CEO recommends, and Finance Committee concurs, that the Board of Directors award a contract to N/S Corporation for a total amount of \$624,500.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract for replacing the bus wash system at North Base to N/S Corporation for a total amount of \$624,500; 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 N/S Corporation in full conformity with all of the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 2nd day of February, 2022 by the following
vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACTS FOR ON-CALL EXECUTIVE RECRUITMENT SERVICES**

ACTION

Staff proposes that the Board:

1. Award contracts for on-call executive recruitment services for the aggregate not-to-exceed total amount of \$1,423,053 for a three-year base term to:
 - Alliance Resource Consulting LLC
 - CPS HR Consulting
 - David Gomez Partners
 - Koff & Associates
 - Krauthamer & Associates
2. Authorize the Acting General Manager/CEO or designee to execute contracts with the aforementioned firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Acting General Manager/CEO or designee to exercise up to two additional one-year option terms with the above firms for up to \$474,351 for each option term, to be shared in aggregate between the five firms, if deemed in the best interest of the San Mateo County Transit District (District).

SIGNIFICANCE

Approval of the above actions will benefit the District by securing multiple, qualified firms to provide on-call executive recruitment services to meet business needs to fill executive management positions on a timely basis across all business units. The establishment of a qualified bench of firms will reduce the turnaround time to fill vacant management positions and provide a wider pool of qualified candidates to the District.

BUDGET IMPACT

Funds for this contract are included in the current Fiscal Year 2022 Operating Budget and will be included in future years' operating budgets.

BACKGROUND

The District has an ongoing business need for qualified executive recruitment services firms to recruit highly-qualified and experienced management professionals. In the past, executive recruitment services were procured on an as-needed basis. A joint decision was made between Human Resources and Contracts and Procurement to establish bench contracts for on-call executive recruitment services to be used on an as-needed basis to increase efficiency and leverage economies of scale.

A joint Request for Proposals (RFP) 22-S-J-T-S-004 to provide On-Call Executive Recruitment Services (Services) was issued by the District, the San Mateo County Transportation Authority (TA), and the Peninsula Corridor Joint Powers Board (JPB). The solicitation was advertised on the District's, TA's and JPB's websites. The District received 12 proposals. Staff reviewed these proposals and determined that five firms were eligible for Small Business Enterprise (SBE) preference points. Three of the five firms were verified by the Office of Civil Rights. Of the five firms being recommended for award, one of the firms, David Gomez Partners, is an SBE.

An Evaluation Committee (Committee) composed of qualified staff from Human Resources and Finance reviewed and scored these proposals in accordance with the following weighted criteria:

- Approach to Scope of Services 0-25 Points
- Qualifications and Experience of Firm 0-30 Points
- Qualifications and Experience of Management Team and Key Personnel 0-30 Points
- Cost Proposal 0-15 Points
- Small Business Enterprise Preference 0-05 Points

The Committee determined that five firms are qualified to be selected for contract award. Negotiations were conducted successfully with these firms, each of which possesses the requisite depth of experience, has the required qualifications to perform the scope of services successfully, and is capable of providing the specified services at fair and reasonable prices. There is no guarantee of the amount of work that will be awarded to any of the selected firms.

STRATEGIC INITIATIVE

Priority 3: Become a More Effective Organization:
Goal: Improve organizational performance.

Prepared By: Linda Tamtum, Procurement Administrator II
Project Manager: Penny Ha, Supervisor, Talent Acquisition

650-508-7933
650-508-6424

RESOLUTION NO. 2022-

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

* * *

AWARDING CONTRACTS TO ALLIANCE RESOURCE CONSULTING LLC, CPS HR CONSULTING, DAVID GOMEZ PARTNERS, KOFF & ASSOCIATES, AND KRAUTHAMER & ASSOCIATES FOR THE PROVISION OF ON-CALL EXECUTIVE RECRUITMENT SERVICES AT AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$1,423,053 FOR A THREE-YEAR TERM

WHEREAS, the San Mateo County Transit District (District), San Mateo County Transportation Authority and Peninsula Corridor Joint Powers Board issued a joint Request for Proposals (RFP) 22-S-J-T-S-004 to provide on-call executive recruitment services (Services); and

WHEREAS, in response to the RFP, the District received a total of 12 proposals; and

WHEREAS, an Evaluation Committee (Committee) reviewed, evaluated, scored, and ranked these proposals according to the evaluation criteria set forth in the RFP, and determined that five firms were in the competitive range; and

WHEREAS, the Committee completed its evaluation process and determined that the following five firms possess the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents at fair and reasonable prices:

- Alliance Resource Consulting LLC, La Palma, California
- CPS HR Consulting, Sacramento California
- David Gomez Partners, Oak Brook, Illinois
- Koff & Associates, Berkeley, California
- Krauthamer & Associates, Bethesda, Maryland; and

WHEREAS, staff and legal counsel have reviewed these firms' proposals and have determined they comply 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 contracts for on-call executive recruitment services to the aforementioned firms for an aggregate total not-to-exceed amount of \$1,4723,053 for a three-year base term, and authorize the General Manager/CEO to exercise up to two additional, one-year option terms for a not-to-exceed amount of \$474,351, in the shared aggregate, per option year, if in the best interest of the District.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby awards contracts for on-call executive recruitment services to Alliance Resource Consulting LLC, CPS HR Consulting, David Gomez Partners, Koff & Associates, and Krauthamer & Associates for a three-year base term for an aggregate total not-to-exceed amount of \$1,423,053; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting General Manager/CEO or designee to execute contracts with the aforementioned firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements, 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 up to two, one-year option terms for a not-to-exceed amount of up to \$474,351, in the shared aggregate, per option year, if in the best interest of the District.

Regularly passed and adopted this 2nd day of February, 2022 by the following

vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR LED LIGHTING UPGRADE (PHASE 2) AT NORTH
BASE AND SOUTH BASE**

ACTION

Staff proposes that the Board:

1. Award a contract to the lowest responsive and responsible bidder, Pro-Cal Lighting Inc. (Pro-Cal) of Vista, California, to replace the existing interior light fixtures with new energy-efficient light-emitting diode (LED) fixtures at North Base and South Base Facilities for a total amount of \$747,036.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Pro-Cal in full conformity with the terms and conditions of the solicitation and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will provide the San Mateo County Transit District (District) with a qualified and responsive contractor for LED Lighting Upgrades at the North Base and South Base Facilities. This contract is the second and final phase to replace the District's mixed lighting fixtures in favor of more energy-efficient and environmentally-friendly LED lights.

BUDGET IMPACT

Funds for this contract were included in the Fiscal Year 2016 and Fiscal Year 2020 Board-approved Capital Budgets. Funding is provided by District Sales Tax and State Transit Assistance State of Good Repair funds.

BACKGROUND

Phase 1 of the LED Lighting Upgrades Project replaced 641 exterior and auditorium light fixtures in 2018 pursuant to Resolution No. 2018-05. Phase 2 will now replace 674 interior light fixtures and furnish/install 285 pieces of new interior lighting controls.

An Invitation for Bids (IFB), solicitation number 22-S-W-006, was advertised in a newspaper of general circulation and on the District's procurement website. The Office of Civil Rights assigned an 18.5% Small Business Enterprise (SBE) utilization goal. Prior to releasing the IFB, extensive outreach was conducted through direct email after searching industry websites and the State of California's SBE database. Seven potential bidders attended the virtual pre-bid conference meeting and two Bidders attended the site walks. Three bids were received as follows:

Company	Bid Amount	5% SBE Preference Eligibility	Bid Amount with 5% SBE Preference applied
Independent Cost Estimate	\$ 2,040,585.20	N/A	N/A
1. Pro-Cal Lighting Inc., Vista, California	\$747,035.14	\$37,351.76	\$709,683.38
2. W. Bradley Electric Inc., Novato, California	\$1,127,941.00	\$0	\$1,127,941.00
3. CF Contracting, Inc., San Francisco, California	\$2,063,026.25	\$37,351.76	\$2,025,674.49

Pro-Cal submitted all required bid documentation, is a certified SBE by the California Department of General Services, and has met the District's requirements for the SBE utilization goal. Staff has determined, and legal counsel concurred, that the bid submitted by Pro-Cal is responsive.

Pro-Cal's bid is approximately 63% less than the Independent Cost Estimate (ICE). Staff conducted a price analysis and determined that Pro-Cal's prices are fair and reasonable to perform the work as required in the solicitation documents. Pro-Cal's bid reflects their reuse of existing wiring whereas other bidders opted for full replacement of wiring. While the ICE assumed that bidders would replace the wiring, the solicitation documents did not require replacement wiring and staff has determined that the proposed reuse of wiring does not carry any negative impact to the project goals and objectives.

Staff contacted Pro-Cal's references and confirmed its experience and competency. Pro-Cal has satisfactorily completed electrical projects for other local agencies, including the Bay Area Rapid Transit District. Based upon these findings, staff concludes that Pro-Cal is appropriately qualified and capable of meeting the requirements of the contract and is, therefore, the lowest responsive and responsible bidder.

STRATEGIC INITIATIVE

Priority 2: Strengthen Fiscal Health

Goal: Implement Existing and New Best Practices

Prepared By: Patrick Ng, Procurement Administrator II

650-622-8018

Project Manager: Jeff Thomas, Maintenance Contract Administrator

650-508-6309

RESOLUTION NO. 2022 –

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

* * *

**AWARDING A CONTRACT TO PRO-CAL LIGHTING INC.
FOR LED LIGHTING UPGRADE (PHASE 2) AT NORTH BASE AND SOUTH BASE FOR
A TOTAL AMOUNT OF \$747,036**

WHEREAS, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB), solicitation number 22-S-W-006, for replacing the existing interior light fixtures at the District's North Base and South Base Facilities with new energy-efficient light-emitting diode (LED) fixtures; and

WHEREAS, in response to the IFB, the District received three bids; and

WHEREAS, staff and legal counsel have reviewed the bids and determined that Pro-Cal Lighting Inc. (Pro-Cal) of Vista, California submitted the lowest responsive and responsible bid; and

WHEREAS, Pro-Cal is a certified Small Business Enterprise (SBE) by the California Department of General Services and has met the District's assigned SBE utilization goal; and

WHEREAS, the Acting General Manager/CEO recommends, and Finance Committee concurs, that the Board of Directors award a contract to Pro-Cal for the LED lighting upgrade at North Base and South Base for a total amount of \$747,036.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract to Pro-Cal Lighting Inc. for the LED Lighting Upgrade (Phase 2) at North Base and South Base for a total amount of \$747,036; 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 Pro-Cal Lighting in full conformity with all of the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 2nd day of February, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

RESOLUTION NO. 2022-4

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT

STATE OF CALIFORNIA

RESOLUTION OF APPRECIATION FOR

Charles Stone

WHEREAS, Charles Stone was first appointed to the SamTrans Board of Directors to represent Central Judicial Cities in 2015; and

WHEREAS, Director Stone was selected to serve as the Chair of the Board in 2018 and 2021, and as Vice Chair in 2017; and

WHEREAS, Director Stone advocated for Reimagine SamTrans, which has taken a top-to-bottom look at SamTrans service in order to make the system more efficient and attract new riders by improving frequency, expanding hours, making routes more direct, reducing duplicative service, and creating new connections and on demand service; and

WHEREAS, Director Stone served on numerous subcommittees, including the Reimagine SamTrans, Dumbarton Rail Corridor, and Transit-oriented Development/Property Management Plan ad hoc Committees; and

WHEREAS, during Director Stone's tenure, he has been a leader and an advocate, dedicated to fulfilling the District's mission and improving the lives of San Mateo County residents; and

WHEREAS, Director Stone supported the District's commitment to diversity, equity, access, and inclusion of all persons in support of the Asian American and Pacific Islander communities, and in recognition of both Hispanic Heritage Month and Lesbian, Gay, Bisexual, Transgender, and Queer Pride Month; and

WHEREAS, Director Stone emphatically supported bringing passenger-facing Wi-Fi to SamTrans in order to improve the riding experience and appeal to a wider range of riders; and

WHEREAS, Director Stone has made equity a priority, pushing for the Youth Unlimited Pass, which allows students from low-income households to get free access to SamTrans services, the Clipper START program for low-income passengers, and changes for the Way 2 Go Pass Program, opening the door for educational institutions and reducing the cost for existing participants in the program ; and

WHEREAS, Director Stone pushed to convert the SamTrans fleet to 100% zero emissions by 2038, helping the agency modernize and combat climate change; and

WHEREAS, Director Stone recommended that SamTrans provide buses and operators to cover VTA routes after the tragic shooting at one of their facilities so the people of Santa Clara County could continue to utilize transit while VTA employees had time to grieve and recover, demonstrating SamTrans' support for its sister agency; and

WHEREAS, Director Stone has shepherded SamTrans through the pandemic recovery, helping the agency to find innovative ways of accomplishing its mission while protecting the health and safety of the public; and

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors hereby commends and expresses its sincere appreciation to **Charles Stone** for his outstanding service to the San Mateo County Transit District and his many accomplishments on the SamTrans Board of Directors.

Regularly passed and adopted this 2nd day of February 2022.



Chair, SamTrans Board of Directors



MEMORANDUM

BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

BOD ITEM #8 FEBRUARY 2, 2022

Date: January 27, 2022
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

December 2021 Summary

COVID-19

The FTA extended the mask requirement until March 18, 2022 on all public transit vehicles. Even though studies have shown the virus is generally not transmittable through surface contact, SamTrans continues its sanitary protocols with enhanced cleaning to ensure the highest level of sanitation and safety for its employees and passengers, such as:

- Cleaning and wiping down surfaces every other day, and sanitizing buses with foggers
- Providing a fresh bus for each bus operator; temporary suspending street reliefs for bus operators
- Issuance of free masks for riders

The offices at Central headquarters remain closed to the public.

On January 4, 2022, the Interim Telecommute Program was updated to protect employees against the rapid spread of the latest COVID-19 Omicron variant. The District temporarily suspended the two-day/week in person minimum requirement. SamTrans continues to closely monitor COVID-19 health orders from Bay Area public health officials to keep employees informed of any adjustments needed to maintain a safe work environment. Until further notice, employees were instructed to work remotely when possible.

Ridership

SamTrans monthly ridership for the month of November 2021 was 63.0 percent of the ridership obtained in November 2019. SamTrans' ridership performance measures favorably to the national bus ridership monthly average recovery rate of 59.7 percent.

RediCoast and SamCoast provided 1,330 trips in December 2021 with zero (0) complaints reported; strong evidence of very good service along the coast.

Annual Meeting with San Mateo County Office of Education

As a part of the ongoing partnership between SamTrans and the San Mateo County Office of Education, on January 15, 2022, both parties met to discuss current and upcoming school-

focused bus services. The meeting allows SamTrans to communicate service planning initiatives with superintendents and school administrators from the County. To plan for next school years' service, the school bell-time survey will be released this month with responses due by April 1. In addition to the bell survey information, staff discussed the Reimagine SamTrans proposed changes for school-related bus service, and also gave an overview of the Youth Unlimited Pilot Program.

Pilot Partnership with Muni to Allow Restroom Access for SamTrans Operators

After months of collaboration, SamTrans and SFMTA have come to an agreement to allow SamTrans operators to utilize SFMTA restroom facilities at Daly City BART and Stonestown for a pilot one-year term. Securing restroom facilities for SamTrans bus operators is a top priority; therefore, efforts to secure additional restroom locations throughout the SamTrans service area shall remain a continued endeavor.

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 has been administered on a monthly basis since April 2021 and will run through June 2022. The December survey took place at the beginning of the Omicron COVID-19 variant surge; consequently, the full impact of Omicron may not show until after the January survey results. As of December 2021, 21 percent of employers expect typical employees to commute to the workplace five days a week, and 13 percent four days a week. This marks a significant decrease in the volume of commuters in a post-pandemic work environment. Approximately 61 percent of employers have started bringing non-essential employees back to the workplace, a decrease of four percentage points compared to November 2021. Some companies may be delaying the return of employees due to the Omicron surge.

Public opinion about COVID safety on public transit ranges from concerned to very concerned, this sentiment has not changed significantly from September 2021. Almost one third of employers are already operating with a modified work schedule. However, additional employers are expected to increase participation with modified return to work policies. The highest share of employees anticipated to come into the workplace on any given day is 69 percent, with Tuesdays through Thursday being the most common days.

Human Capital Investment

	<u>Dec. 2021</u>		<u>YTD FY 2022</u>		<u>YTD FY 2021</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	776	97	12,062	1,508	3,366	421
VTT/DMV mandated training	132	17	1,360	170	1,460	183
Bus Operator retraining	95	12	740	93	1,321	165
Maintenance training	268	34	1,745	218	1,777	222
Other	<u>20</u>	<u>3</u>	<u>51</u>	<u>6</u>	<u>0</u>	<u>0</u>
Total Hours	1,291	161	15,958	1,995	7,924	991

Class #169 started on January 5, 2022. There are 25 Bus Operator Trainees with a scheduled graduation for March 18, 2022.

SamTrans Operation Safety (S.O.S.)

The S.O.S. Committee selected a new safety slogan that will appear on the Mobile Data Terminal (MDT) in all buses. "Safety Starts with Me" is a reminder to Bus Operators to practice

safety guidelines, drive safe at all times, and keep everyone safe. This slogan will appear as a screen saver on the MDT and is the first safety message the Bus Operator will see on the bus every day.



Working in conjunction with the Training Department, next month's Safety Campaign will focus on Passenger Safety and Safe Driving habits to prevent passenger falls.

SamTrans and TA Board Chairs Participate in IIJA Press Event

On Friday, January 14, SamTrans Board Chair Peter Ratto and San Mateo County Transportation Authority (TA) Chair Rico Medina joined Congresswoman Jackie Speier (D-CA) and C/CAG Chair Marie Chuang in a press conference to highlight the critical funding that might be available for Peninsula bus and infrastructure projects from the Infrastructure Investment and Jobs Act (IIJA), which was signed into law by President Biden last year. The event, which was held beneath the 101/92 interchange, provided an excellent opportunity to highlight how this funding will help SamTrans reach its goal of converting the SamTrans bus fleet to 100 percent zero-emissions by 2038 while also helping the TA to continue to sponsor and/or fund critical congestion mitigation, safety, bike/ped and grade separation projects through the County. The Bay Area is expected to receive approximately \$4.5 billion through the IIJA. Chairs Ratto and Medina did an excellent job representing SamTrans and the TA at the event and we applaud their commitment and continued dedication to the mission of the Agency.



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

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

WEDNESDAY, FEBRUARY 2, 2022 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Resolution Honoring National African-American History Month
3. Approval of Minutes of Community Relations Committee Meeting of January 5, 2022

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Mobility Management Report: FY 2022 Mid-year Summary
8. Monthly Performance Report – December 2021
9. Adjourn

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

NOTE:

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

RESOLUTION NO. 2022 -

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

* * *

RESOLUTION HONORING NATIONAL AFRICAN-AMERICAN HISTORY MONTH

WHEREAS, the first event was celebrated during a week in February 1926, encompassing the birthdays of Abraham Lincoln and Frederick Douglass, two key figures in African-American history, and in 1976 the week-long celebration was extended to the entire month of February; and

WHEREAS, African-Americans helped develop our nation in countless ways, those recognized, unrecognized, and unrecorded; and

WHEREAS, SamTrans believes every person has the freedom to feel valued and respected, and condemns racism in rhetoric or action; and

WHEREAS, SamTrans has created the Transit District's first African-American Employee Resource Group that aims to advance a diverse and inclusive work environment with a particular focus on African-American current and future employees; and

WHEREAS, SamTrans serves a diverse population that continues to experience bias, discrimination, and unequal outcomes and/or treatment in numerous sectors; and

WHEREAS, SamTrans recognizes the long history of inequity and racism in transit that has excluded, targeted or oppressed people due to their color and race; and

WHEREAS, a 2021 survey showed that African-Americans make up 7 percent of SamTrans' ridership and have been using SamTrans for over four years; with 68 percent of those African-American riders taking SamTrans five or more days per week; and

WHEREAS, SamTrans commits to continuing its membership with the Government Alliance on Race and Equity to advance racial equity through mindful governance practices, review neutral policies and its impacts; and

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

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors does hereby recognize February as National African-American History Month and celebrate the immense contributions of African-Americans in the United States.

Regularly passed and adopted this 2nd day of February, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, SamTrans Board of Directors

ATTEST:

District Secretary

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
JANUARY 5, 2022**

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

Committee Members Absent: None

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

Other Board Members Absent: None

Staff Present: 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 2:29 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF DECEMBER 1, 2021

Motion/Second: Medina/Gee

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

Noes: None

Absent: None

3. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, said the fees for the regional transit cards changed as of January 3.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said that the Executive Committee would propose revisions to the PCC's bylaws at their next meeting.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, CAC Chair, noted that they did not meet in December and expressed condolences to Director Jeff Gee on the passing of his father.

The following two items were taken out of order.

7. MONTHLY PERFORMANCE REPORT – NOVEMBER 2021

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

continuing to experience a post-pandemic upward trend with ridership up 57.5 percent compared to 53 percent the previous year.

6. QUARTERLY DASHBOARD REPORT – JULY-SEPTEMBER 2021

Ms. Rivas provided details from the quarterly report graphic.

8. ADJOURN

The meeting adjourned at 2:37 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 December 2021 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of December 14, 2021 Meeting**

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer; Kathy Uhl, CoA. (Member attendance = 9/13, Quorum = Yes)

Guests:

Rich Hedges, Community Member; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Richard Weiner, Nelson\Nygaard; Charles Posejpal, First Transit/Redi-Wheels; Kelley Shanks, SamTrans

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Judy Garcia, Consumer; Alex Madrid, Consumer; Marie Violet, Dignity Health

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 NOVEMBER MINUTES:

Mike Levinson moved to approve the November meeting minutes; Sammi Riley seconded the motion; the minutes were approved.

PUBLIC COMMENTS:

Tina Dubost reported that they had followed up with the customer who made comments at the November meeting.

Sammi Riley reported that she had seen the yellow comment cards on the buses for her recent trips.

COMMITTEE REPORTS:

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

See page 9.

Grant/Budget Review – Sammi Riley, Chair

No report nor budget updates.

Education – Sammi Riley, Chair

The next meeting is on January 7th, at 1pm.

Executive – Ben McMullan, Chair

The committee has been working on changes to the Bylaws and will bring the proposed Bylaws to the PCC committee for approval in January.

A new member orientation was held for Kathy Uhl; she felt it was very informative and helpful.

Nominations/Membership – TBD, Chair

No report. The Nominations/Membership committee chair is currently vacant.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina reviewed preliminary data for November.

- Ridership is continuing to increase with 13,176 rides in November 2021 as compared to 8,863 in November 2020.
- The average weekday ridership has increased from 357 to 480.
- The number of subscription trips is consistent.
- The number of agency trips is slightly higher as agencies gradually reopen. Service is currently provided to San Carlos Adult Day Care, Rosener House, and South San Francisco Adult Day Care.
- The percentage of advance reservations has increased slightly.
- Late cancels and no-shows are still low. The sending of no-show and late cancel letters has resumed.
- The number of individuals riding is increasing.
- Taxi trips are about 10% of total trips.
- On time performance is excellent and productivity is 1.42 passengers per hour.
- The average on-hold time for reservations is better than the standard.

Tina showed a chart comparing ridership in 2019, 2020 and 2021.

Scott asked about ridership on SamTrans; Tina reported that Redi-Wheels is 50% of pre-COVID ridership and recovering more slowly; SamTrans is at approximately 60%.

COMMENT STATISTICS REPORT

Tina reviewed the data for October. The number of comments received is down compared to the pre-COVID period due to lower ridership. More comments are being received via calls to the Customer Service Center. The most common type of complaint was driver conduct; each complaint had been investigated and appropriate action taken.

SAFETY REPORT

Charles Posejpal reported that there were no preventable incidents in November.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Dao's agency is seeing small increases in ridership each month but there is hesitancy to take public transportation. Many clients are being driven to the site by family members and members are coming less often.

Jane Stahl read an email received from Marie Violet as she was not able to attend the meeting. Marie has been in contact with some of the centers that use Redi-Wheels and many are planning to re-open in January, even with limited attendees. She has a new staff member who has many contacts in north San Mateo County and she will assist in contacting them in January. Marie hopes to have information for an Agency Report and for the Education Committee. She asked for a current list of agencies that use Redi-Wheels; Tina will try to generate a list for her.

Sandra asked where to send suggestions for agencies to be included. They can be sent either to Marie or through Jane.

ERC – Mike Levinson

Mike asked about progress on the IVR system. Tina said they are still evaluating proposals and don't have anything yet to take to the Board of Directors yet.

Richard Weiner asked when eligibility assessments will go back to being in-person. Tina said they don't have a date yet but hope this can happen in 2022.

Commission on Disabilities (CoD) – Ben McMullan

The Transition to Independence Fair is online this year and features a different panel/topic each month throughout the year. The most recent focused on housing for people in the transition state. The Commission will next meet in January.

Center for Independence (CID) – Ben McMullan

CID is hiring a program coordinator for emergency PSP shutoffs and emergency preparedness. They are starting the strategic planning process with a consultant.

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

Kathy reported that there will be a planning meeting in December. Scott reported that they elected their executive committee for 2022 at the last meeting.

Coastside Transportation Committee (CTC) – Tina Dubost

The committee didn't meet in November but members received an email update. RediCoast is continuing to provide necessary services.

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

The CAC met on November 30th:

- They heard and accepted the capital projects quarterly status report for FY22.
- There was an informational presentation on the Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) project initiation and selection for plan-based Measure A and Measure W funding. The Draft Plan prioritizes criteria for the identification and recommendation of funded projects and will guide the first Call for Projects planned for Spring 2022. There is an allocation of \$113M in Measure A and Measure W funding.
- The funding distribution comes from Measure A and the Measure W half cent sales tax per the overall Strategic Plan.
- Staff will review any public comments submitted and the TA board will vote to adopt the plan at its January 2022 meeting.
- Staff will host Call for Projects Workshops for public engagement before the first Call for Projects. PCC members can preview and understand how ACR/TDM initiatives work towards “ensuring safe and convenient trips while managing congestion.”
- The South San Francisco CALTRAIN station public opening has been delayed to early 2022.

Mike asked if the Measure W categories were covered under ACR/TDM. Sandra said that 1% of funds collected through Measure A and Measure W will go towards this plan.

Updates on the 101 Express Lanes project can be found at <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-san-mateo-101-express-lane-project>.

OTHER BUSINESS

Tina announced that SamTrans has released several [new videos on their YouTube channel](#) and some PCC members are featured. She thanked PCC members for their participation. Sandra asked how they will be marketed; Tina will find out and report back to the committee.

Mike announced that SamTrans hosted a webinar on November 17th on autonomous vehicles. He thought that the presentation was outstanding and he will provide updates on this to PCC members.

Chair Ben McMullan wished everyone happy holidays. The next meeting will be on January 11th at 1:30pm. The meeting adjourned at 2:27pm.

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

A roll call was taken. The minutes from the November PAL meeting were included in the meeting packet. Sammi Riley moved to approve the minutes; Kathy Uhl seconded the motion; Scott McMullin abstained. The minutes were approved with no corrections.

Advocacy

Transit Recovery Update – Tina Dubost

Tina reported that ridership is continuing to increase gradually. Average weekday ridership increased when compared to November 2020 but is a little lower than October 2021. She felt customers were being cautious.

TSA has extended the requirement for face coverings on public transit through March 18, 2022. This is also a requirement of the San Mateo County Health Department.

SamTrans, paratransit and Caltrain are continuing to offer free rides to obtain a COVID vaccination as well as the booster shot.

The Bay Area Council continues to survey employers about employees returning to the office. There's also been an increase in traffic congestion. Redi-Wheels continues to have good on-time performance.

Paratransit ridership is approximately 50% of pre-COVID numbers; SamTrans ridership is approximately 60% of pre-COVID numbers. Paratransit recovery in other areas ranges widely from 90% to very small ridership.

There was a presentation on paratransit at the December SamTrans Board meeting. Highlights included:

- They are providing fewer trips but the trips are essential. Dialysis has become a larger percentage of trips and riders are taking fewer discretionary trips.
- Service performance remains strong. There is good on-time performance, miles between service calls are good, and they are providing good, robust and reliable service.
- The cost per trip has increased due to fixed costs.
- The CEO gave heartfelt appreciation to the drivers and staff who are working hard to provide good service to customers.

Tina reported that David Scarbor, Accessibility Coordinator, has transferred and is the EEO Administrator for SamTrans. She hopes to fill his position soon.

Suggestions for 2022 MTC Coordinated Plan – Richard Weiner

Richard Weiner will send out a list of suggestions received from other counties on transportation services to stimulate any thoughts or ideas. He asked members to bring their suggestions to the January meeting which is the last opportunity.

The Coordinated Plan is being updated from 2018 looking at the transportation needs of older adults, people with disabilities, and low-income populations Bay Area wide.

Sandra asked if the plan is used to obtain Federal funding. Richard said that the plan is listed when applying for grants at different funding levels.

Policy Issues:

Mike asked about the SamTrans six-month pilot program that provides free bus passes for low-income students and if it could be folded into paratransit. Tina said that transportation for students with disabilities going to and from school is the responsibility of the County Office of Education, not SamTrans. There are state laws with specific requirements on this.

Kathy Uhl asked if students could ride during non-school times? Tina said that students who participate in the program can ride SamTrans anytime.

The next PAL meeting will be on January 11th, 2022.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MOBILITY MANAGEMENT REPORT: FY 2022 MID-YEAR SUMMARY**

ACTION

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

SIGNIFICANCE

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. Each of the District's four transportation modes – SamTrans fixed-route bus service, ADA Paratransit, and Shuttles – are featured individually. This month features a report on the FY 2022 Mid-year Summary.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

This mid-year summary performance report will focus on overall trends, as well as highlights for each of the transportation modes, including ridership, on-time performance, and other current developments.

STRATEGIC INITIATIVE

- Priority 1: Expand Mobility Options
- Goal 1: Increase weekday fixed-route ridership by 15 percent

This month's presentation will be presented via PowerPoint.

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

FY 2022 Mid-year Summary



Board of Directors
Community Relations Committee
Item #7

FY 2022 Mid-year Summary



- Ridership & Statistics – 6 Months
- Bus Ridership Comparison - November
- COVID-19 Safety Actions/Efforts
- Summary



Bus Ridership & Statistics – 6 Months

	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>
AWR	35,699	36,711	12,842	21,012
Total Trips	5,458,820	5,578,121	2,137,771	3,316,749
Revenue Miles	3,324,299	3,618,881	2,872,643	3,090,345
OTP (85.0%)	78.5%	79.2%	86.8%	81.7%
Miles Betw. Service Calls *	28,053	30,352	34,095	32,988
Miles Betw. Accidents **	85,715	61,850	54,961	88,965
DNO	456	1,562	32	1,466
Complaints per million trips	196	210	209	188

Goals:

* District operated buses (goal 25,000 miles)

** District operated buses (goal 100,000 miles)



Bus Ridership Comparison - November

	<u>Nov. 2019</u>	<u>Nov. 2021*</u>	<u>Percent</u>
SamTrans	911,870	574,528	63.0%
AC Transit	4,481,701	2,464,465	55.0%
VTA	2,271,381	1,222,180	53.8%
SF Muni**	17,282,005	9,195,185	53.2%
Dallas	3,027,865	1,694,901	56.0%
Seattle - King	9,843,211	4,813,848	48.9%
Chicago	19,304,407	10,923,927	56.6%
Atlanta	4,478,794	2,419,670	54.0%
New York MTA	59,024,222	38,293,487	64.9%
National	376,062,158	224,631,189	59.7%

* November 2021, latest month with data available for the other agencies

** SF Muni includes rail service, which was suspended and replaced with bus service during COVID, rail service partially restored in Nov 2021

ADA Ridership & Statistics – 6 Months

	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY 2022</u>
Ridership	172,680	167,990	59,040	84,843
Dialysis trips (estimated)	13,650	12,785	11,958	11,369
Registrants (December)	8,133	7,939	6,931	6,147
Revenue Miles	1,420,139	1,391,542	586,027	664,971
OTP Red-Wheels (90.0%)	90.3%	91.5%	97.1%	94.4%
OTP RediCoast (90.0%)	97.1%	96.2%	95.4%	95.7%
Miles Between Service Calls (25,000 miles)	42,817	42,689	29,843	35,888
Complaints per thousand trips (2.50)				
Redi-Wheels	0.76	0.75	0.54	0.31
RediCoast	0.29	1.51	0.25	1.02

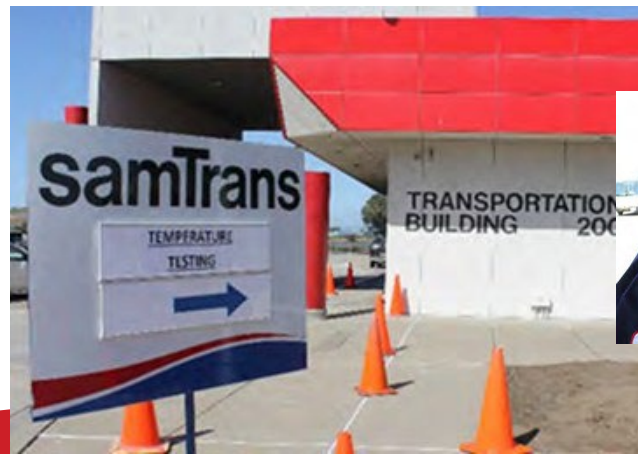
Shuttle Ridership & Statistics – 6 Months

	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>
Ridership - SamTrans	186,900	179,780	36,981	59,127
Ridership - JPB	1,053,703	1,106,624	123,617	32,999
Routes - SamTrans	9	9	8 (+1 suspend)	9
Routes - JPB	35	35	16 (+6 suspend)	11 (+2 suspend)
Stations - SamTrans	5	5	4 (+1 suspend)	5
Stations - JPB	14	14	11 (+2 suspend)	6 (+2 suspend)
Employers - SamTrans	200	200	100	85
Employers - JPB	320	320	75	40

- The Shuttle program began in August 1988 with 4 routes supporting the commuter rail.
- JPB grant-funded shuttle services outside of the San Mateo County were eliminated in Jan 2021 due to funding limitations.

COVID-19

- California economy reopened June 15, 2021
- Omicron surge after November thru January, has impacted service delivery
- TSA mask mandate extended through March 18, 2022
- Increase trend in testing and promotion of vaccines and booster shots



COVID-19 Safety Actions/Efforts

- In January 2022, none essential and office personnel instructed to work remotely
- Continued the following actions:
 - Use of bus operator barriers and issuance of face masks on board buses
 - Use of foggers to sanitize buses
 - Temperature screening
 - Weekly COVID testing
 - Offer free rides to patrons going to get vaccinated
 - Maintain social distancing and use of masks while working in an office or at headquarters
 - Elimination of field reliefs (operator receives a fresh bus)



Summary

- **Safety** remains “priority 1”
- Ridership although increasing remains below pre-Pandemic levels
- Maintenance for all modes remains good
- Service quality is good for all modes
- Customer satisfaction remains high for all modes
- SamTrans provides vital transportation services and mobility options



**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 | DECEMBER 2021**

ACTION

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

SIGNIFICANCE

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 56.7 percent in the month of December 2021 compared to December 2020. Similarly, the total monthly ridership increased by 48.9 percent comparing December 2021 to December 2020.

When comparing December 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for all SamTrans modes is 56.4 percent lower, and 51.0 percent lower compared to December 2019.

Caltrain: Average weekday ridership increased by 206.4 percent in the month of December 2021 compared to December 2020. Similarly, the total monthly ridership increased by 193.9 percent comparing December 2021 to December 2020.

When comparing December 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for Caltrain is 85.6 percent lower, and 84.5 percent lower compared to December 2019.

Other SamTrans' Key Performance Indicators:

- In December 2021, there were 9 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; SamTrans (including Contracted services) had 1.27 accidents per 100,000 miles.
- On-Time-Performance (OTP) for December 2021 was below SamTrans' OTP goal of 85.0 percent at 80.0 percent. OTP decreased by 7.4 percent compared to December 2020. Service and schedule changes were implemented on January 16, 2022, to address OTP.
- In December 2021, there were 353 DNOs (trips that did not operate) –141 more than in November 2021. These DNOs were largely due to CUB staffing shortages as well as the impact of the omicron variant surge hitting the workforce. Data shown in this report is current as of January 15, 2022.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Dec-19	Dec-20	Dec-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	34,494	12,776	20,277	58.7%	36,711	12,842	21,012	63.6%
Paratransit	1,081	361	528	46.3%	1,131	383	535	39.8%
Shuttles	9,195	872	1,140	30.7%	11,586	1,427	1,253	-12.2%
Total	44,770	14,009	21,945	56.7%	49,428	14,652	22,800	55.6%

SAMTRANS Total Ridership								
Mode	Dec-19	Dec-20	Dec-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	855,560	351,600	526,600	49.8%	5,578,121	2,137,771	3,316,749	55.1%
Paratransit	25,750	9,306	14,211	52.7%	167,983	59,026	83,579	41.6%
Shuttles	194,922	19,171	25,089	30.9%	1,492,918	181,894	160,798	-11.6%
Total	1,076,232	380,077	565,900	48.9%	7,239,022	2,378,691	3,561,126	49.7%

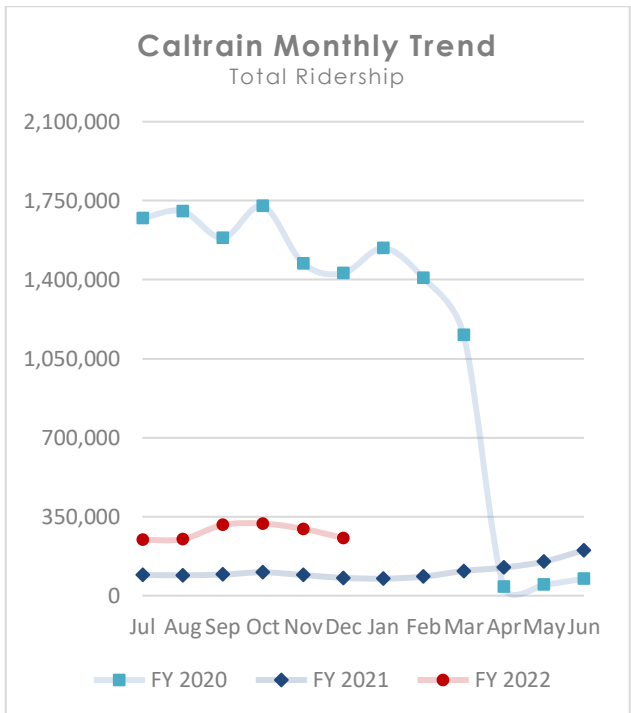
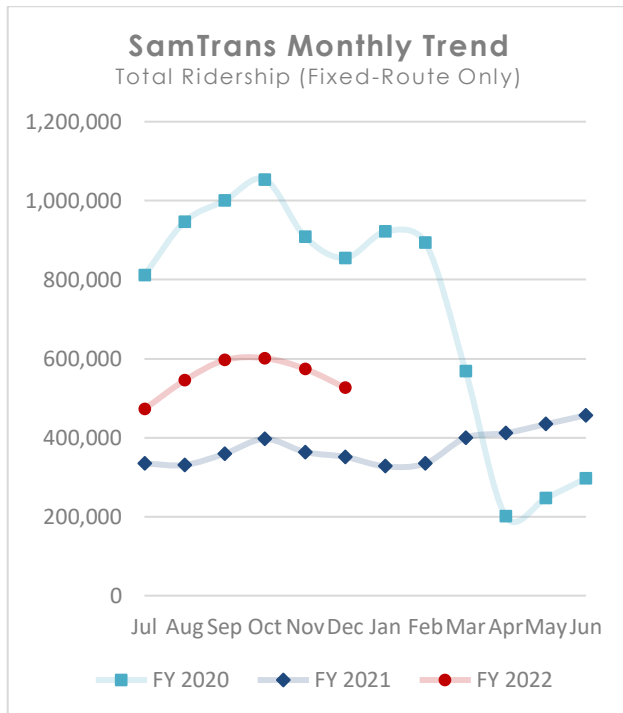
CALTRAIN Average Weekday Ridership								
Mode	Dec-19	Dec-20	Dec-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	62,480	3,162	9,687	206.4%	69,481	3,564	10,474	193.9%

CALTRAIN Total Ridership								
Mode	Dec-19	Dec-20	Dec-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,428,363	79,078	255,679	223.3%	9,588,331	550,190	1,681,364	205.6%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Dec-19	Dec-20	Dec-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	113	34	50	46.2%	140	50	53	5.1%
BART (San Mateo County)	42,828	4,327	11,237	159.7%	46,006	4,623	11,271	143.8%

OTHER MODES in San Mateo County Total Ridership								
Mode	Dec-19	Dec-20	Dec-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	2,368	745	1,043	40.0%	17,978	6,511	6,857	5.3%
BART (San Mateo County)	1,035,884	109,394	311,811	185.0%	6,816,918	713,873	1,848,386	158.9%

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Dec-19	Dec-20	Dec-21
Adult	454,838	218,717	306,484
Youth	170,519	20,244	75,037
Eligible Discount	229,787	112,475	144,862
Total	855,144	351,436	526,383

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded).

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Dec-19	Dec-20	Dec-21
On-Time Performance	78.6%	87.4%	80.0%
Preventable Accidents	15	12	9
Service Calls	30	24	21
Trips Scheduled	45,466	36,579	38,531
Did Not Operate DNOs	342	3	353

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Dec-19	Dec-20	Dec-21
Revenue Hours (Sched.)	57,009	49,109	45,778
Revenue Miles (Sched.)	612,633	516,093	528,128
Total Fleet Miles (Actual)	849,371	685,270	709,649

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 78,850 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Dec-19	Dec-20	Dec-21
On-Time Performance (RW)	91.6%	96.9%	95.1%
On-Time Performance (RC)	95.1%	95.1%	95.5%
Preventable Accidents (RW)	1	3	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	6
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 33,793 Miles between Service Calls this month.

Notes: KPIs include participating contractors' performance.

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

PARATRANSIT Fleet Key Performance Indicators			
KPI	Dec-19	Dec-20	Dec-21
Revenue Miles (RW)	176,103	79,936	115,619
Revenue Miles (RC)	31,038	12,195	13,506
Fleet Miles (RW)	190,697	92,773	130,238
Fleet Miles (RC)	36,141	14,810	18,091

RW = Redi-Wheels
RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Dec-19	Dec-20	Dec-21
Complaints	122	82	115
Accessibility	6	14	7
Compliments	28	5	16
Service Requests	43	12	24
Reports Total	199	113	162

The table is a detailed summary of SamTrans Consumer Reports received by the Customer Experience Department.

The total number of reports for SamTrans increased from November (140) to December (162).

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

- Holiday Bus Campaign
- "Drive with Us" Bus Operator Recruitment Campaign
- "Bike Basics" Information Campaign
- Wi-Fi on Buses
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans to Launch Pilot Program to Give Free Rides to Low-Income Students"
- Press Release: "SamTrans Provides Christmas Day & Christmas Eve Service"
- Press Release: "SamTrans to Offer Free New Years' Service"

Digital Communications Report:

The month of December tends to be a quiet one, but the largest pieces were the Holiday Bus and the SamTrans' 12 days of Giveaways contest, where staff gave out SamTrans skateboard decks. With the uptick in COVID-19 cases, reminders for wearing a mask were sent out, while evoking that the federal mask mandate was extended. A large part of the messaging also focused on bus delays and the holiday service.

Notable Mention:

Engagement and reach continue to grow on both the Instagram and Twitter accounts.

December 2021 Highlights:

- RWC Hometown Holiday Bus
- Caltrain Holiday Train
- 12 Days of Giveaways

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



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, FEBRUARY 2, 2022 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of November 3, 2021
3. Increase the Budget for the South Base Switchgear Replacement Project by \$5.7 Million and Amend to Increase the Fiscal Year 2022 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$46,750,326
4. Adjourn

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

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
NOVEMBER 3, 2021**

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

Committee Members Absent: None

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

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 Josh Powell called the meeting to order at 3:45 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF SEPTEMBER 1, 2021

3. QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND OUTLOOK

Connie Mobley-Ritter, Director of Treasury, introduced Monique Spyke, Managing Director, PFM Asset Management LLC, who provided the presentation.

Committee Chair Powell noted that the District's returns are low but positive while the market is negative. Ms. Spyke concurred, saying that performance is doing well.

The Committee approved Items #2 and #3 together in one motion:

Motion/Second: Ratto/Fraser

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

Noes: None

Absent: Stone

4. ADJOURN

The meeting adjourned at 3:59 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
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: **INCREASE THE BUDGET FOR THE SOUTH BASE SWITCHGEAR REPLACEMENT PROJECT BY \$5.7 MILLION AND AMEND TO INCREASE THE FISCAL YEAR 2022 CAPITAL BUDGET BY A CORRESPONDING AMOUNT FOR A TOTAL CAPITAL BUDGET OF \$46,750,326**

ACTION

Staff proposes the Committee recommend the Board:

1. Approve an increase in the South Base Switchgear Replacement Project (Project) budget by \$5.7 million.
2. Amend to increase the San Mateo County Transit District (District) Fiscal Year (FY) 2021-22 Capital Budget by \$5.7 million, from \$41,050,326 to \$46,750,326, per Attachment A.

SIGNIFICANCE

The Project has an approved budget of \$1 million and was first proposed in 2018 as a state of good repair project that was going to replace an existing switchgear that has exceeded its useful life at South Base. The switchgear consists of devices that control and protect electrical equipment. At that time, the District had not completed the Innovative Clean Transit (ICT) Plan required to comply with the State's zero emissions mandate. The ICT Plan was completed in 2020, and in June 2021, the Board approved the procurement of Battery Electric Buses (BEBs) to be delivered to South Base in late 2022. After the Board approved procurement of BEBs, Staff determined that BEB chargers had to be installed and the switchgear had to be upgraded to accommodate the new BEB chargers at South Base. Instead of creating another project, the scope of the Project was expanded.

The requested Project budget increase of \$5.7 million reflects the expanded scope which includes additional work required for BEB charging infrastructure and power delivery for the new BEBs. The additional work includes an increase in the capacity of the existing switchgear, installation of power distribution infrastructure, power cable

networks, concrete islands, and installation of new BEB chargers that the District will procure through a separate project.

The new BEBs at South Base will be used when SamTrans launches Route EPX, a zero-emission limited stop/express route connecting East Palo Alto, Redwood City, and major employers along the US-101 corridor, including SFO Airport, with BART at the San Bruno Station beginning in 2023. The Project is in alignment with the District's Board-approved ICT rollout plan.

BUDGET IMPACT

The Project was first approved by the Board in the FY2021 Capital Budget for \$1,000,000 funded by District Sales Tax. This recommended action includes an increase in the FY 2022 Capital Budget by \$5.7 million, from \$41,050,326 to \$46,750,326. At this time, the budget increase will be funded entirely by Measure W funds, though staff is actively applying for alternative funding sources, including the Transit and Intercity Rail Capital Program.

BACKGROUND

The 2018 US 101 Express Bus Feasibility Study identified six new express routes to be implemented over three phases along the US 101 corridor. Phase 2, which was designed to coincide with the launch of the US 101 Express Lanes, includes Route EPX. The Board approved the purchase of seven BEBs to enable SamTrans to launch Route EPX in 2023, providing a critical connection between major transit and employment hubs and SamTrans Equity Priority Areas, which are defined as communities with higher-than-average minority, low-income, and zero-car-access populations, in the southern part of the county. The EPX route was designed to improve service and advance clean technology in one of San Mateo County's most impacted communities of concern.

STRATEGIC INITIATIVE

Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices

Prepared by: Liria Larano
Deputy Chief, Bus Fleet and Facilities Infrastructure

650-622-7828

RESOLUTION NO. 2022 –

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

INCREASING THE BUDGET FOR THE SOUTH BASE SWITCHGEAR REPLACEMENT PROJECT BY \$5.7 MILLION AND INCREASING THE FISCAL YEAR 2021-22 CAPITAL BUDGET BY A CORRESPONDING AMOUNT FOR A TOTAL CAPITAL BUDGET OF \$46,750,326

WHEREAS, the San Mateo County Transit District's (District) US 101 Express Bus Feasibility Study (Express Bus Study), adopted by the Board of Directors (Board) in 2018, identified six new express routes to be implemented over three phases along the US 101 corridor; and

WHEREAS, Phase 2 of the Express Bus Study, which was designed to coincide with the launch of the US 101 Express Lanes, includes a zero-emission limited stop/express route connecting East Palo Alto, Redwood City, and major employers along the US 101, including SFO Airport, with BART at the San Bruno Station (Route EPX) beginning in 2023; and

WHEREAS, the Board has approved the purchase of seven battery-electric buses (BEBs) to enable SamTrans to launch Route EPX in 2023, providing a critical connection between major transit and employment hubs and SamTrans Equity Priority Areas, defined as communities with higher-than-average minority, low-income, and zero-car-access populations, in the southern part of the county; and

WHEREAS, the seven BEBs will be delivered to South Base in late 2022; and

WHEREAS, infrastructure improvements at South Base are required to operate the new BEBs, including to increase the capacity of the existing switchgear, and to install power distribution infrastructure, power cable networks, concrete islands, and new BEB chargers; and

WHEREAS, these infrastructure improvements are in alignment with the District's Board-approved Innovative Clean Transit rollout plan; and

WHEREAS, staff proposes adding these infrastructure improvements to the scope of the existing South Base Switchgear Replacement Project (Project), increasing the Project cost by \$5.7 million, for a new Project budget of \$6.7 million; and

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board:

1. Approve an increase to the Project budget of \$5.7 million; and
2. Amend to increase the Fiscal Year 2021-22 Capital Budget by a corresponding amount, for a new total Capital Budget of \$46,750,326.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby approves an increase in the South Base Switchgear Replacement Project budget by \$5.7 million, for a new Project budget of \$6.7 million; and

BE IT FURTHER RESOLVED that the Board hereby amends to increase the Fiscal Year 2021-22 Capital Budget by a corresponding amount, from \$41,050,326 to \$46,750,326, as reflected in Attachment A, which is attached hereto and incorporated herein.

Regularly passed and adopted this 2nd day of February, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



San Mateo County Transit District
Fiscal Year 2022 Adopted Capital Budget - Amendment #1

	PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amendment Request	FY2022 Amended Budget	FUNDING				
								Federal	STA SOGR	LPP	District Sales	Measure W
1 REVENUE VEHICLE SUPPORT												
1.1	Major Bus Components	Purchase of new & rebuilt parts, major bus components not in operating budget.	\$ 311,347	\$ -	\$ 311,347	\$ -	\$ 311,347	\$ -	\$ -	\$ -	\$ 311,347	\$ -
1.2	Maintenance Support Equipment	Equipment used to support day-to-day shop activities.	\$ 320,226	\$ -	\$ 320,226	\$ -	\$ 320,226	\$ -	\$ -	\$ -	\$ 320,226	\$ -
1.3	Para Transit (Cutaway) Revenue Vehicle Procurement	This project plan to replace twenty one (21) Revenue Para Transit Vehicles. This will replace twenty (21) 2015 Eldorado Aerotech Cut-Aways. In service since 2014	\$ 3,457,280	\$ -	\$ 3,457,280	\$ -	\$ 3,457,280	\$ 2,046,240	\$ -	\$ -	\$ -	\$ 1,411,040
1.4	Replacement of (10) 2017 Redi-Wheels Minivans	This project is to replace (10) 2017 model year El Dorado Amerivan minivans that will be obsolete in Year 2022. Replacing minivan.	\$ 874,384	\$ -	\$ 874,384	\$ -	\$ 874,384	\$ 586,000	\$ -	\$ -	\$ -	\$ 288,384
1.5	Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses	To replace (135) 2009 model-year heavy duty diesel buses that will be obsolete, with (75) 40' Battery Electric Buses (BEB) and (60) 40' heavy duty clean-diesel buses in accordance with CARB ICT Purchase Requirements	\$ 137,765,488	\$ -	\$ 29,222,557	\$ -	\$ 29,222,557	\$ 17,367,760	\$ -	\$ 9,101,000	\$ -	\$ 2,753,797
Subtotal			\$ 142,728,725	\$ -	\$ 34,185,794	\$ -	\$ 34,185,794	\$ 20,000,000	\$ -	\$ 9,101,000	\$ 631,573	\$ 4,453,221
2 NON-REVENUE VEHICLE SUPPORT												
2.1	n/a	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 INFORMATION TECHNOLOGY												
3.1	Automatic Passenger Counter (APC) Validation	To purchase/implement a system that will report data collected by Automatic Passenger Counter (APC) units on 322 bus vehicles.	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250
Subtotal			\$ 431,250	\$ -	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250
4 FACILITIES / CONSTRUCTION												
4.1	Facilities Smaller Projects	Intended to maintain state of good repair for District's infrastructure, shops, and facilities for District employees to perform their duties.	\$ 920,000	\$ -	\$ 920,000	\$ -	\$ 920,000	\$ -	\$ -	\$ -	\$ 920,000	\$ -
4.2	Design (Only) at North Base Building 200	This FY22 Budget Request is the design phase the NB Building 200 replacement. Design phase include geotechnical site analysis and front-end design services for NB Bldg-200. This will include a geotech assessment, functional design solutions, phased scheduling, cost estimates for construction, interim work	\$ 1,575,000	\$ 1,000,000	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -
4.3	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	Phase 2 of 2: Replacing lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base Facilities. Design work-cost estimates for Phase Two fully completed.	\$ 3,217,832	\$ 1,428,000	\$ 1,789,832	\$ -	\$ 1,789,832	\$ -	\$ 1,496,400	\$ -	\$ 293,432	\$ -



San Mateo County Transit District
Fiscal Year 2022 Adopted Capital Budget - Amendment #1

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amendment Request	FY2022 Amended Budget	FUNDING				
							Federal	STA SOGR	LPP	District Sales	Measure W
4.4 EV Chargers for Non-Revenue Vehicles (6 total)	Objective follows District's move to fully zero-emission vehicle fleet. Project will provide six (6) electric vehicle (EV) charging stations for District's non-revenue fleet. Project will provide design services; subsequently deliver related equipment/installation. There will be two (2) EV Chargers at each of 3 facilities - Central, North Base and South Base. Chargers will connect to existing electrical infrastructure and provide charging services to current battery-electric EV's.	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -
4.5 TAM Maturity and Development Assessment	This objective will provide a progress assessment of District's Transit Assessment Management (TAM) Plan following the TAM Policy as approved by the Board in November 2018. The project will allow District to review the implementation plan and to reassess the subsequent work processes and data flow inherent to TAM.	\$ 55,200	\$ -	\$ 55,200	\$ -	\$ 55,200	\$ -	\$ -	\$ -	\$ 55,200	\$ -
4.6 Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection. The FY22 Budget requests reflects the Design Phase only; Total estimated Project reflects design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure)	\$ 326,711,250	\$ -	\$ 1,926,250	\$ -	\$ 1,926,250	\$ -	\$ -	\$ -	\$ -	\$ 1,926,250
4.7 Transit Oriented Development (TOD) Project Initiation Funds	The Agency has a number of potential developments sites in various states of readiness that will progress in FY22. The task listed below often need to occur before a site is advertised for development and funds need to be available for such TOD Project Initiation Tasks	\$ 92,000	\$ -	\$ 92,000	\$ -	\$ 92,000	\$ -	\$ -	\$ -	\$ 92,000	\$ -
4.8 South Base Switchgear Replacement	<i>Provide and support bid procurement, construction and closeout activities to replace the South Base Switchgear.</i>	\$ 6,700,000	\$ 1,000,000	\$ -	\$ 5,700,000	\$ 5,700,000	\$ -	\$ -	\$ -	\$ -	\$ 5,700,000
Subtotal		\$ 339,846,282	\$ 3,428,000	\$ 5,933,282	\$ 5,700,000	\$ 11,633,282	\$ -	\$ 1,496,400	\$ -	\$ 2,510,632	\$ 7,626,250
5 PLANNING / DEVELOPMENT											
5.1 Capital Program and Project Development	Activities include but not limited to: capital budget and programming process, grant development, and development of capital program management systems.	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -
5.2 Capital Program Management	Capitalized funds for programs and project controls support, including monitoring project performance, delivery	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -
Subtotal		\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -
GRAND TOTAL		\$ 483,006,257	\$ 3,428,000	\$ 41,050,326	\$ 5,700,000	\$ 46,750,326	\$ 20,000,000	\$ 1,496,400	\$ 9,101,000	\$ 3,642,205	\$ 12,510,721



San Mateo County Transit District
Fiscal Year 2022 Adopted Capital Budget - Amendment #1

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amendment Request	FY2022 Amended Budget	FUNDING				
							Federal	STA SOGR	LPP	District Sales	Measure W

Notes:

- 1 Local Partnership Program (LPP) funds for Gillig replacement:



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

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

WEDNESDAY, FEBRUARY 2, 2022 – 2:45 pm

or immediately following the Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of January 5, 2022

INFORMATIONAL

3. Reimagine SamTrans: Phase Three Outreach Summary, Final Recommended Network and Draft Phasing Plan
4. SamTrans Draft Service Policy Framework
5. Adjourn

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

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT,
AND SUSTAINABILITY COMMITTEE MEETING / COMMITTEE OF THE WHOLE
JANUARY 5, 2022**

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

Committee Members Absent: None

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

Other Board Members Absent: None

Staff Present: 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 2:37 pm.

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

Motion/Second: Gee/Guilbault

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

Noes: None

Absent: None

3. PILOT PROGRAM: FREE FARES FOR LOW-INCOME STUDENTS

Bruce Thompson, Operations Cost Analyst, and Gwen Buckley, Senior Planner, provided the presentation.

The Board members expressed his support of the program and Director Charles Stone said that he hoped more kids would now be encouraged to ride the bus to school.

Carter Mau, Acting General Manager/CEO, commended staff for putting the program together so quickly and creatively to serve the County's most vulnerable populations.

4. ADJOURN

The meeting adjourned at 2:52 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: April Chan
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **REIMAGINE SAMTRANS: PHASE THREE OUTREACH SUMMARY, FINAL
RECOMMENDED NETWORK AND DRAFT PHASING PLAN**

ACTION

There is no action associated with this informational update.

SIGNIFICANCE

Reimagine SamTrans solicited public input on the draft Recommended Network during a third round of public outreach from October 7-November 8, 2021. During this final round of outreach, extensive efforts were made to collect feedback from riders and stakeholders on the proposed route changes, and more than 1,100 written pieces of input were received. A public hearing was held at the November 2021 Board meeting, during which 16 members of the public provided comments on the proposed changes.

A summary of the feedback received during the third round of outreach, as well as the modifications made in response to feedback, will be presented at the February Board meeting. Staff will then return to the Board in March to seek the Board's adoption of the full *Reimagine SamTrans* final plan, including the final recommended network and service plan, as well as reports summarizing environmental and Title VI analysis. Once approved, a phased implementation will begin in August 2022, with service levels closely tied to expected workforce levels. The draft phasing plan will also be presented during the February Board meeting.

Maps and additional details describing the final recommended network are available online at www.reimaginesamtrans.com. The full Phase 3 summary report is also available online at <https://www.reimaginesamtrans.com/wp-content/uploads/2021/12/Summary-for-Phase-3-Outreach-Final.pdf>.

BUDGET IMPACT

There is no budget impact associated with this information update.

BACKGROUND

In June 2019, SamTrans launched a Comprehensive Operational Analysis (COA) known as *Reimagine SamTrans*. *Reimagine SamTrans* incorporates a series of tasks culminating

in a recommendation for a bus network redesign that takes the form of a final Recommended Network. The final Recommended Network was crafted based on analysis of existing conditions/data analysis, travel markets, market research, stakeholder input, operator feedback, and three rounds of rider/community outreach.

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

The draft Recommended Network was first presented to the Board at the August 2021 virtual Board retreat. After receiving Board feedback and completing some additional technical work, staff finalized the draft Recommended Network which was taken out for a third round of public input beginning in early October through November 8, 2021.

During the third round of outreach, extensive efforts were made to collect feedback from riders and stakeholders on the proposed route changes. A public hearing was held at the November 2021 Board meeting where numerous members of the public provided comment on the draft Recommended Network. In total, over 1,000 comments were received on the proposed route changes. Staff analyzed all the feedback received and have made some slight adjustments to some of the route recommendations. The final Recommended Network details are posted online at www.reimaginesamtrans.com.

Anchoring the final Recommended Network is a Service Policy Framework that will be the guidebook for how SamTrans bus service is designed, allocated, and measured, both during the *Reimagine SamTrans* planning process and also going forward to address future service adjustments. The Board received an update on the draft Service Policy Framework first at its December 2020 meeting, and again during the August 2021 Board retreat. The final draft Service Policy Framework will be included as an information item at the February 2022 Board meeting. Staff will seek the Board's adoption of the Service Policy Framework at the March meeting in addition to the final *Reimagine SamTrans* plan.

Prepared by: Christy Wegener, Director, Planning

650-508-6278



Reimagine SamTrans The New Network

SamTrans Board of Directors

February 2, 2022



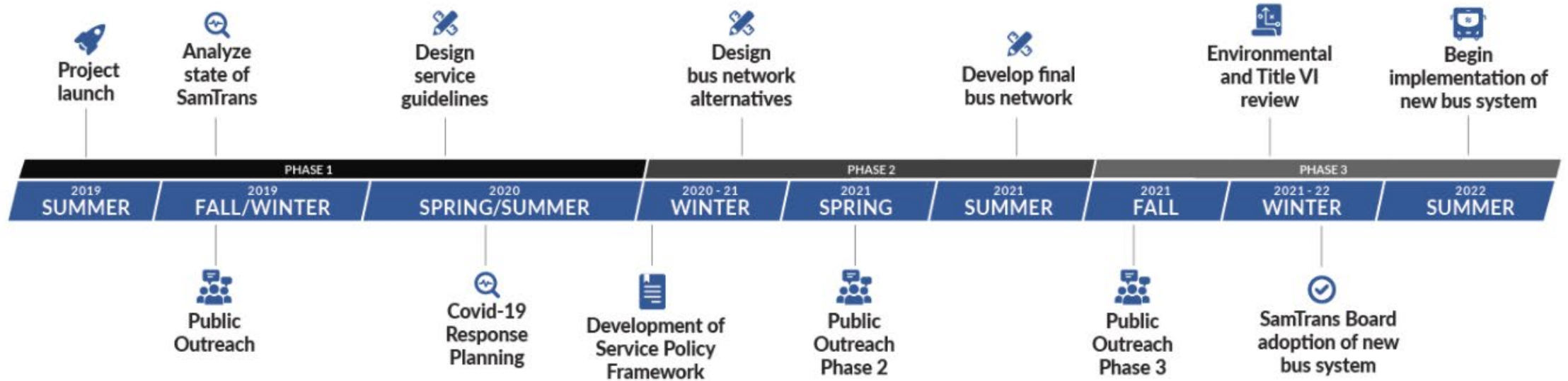


Agenda

- Project Timeline and Guiding Principles
- Phase 3 Outreach
- The Final Recommended Network
 - Highlights
 - Responding to key themes from input
- Phased Implementation Planning
- Next Steps



Project Timeline



We're here



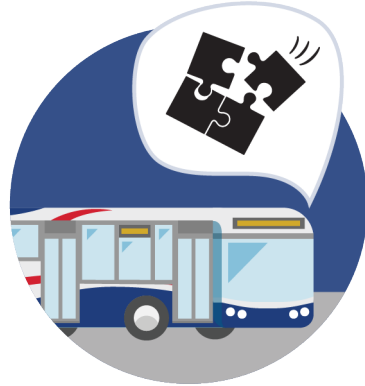


Our Guiding Principles



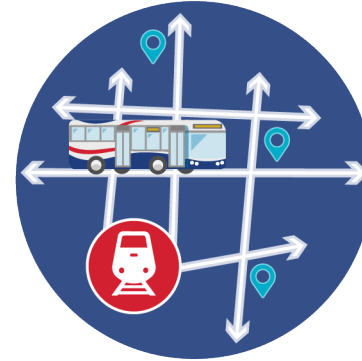
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

Support social equity and direct resources into *equity priority areas*



PHASE 3 PUBLIC OUTREACH

5



 www.reimaginesamtrans.com  reimagine@samtrans.com  1-800-660-4287



Phase 3 Outreach Conducted

- 4 multilingual public meetings + 1 formal public hearing
- 43 presentations to city councils and other elected officials, city and school staff, advocacy orgs
- 16 community pop-up events
- Signs at 500 bus stops, on-board take-ones and messages, text messages, Instagram Live in English and Spanish

6

SamTrans is Recommending Changes to Bus Routes
Comment at reimaginesamtrans.com or call 1-800-660-4287
Oct. 7 to Nov. 8, 2021

SamTrans recomienda Cambios en las Rutas de Autobús
Comente en reimaginesamtrans.com o llame al 1-800-660-4287
7 de octubre al 8 de noviembre de 2021

SamTrans 建议更改巴士路线
在 reimaginesamtrans.com 发表评论或致电 1-800-660-4287
2021年10月7日至11月8日

The new bus system is designed to

- PRIORITIZE EQUITY
- IMPROVE EFFICIENCY
- EXPAND CONNECTIONS

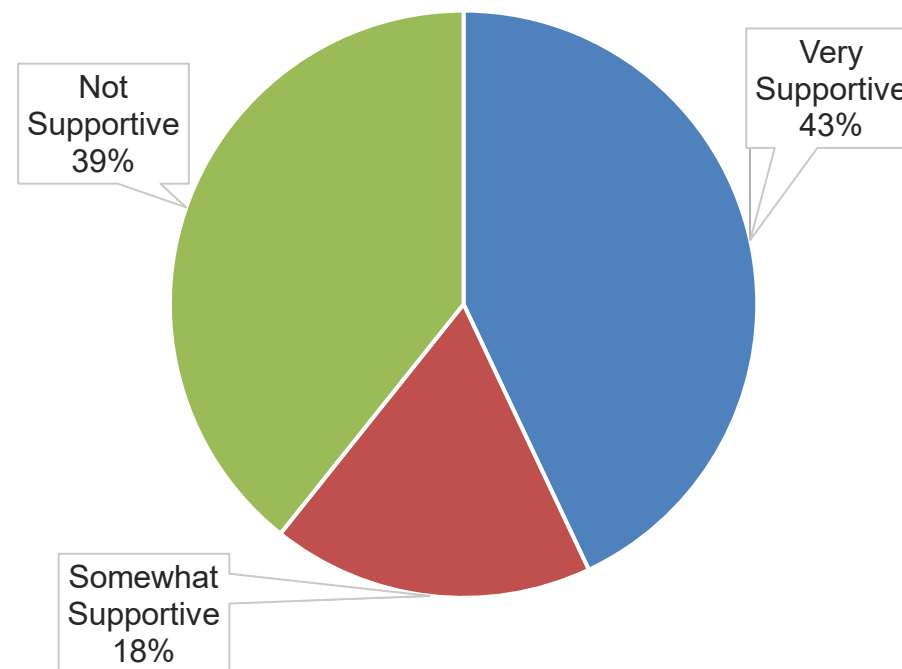
1-800-660-4287
reimaginesamtrans.com



Phase 3 Input Received

- 1,042 comments via website & customer service team
 - 84% from riders, 16% from non-riders
- 42 emails to project email address
- 16 comments at public hearing

How supportive are you of the proposed changes?





THE RECOMMENDED NEW NETWORK

8



 www.reimaginesamtrans.com  reimagine@samtrans.com  1-800-660-4287



The New Network

- Prioritizes quality, frequent, 7-day a week service to our Equity Priority Areas
 - Low-income, minority, and zero-car households
- Focuses on rider preferences and ways to build more frequent ridership
 - Directness, better off-peak service, frequency
 - New service to places like Oyster Point and CSM



The Reimagine Network Vision

- **Frequency:** service more often on 15 routes, including four routes that run every 15-minutes or better
- **Off-Peak Service:** more weekend service or service later in the day on 10 routes
- **Connections:** new connections into Oyster Point in SSF, to SFO and to college campuses





The Reimagine Network Vision

- **Directness:** reduced deviations, faster travel time, new limited-stop routes, bus stop balancing on Route ECR
- **Efficiency & Simplicity:** consolidation of 10 school-oriented routes and five local routes
- **Innovation:** new on-demand service pilots in East Palo Alto and Half Moon Bay





Requests Being Addressed

What we heard	How we've responded
Keep access to Coastside Medical Center	Added deviation back on route 17
Competing priorities and feelings about service on Linden Ave & in Oyster Point in SSF	Split trips on route 130 to continue two trips per hour on Linden Ave and two trips per hour to Oyster Point during high-frequency times
Keep service on Alta Loma Way	Added deviation back on route 121
Route 398 is an important connection for some to downtown SF and to SFO	<ul style="list-style-type: none">• New route EPX will connect Redwood City and SFO; limited trips on this route may serve downtown SF• New route 142 will provide hourly bus connection between San Bruno and SFO
Fast access to Cañada College is important	Adjusted route 275 to provide faster service to Cañada in AM & from Cañada in PM via Woodside Road and I-280
Retain limited service to Cordilleras Center	Added two trips per day to/from Cordilleras on route 295 at slightly different times to allow for schedule efficiency
Maintain fixed route bus service on Pulgas and Fordham in East Palo Alto	Retained limited service on a streamlined version of route 280



Requests Not Addressed at this Time

What we heard	How we've responded
Keep portions west of Cipriani and east of Bridge Parkway on route 260	Non-equity areas and lower ridership route segments; resources being deployed in other areas
Keep route on Cedar and add stop in front of Central Middle on route 295	Proposed alignment reduces travel time & streamlines route; current and future stops are within 5-minute walk of Central Middle
Keep morning service on routes 85 and 87	Non-equity areas and lower ridership routes; resources being deployed in other areas
Add new route 126 to the plan	Duplicates private and Commute.org shuttles; resources not available to add another new route; may be re-evaluated in the future



IMPLEMENTATION AND NEXT STEPS

14



 www.reimaginesamtrans.com  reimagine@samtrans.com  1-800-660-4287



Implement in Phases

Implementation priorities:

- Strategically align changes, avoid gaps in service
- Avoid DNOs, maintain reliability
- Prioritize service improvements in *equity priority areas* and on routes likely to generate new or more frequent ridership



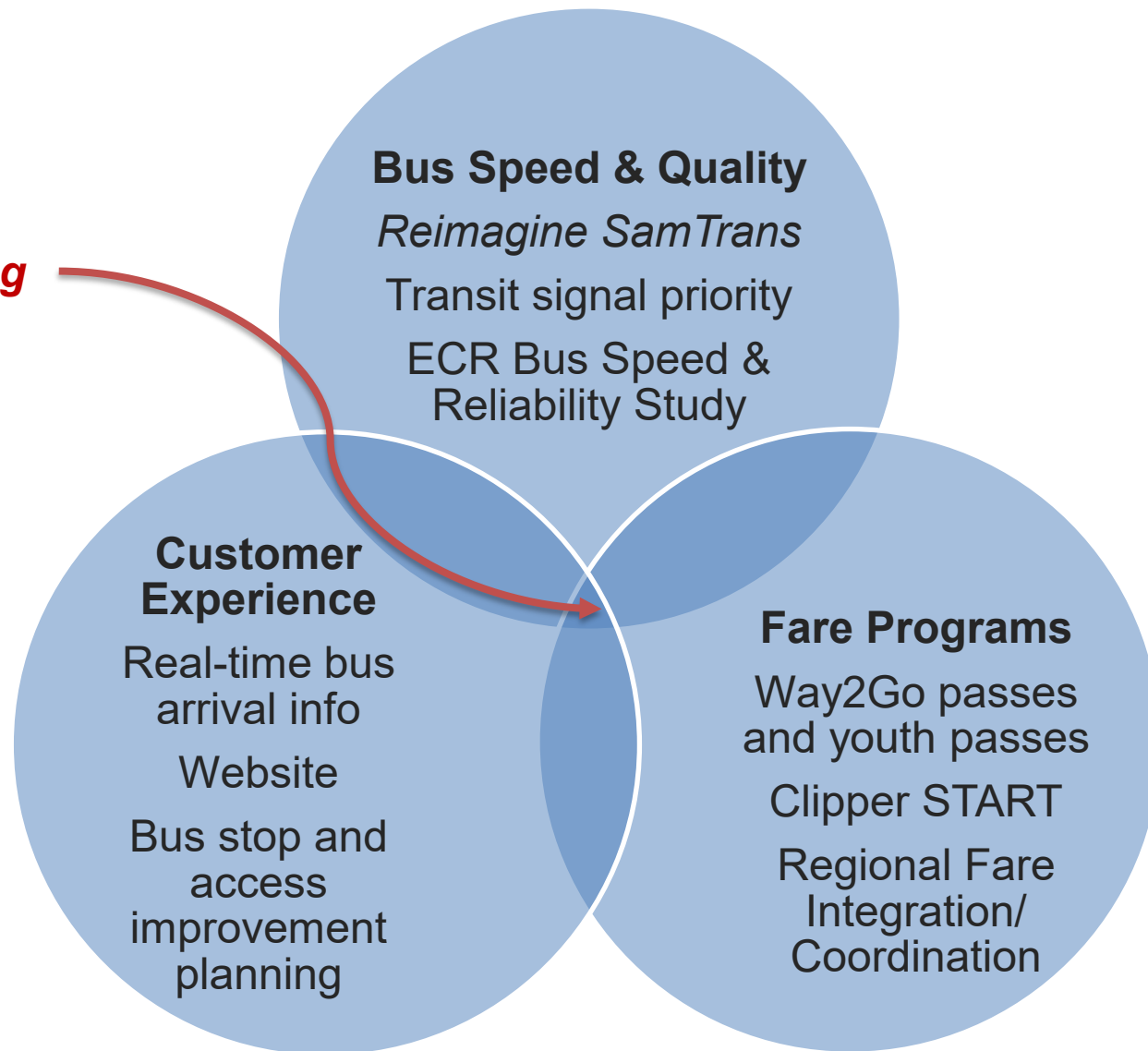
Implement in Phases

- Phase 1: August/November 2022
 - Goal of pre-Covid workforce (310); however, workforce available today is ~10% less than Feb 2020 (290)
 - Implement low-ridership route and segment removals, route consolidations, extension into Oyster Point, school-focused route changes, small number of frequency improvements if possible
 - Launch On-Demand services
- Phase 2 and beyond: Jan 2023/June 2023/Aug 2023
 - Pending ability to staff up to 348+ District operators
 - Implement frequency improvements
 - Reinstate FCX and launch new routes like Route EPX



Looking beyond *Reimagine SamTrans*

**Where the
reimagining
happens**





Next Steps

In March, staff will seek this Board's adoption of:

- Final *Reimagine SamTrans* plan
 - Title VI Report
 - CEQA Determination
- Service Policy Framework



Questions and Discussion

19



 www.reimaginesamtrans.com  reimagine@samtrans.com  1-800-660-4287

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **SAMTRANS DRAFT SERVICE POLICY FRAMEWORK**

ACTION

There is an informational item; no action is required at this time. Any feedback received will be considered for inclusion in the final Service Policy Framework for action at the March 2022 Board meeting.

SIGNIFICANCE

Developed in tandem with the *Reimagine SamTrans* Recommended Network is a Service Policy Framework (SPF) which documents the trade-offs, priorities, and best practices in service design and service planning. These practices are incorporated into the final Recommended Network. The SPF will serve as the guidebook going forward for route monitoring, performance management, service planning, service design and route modification and adjustments, and is a mechanism to operationalize the *Reimagine SamTrans* guiding principles of equity, customer focus, efficiency, and workforce.

The SPF serves as a policy document meant to document SamTrans' policies related to:

- Route Categorization – how we categorize our routes by frequency and hours of service, and prioritize service to equity priority areas in the allocation of service improvements
- Route Design – how we design service to maximize operational efficiencies, ridership, scheduling and transfers, and the experience of our workforce
- Route Scheduling – how we prioritize transfers and measure reliability
- Stop Spacing – how we site and space stops on routes
- Load Percentage – how much crowding we tolerate onboard buses
- School-oriented Service – how we design and work in partnership with school districts to provide service supporting schools

The draft SPF is being presented as an information item to the Board in February, and will be presented for adoption in March. After adoption and once *Reimagine SamTrans* implementation begins in August, staff will apply the Service Policy Framework metrics and components into Board reporting and into the service planning process.

BUDGET IMPACT

There is no budget impact associated with this information update.

BACKGROUND

The Reimagine SamTrans project scope of work included the development of a Service Policy Framework (SPF) which is a policy document that outlines the guiding principles, priorities, best practices, preferences and trade-offs that frame and direct the final Reimagine SamTrans Recommended Network.

The Recommended Network is finalized and will be before the Board for adoption in March, with phased implementation starting in August 2022. The process to develop the network is rooted in robust data analysis, market research, three rounds of public input, and transit planning best practices. It emphasizes more frequent service, reduction of unproductive or elimination of duplicative routes/route segments, and provision of more efficient school-related services.

The SPF operationalizes community and rider priorities for service design, including service frequency and geographic coverage of the route network. The principles and practices outlined in the SPF provide the metrics and tools to consistently evaluate the SamTrans service with an efficiency and equity lens, in the spirit of the Reimagine SamTrans work. It enables the Reimagine SamTrans vision to live long after the project is complete.

There are six sections in the SPF:

- 1) Guiding Principles
- 2) Service Categories
- 3) Route Development Guidelines
- 4) Route Communication Guidelines
- 5) Service Evaluation
- 6) Service Planning

The Board had previously received an update on the draft Service Policy Framework at its December 2020 meeting, and again during the August 2021 Board retreat. Staff have incorporated feedback received at both of those meetings into the final draft document, which can be located here:

[https://www.samtrans.com/Assets/ Planning/TA+Progress+Status+Report/SamTrans+Service+Policy+Framework+DRAFT.pdf](https://www.samtrans.com/Assets/Planning/TA+Progress+Status+Report/SamTrans+Service+Policy+Framework+DRAFT.pdf)

After receiving feedback during the February Board meeting, staff will return with the Final Service Policy Framework for Board adoption in March.

Prepared by: Christy Wegener, Director, Planning
Jonathan Steketee, Manager, Operations Planning

650-508-6278
650-551-6166

Draft Service Policy Framework

SamTrans Board of Directors

February 2, 2022

TODAY'S PRESENTATION

- 1) Overview of the Service Policy Framework
- 2) Components of the Framework
- 3) Next Steps
- 4) Questions and Discussion

Why Adopt a Service Policy Framework (SPF)?

- Sets the values and principles from which we make decisions
- Consistency and Board-approved rationale for how decisions are applied to each route
- Rooted in best practices and reflective of community input received during Reimagine SamTrans
- Implement and operationalize our guiding principles

Components of the SPF

- Guiding Principles
- SamTrans Service Categories
- Route Development Guidelines
- Route Communication
- Service Evaluation
- Service Planning Process

Guiding Principles

- Employ **customer-focused** decision-making
- Design service that can be reasonably delivered by our **workforce**
- Be an **effective** mobility provider
- Provide transportation services that support principles of **social equity**

SamTrans Service Categories

- **Frequent Routes:** Connect people to places that can support higher levels of service.
- **Local Routes:** Connect neighborhoods, downtowns, and major destinations.
- **Community Routes:** Provide service to less densely populated areas and are considered a lifeline to the greater transit network and the community.
- **Express/Limited Stop Routes:** Provides limited-stop service to or from major destinations.
- **School-oriented Routes:** Provides school-oriented service that is open to the public.
- **Owl Routes:** Provides overnight service after regular transit service has ended.
- **Special Routes:** Special routes include all other types of service that are not included in the other categories.

Route Development Guidelines

- Route design (directness, deviations, duplication)
- Route scheduling (travel time, frequency, connections)
- Bus stop placement (stop spacing and citing)
- Load tolerance (tolerance for crowding)
- School-oriented service (bell times and periods served, frequency of service modifications)

Example: Bus Stop Placement

- Proper stop spacing ensures access to SamTrans service, while balancing the travel time for customers
- A minimum $\frac{1}{4}$ mile between stops is recommended for most route types.

Category	Bus Stop Spacing (miles)	Bus Stop Spacing (minutes apart)
Frequent	Up to $\frac{1}{2}$ mile	< 10 minutes
Local	$\frac{1}{4}$ - $\frac{1}{2}$ mile	5-10 minutes
Community	$\frac{1}{4}$ - $\frac{1}{2}$ mile	5-10 minutes
Express/ Limited	$\frac{1}{2}$ mile or more on arterial streets	10+ minutes
School- Oriented	$\frac{1}{4}$ - $\frac{1}{2}$ mile	5-10 minutes
Owl / Lifeline	$\frac{1}{4}$ - $\frac{1}{2}$ mile	5-10 minutes
Special	Varies	Varies

Example: Load Tolerance

Load percentage is based on the total number of seats.

- 100% load would mean all seats are utilized.
- 150% means half a bus of standees

The load percentages will help ensure efficient workforce deployment, and identify when additional resources are needed to address consistently high ridership

Category	Maximum Load
Frequent	150%
Local	150%
Community	150%
Express/ Limited	100%
School- Oriented	150%
Owl	150%
Special	N/A

Example: School-Oriented Service Guidelines

Scheduling and Service Levels:

- Typically, only one start and end bell time is accommodated each day (first period versus zero period).
- Early out or late start days can be accommodated if they are regularly occurring; infrequent or occasional changes in the schedule are not able to be accommodated.
- Service should be focused where local routes are not able to meet the mobility needs for the school and prioritized in equity priority areas.

Route Communication Guidelines

- Clear and simple Information
 - Easy to understand route names and timetables
 - Improving customer facing messaging
- Transparent and Empowering Community Engagement
 - Service changes and decisions should be communicated in language that is easy for the community to understand
 - Consistent with Title VI Program
- Technology and Tools
 - Expand the availability of real-time information
 - Emphasis in equity priority areas

Service Evaluation

- Metrics
 - Boardings per hour/mile/trip, max load, OTP, DNOs, etc.
- Performance targets
 - Calculated and evaluated by route category
 - Benchmarks/goals to be determined once ridership is deemed normalized from the pandemic
- Network targets
 - Miles between roadcalls/accidents, operator absences, etc.)

Service Planning Process

- The Service Policy Framework will provide staff with the ability to effectively monitor, evaluate, and improve existing service based on transparent guidelines and best practices
- Service planning recommendations will be based on the following:
 - Performance monitoring
 - Resource availability and funding opportunities
 - Ability to leverage regional transportation infrastructure or other services
 - Serving equity priority areas

Next Steps

- Receive Board feedback, finalize SPF
- Return in March for approval
- Implement beginning FY23

QUESTIONS?

samTrans



AGENDA

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

WEDNESDAY, FEBRUARY 2, 2022 – 3:00 pm

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of January 5, 2022

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
JANUARY 5, 2022**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 2:53 pm.

Committee Member Carole Groom left the meeting at 2:54 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF DECEMBER 1, 2021

Motion/Second: Medina/Gee

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

Noes: None

Absent: Groom

3. ADOPTION OF 2022 LEGISLATIVE PROGRAM

Casey Fromson, Chief Communications Officer, presented the staff report.

Director Charles Stone said that he anticipated continuing communication from Ms. Fromson's staff to the Board regarding emerging legislative issues.

Motion/Second: Fraser/Stone

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

Noes: None

Absent: Groom

4. STATE AND FEDERAL LEGISLATIVE UPDATE

Ms. Fromson briefly summarized the highlights of recent federal and state legislation. She noted that the Build Back Better Bill continues to be on hold.

Committee Member Groom rejoined the meeting at 3:00 pm.

At the state level, she said that the Governor is scheduled to release his budget on January 10. She said that the state surplus is anticipated to be tens of billions of dollars

and that there is a push to have some of those dollars go towards transportation. She noted that a decision has been made to allow grants to continue to flow to all the agencies and that there may be more legal action in the spring.

5. ADJOURN

The meeting adjourned at 3:01 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: Casey Fromson
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Jessica Epstein, Government and
Community Affairs Manager

650-400-6451

Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 |
T 202.955.3000 | F 202.955.5564 Holland & Knight LLP | www.hklaw.com

SamTrans Federal Transportation Report as of January 14, 2022

CONGRESSIONAL UPDATE

Congress Begins 2022 With Social Spending, Government Funding Talks

- The Senate returned from recess on January 3, and the House returned on January 10.
- In December, Senate Majority Leader Chuck Schumer (D-NY) said that the Senate will consider the Build Back Better Act “very early in the new year so that every Member of this body has the opportunity to make their position known on the Senate floor.”
 - However, Senator Schumer has yet to announce changes to the legislation that would address Senator Joe Manchin (D-WV)’s concerns about the bill’s cost, potential impact on inflation, and expansive social programs such as those for paid family leave. With unified Republican opposition, the Majority Leader still needs the West Virginia Democrat’s support to get the legislation passed by a simple majority vote.
- Congress is also working on the fiscal year (FY) 2022 appropriations bill to avoid a yearlong continuing resolution (CR)--the current CR expires on February 18. The Senate Appropriations and House Appropriations leadership began meeting on January 13 on a possible \$1.4 trillion omnibus appropriations bill. Republicans remain opposed to several controversial policy provisions such as banning federal funding for abortions and funding for environmental justice.
- The Senate is also considering voting rights legislation, that the House has already passed, by attempting to end the filibuster.

ADMINISTRATION NEWS

Secretary Buttigieg Highlights DOT’s Work to Combat Human Trafficking

- Department of Transportation (DOT) Secretary Pete Buttigieg has called upon all transportation stakeholders to join in the fight against human trafficking. Secretary Buttigieg’s call to action follows the release of President Joe Biden’s [National Action Plan \(NAP\) to Combat Human Trafficking](#), a government wide approach that prioritizes combating human trafficking through prevention, protection, prosecution, and partnerships. As part of its commitment to support the NAP, DOT will increase stakeholder engagement, expand training and awareness for transportation employees and

the traveling public, and continue to ensure that states permanently ban drivers convicted of human trafficking from operating a commercial motor vehicle for which a commercial driver's license or a commercial learner's permit is required.

DOT and DOE Launch Joint Effort to Build Out Nationwide Electric Vehicle Charging Network

- On December 14, DOT Secretary Buttigieg and Department of Energy Secretary Jennifer Granholm signed a memorandum of understanding to create a Joint Office of Transportation and Energy to support the deployment of \$7.5 billion from the Infrastructure Investment & Jobs Act (IIJA) to build out a national electric vehicle (EV) charging network.
- The IIJA directs both agencies to collaborate on new programs and initiatives, including the new joint office, that will support the transition of the nation's transportation systems, which currently accounts for 29 percent of all U.S. carbon pollution, to EVs and other zero-carbon technologies.
- Both agencies are tasked with implementing investments in zero-emission vehicle passenger, transit, and heavy-duty vehicles that create cleaner and more affordable transportation options.
- The Joint Office of Energy and Transportation will largely focus on EV charging provisions in the IIJA, including:
 - Supporting the development of guidance and standards for the bill's EV charging programs.
 - Providing technical assistance to state and localities to strategically deploy EV charging infrastructure and provide the data and tools needed to help develop state EV charging plans.

TRANSIT

National Defense Authorization Act Enacted with Transit Provision

- The President signed into law the FY 2022 National Defense Authorization Act (NDAA) on December 27, 2021. The NDAA contained other non-defense related provisions, including one that will help facilitate creative ways to develop new, affordable housing units along transit lines.
- Specifically, the NDAA included H.R. 3680, *The Promoting Affordable Housing Near Transit Act*. This bill was supported by local and national housing organizations and will allow transit entities to transfer real property/unused land to a local government, local governmental authority or non-profit organization for the purposes of building affordable, transit-accessible housing for those who need it most. Additional details on the bill:
 - The asset must remain in public use for a minimum of five years after transfer.

- The overall benefit of the transfer is greater than what the government would receive in selling the asset, while factoring in fair market value.
- At least 40 percent of the housing units must be for tenants with incomes at or below 60 percent of the locality's median income. At least 20 percent of the units must be for tenants with incomes at or below 30 percent of the median income.
- The asset will remain in use for a minimum of 30 years after the date of transfer.

FTA Releases Bipartisan Infrastructure Fact Sheets for Transit Stakeholders

- The Federal Transit Administration (FTA) has posted [fact sheets](#) for the [Bipartisan Infrastructure Law](#).
- The fact sheets include information on annual funding allocations, statutory references, eligible recipients, eligible activities, as well as details on new programs or changes to existing programs.
- The FTA held a webinar on January 7. The agency shared that:
 - FTA will publish its partial year apportionments by the end of January—due to the CR that is funding the federal agencies at current funding (FY 2021) levels. The final apportionments will be released once Congress passes the FY 2022 appropriations bills. FTA will also issue interim guidance on the changes and some of the new programs in the IIJA.
 - FTA will be issuing the IIJA NOFOs on a rolling basis. The first NOFOs will be for the Bus and Bus Facilities and Lo-No grant programs. FTA will announce the FY 2021 awards for Bus and Bus Facilities before issuing the new NOFO.
 - IIJA requires Buy America to be applied to construction materials. The Office of Management and Budget (OMB) will release this spring guidance. FTA will start enforcing it within 180 days of the bill being signed until law which should be mid May.
 - FTA is waiting for Census updates for urbanized area populations and will be requesting comments on its procedures over the next couple of months. FTA will start using this data for FY 2023 awards.

Federal Landscape for 2022

Eve Maldonado O'Toole | Lauri Hettinger

February 2, 2022

Holland & Knight

Congressional Agenda

- Lawmakers have returned to Washington for the second session of the 117th Congress with much left on their to-do list, while facing election-year headwinds
- Both chambers are only in session for 100 days
- Congressional priorities for 2022 include:
 - Federal appropriations, for fiscal years (FY) 2022 and 2023
 - The Build Back Better Act
 - Voting rights and changes to Senate rules
 - Advancing executive and judicial nominations
- Key dates in 2022:
 - Feb. 18: Federal funding under Continuing Resolution (CR) expires
 - March 1: State of the Union address
 - Sept. 30: End of FY 2022
 - Nov. 8: Midterm congressional elections

Infrastructure Investment and Jobs Act (IIJA)

- In November, President Biden signed into law the \$1 trillion bipartisan infrastructure law, enacted as the Infrastructure Investment and Jobs Act (IIJA)

IIJA Area of Investment	Total (5 years)
Roads and bridges	\$110 billion
Energy infrastructure	\$73 billion
Rail services	\$66 billion
Broadband	\$65 billion
Water infrastructure	\$55 billion
Flooding and climate resiliency	\$47 billion
Public transit	\$39 billion
Airports	\$25 billion
Environmental remediation	\$21 billion
Ports	\$17 billion
Electric and low emission vehicles	\$15 billion
Transportation safety	\$11 billion

SamTrans Priorities in IIJA

Program	Funding Level
Local and Regional Project Assistance (RAISE Grants) <ul style="list-style-type: none"> <i>Existing competitive grant program</i> 	\$7.5 billion over 5 years; 70.45% increase over current funding
Bus and Bus Facilities Formula Grants <ul style="list-style-type: none"> <i>Existing formula program</i> 	\$3.161 billion over 5 years; 41.81% increase over FAST Act
Bus and Bus Facilities Competitive Grants <ul style="list-style-type: none"> <i>Existing competitive grant program</i> 	\$1.968 billion over 5 years; 58% increase over FAST Act
Low & No Emission Buses <ul style="list-style-type: none"> <i>Existing competitive grant program</i> 	\$374.6 million authorized over 5 years; Mandatory \$5.25 billion over 5 years; 90% increase over FAST Act
Urbanized Area Formula Grants (Section 5307) <ul style="list-style-type: none"> <i>Existing formula program</i> 	\$33 billion over 5 years; 41% increase over FAST Act

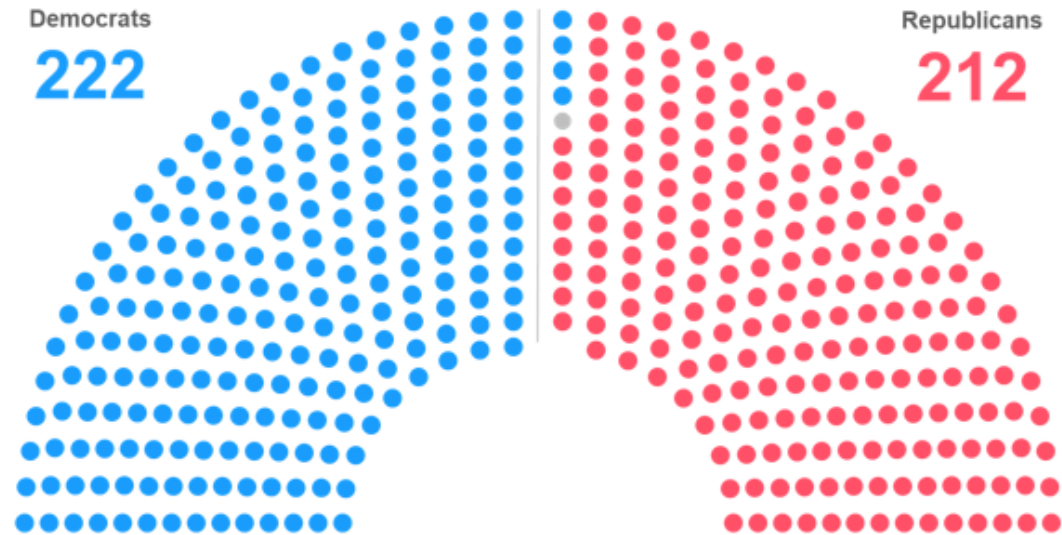
IIJA Implementation

- Federal agencies have been tasked with standing up new or expanding existing programs
- DOT is soliciting stakeholder input (e.g. Requests for Information) on program development
 - FHWA issued RFI on “IIJA Implementation.” (*Rolling*)
- Timing for Notice of Funding Opportunities (NOFO):
 - RAISE: \$1.5 billion available; DOT has already issued NOFO; applications due on April 14
 - Low-No Emission Buses: NOFO out January 31
 - Bus and Bus Facilities Competitive Grants: NOFO out Q1
 - FTA Urbanized Area Formula Grants: NOFO out 1Q, depending on passage of FY22 appropriations

2022 Midterm Congressional Elections

House of Representatives

- All 435 members are up for election
- Republicans need to net five seats to take control
- 37 members are retiring or seeking other offices
 - 26 Democrats
 - 11 Republicans
- 17 states still working on redistricting
- At least five member vs. member matchups due to redistricting



California 2022 Midterm Election Outlook

- California lost a seat in the House due to slow population growth, dropping delegation to 52 representatives
- California currently has 11 Republicans and 44 Democrats in Congress
- California members not seeking re-election:

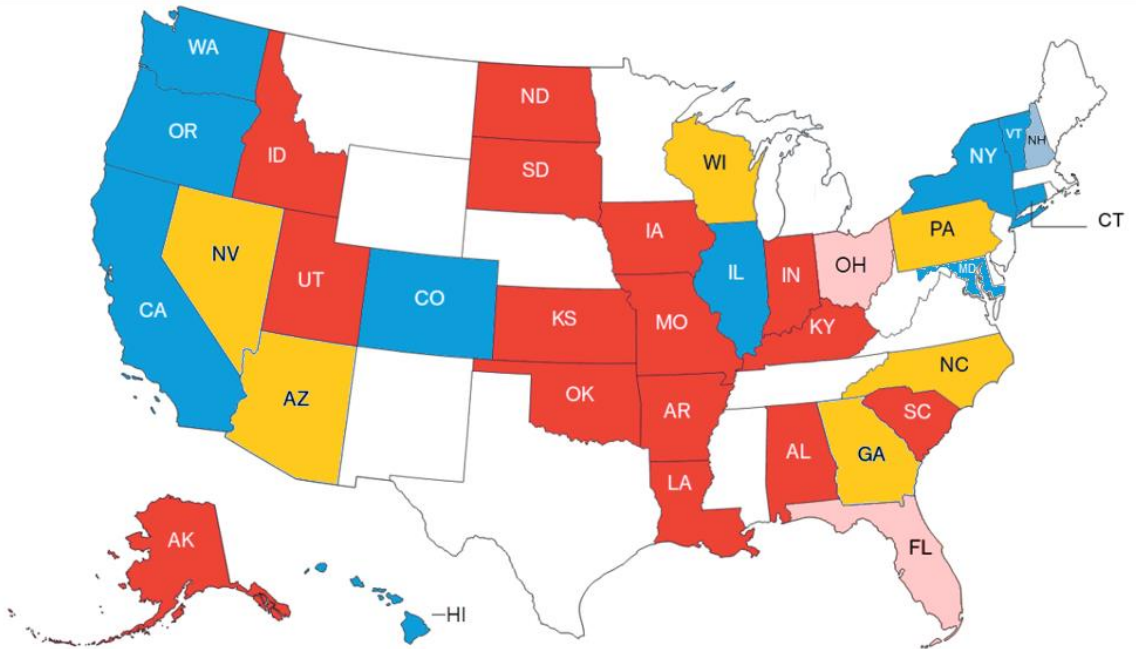
Member	Party & District	First Elected	Reason
Karen Bass	D-CA-37	2010	Running for Los Angeles mayor
Jackie Speier	D-CA-14	2008	Retiring
Alan Lowenthal	D-CA-47	2012	Retiring
Lucille Roybal-Allard	D-CA-40	1992	Retiring

2022 Midterm Congressional Elections

Senate

- 34 seats are up this year
 - 20 Republicans
 - 14 Democrats
- One net gain would give Republicans control
- Six tossups, according to Cook Political Report with Amy Walter
- Five Republicans retiring vs. one Democrat

■ Solid Democratic ■ Lean Democratic ■ Toss Up ■ Lean Republican ■ Solid Republican



Source: Cook Political Report with Amy Walter race ratings as of Nov. 19; no races are rated as “likely” for Republicans or Democrats



January 18, 2021

TO: Board of Directors, San Mateo County Transit District

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

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

General Update

The Legislature returned to Sacramento to begin the second year of the 2021-22 Legislative Session on January 3. As a reminder, the Legislature released the [2022 Tentative Legislative Calendar](#) establishing the deadlines for 2022. February 18 marks the bill introduction deadline for new bills. In late-December, the Assembly announced to its employees it will reinstate its flexible work schedule until February 14, which allows staff to work remotely if necessary.

Governor Releases Budget Proposal

On January 10, Governor Newsom released his proposed Fiscal Year (FY) 2022-23 budget, based on the latest economic forecasts available to the Governor and his Department of Finance. The \$286.4 billion budget proposes to invest significant new state funding to address the Administration's top priorities, including pandemic response & relief, homelessness, transportation infrastructure, combatting climate change, wildfires, emergency response, and drought. The budget includes the following one-time investments in transportation infrastructure:

- Priority Transit and Rail Projects - \$2 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services.
- Southern California Mobility Projects - \$1.25 billion to deliver critical projects in Southern California.
- Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure - \$935 million to deploy 1,000 zero emission short-haul (drayage) trucks and 1,700 zero-emission transit buses and \$1.1 billion for zero-emission trucks, buses, and off-road equipment and fueling infrastructure. For context, this investment would be in addition to the funding approved in the Fiscal Year 2021-22 budget to support the deployment of 1,000 ZEBs. The approved and proposed investment would support the deployment of 2,700 ZEBs over 5 years (out of 10,000 transit buses total). We would expect fleet turnover of about 800 buses/year.
- High Priority Grade Separations and Grade Crossing Improvements - \$500 million to support critical safety improvements throughout the state.
- High-Speed Rail - \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage federal funds.

- Active Transportation - \$750 million to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals.
- Climate Adaptation - \$400 million for state and local climate adaptation projects that support climate resiliency and reduce risks from climate impacts.
- Emerging Opportunities - \$200 million to invest in demonstration and pilot projects in high carbon-emitting sectors, such as maritime, aviation, rail, and other off-road applications, as well as support for vehicle grid integration at scale.

When it comes to the one-time expenditure of funds for transportation infrastructure, the Bay Area's transit/transportation submitted a letter to state leaders calling for a \$10 billion investment in transit and transportation, with \$5 billion going to transit (split between formula funding and competitive grants).

The Budget also reflects that the State Transit Assistance (STA) program will see revenues of approximately \$854 million in FY 2022-23. Intercity and Commuter Rail would receive an estimated \$283 million in FY 2022-23, and Low Carbon Transit Operations Program is expected to provide \$182 million. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$473 million in FY 2022-23.

Beyond these direct investments in public transit and rail, the Governor's budget proposes \$100 million to continue the Clean California Local Grant Program into 2023-24, which provides grants to cities, counties, transit agencies, tribal governments and other government agencies to beautify their communities and remove trash and debris.

Finally, the Governor is proposing \$300 million in one-time General Fund (\$75 million in 2022-23, and \$225 million in 2023-24) for the Affordable Housing and Sustainable Communities program to support land-use, housing, transportation, and land preservation projects for infill and compact development that reduce greenhouse gas emissions. This supplements the existing annual Cap and Trade auction proceeds (20% of annual revenues) available for this program.

PEPRA and 13(c)

On December 20, the United States District Court for the Eastern District of California issued an order granting the State of California's motion to stay implementation of the United States Department of Labor's (USDOL) October 28 determination. USDOL's October 28 determination argues that implementation of California's Public Employees' Pension Reform Act of 2013 precludes certification of federal transit grants under Section 13(c) of the Urban Mass Transportation Act of 1964 for transit agencies subject to its reforms.

Specifically, the Order notes *"[t]he motion for a stay or preliminary injunction is granted. To prevent irreparable injury and preserve the status quo while this court reviews California's claims [in its cross-complaint], the Department of Labor's October 28, 2021 determination is stayed.*

Until further order of this court, the Department is enjoined from failing to process and certify grant applications by California transit agencies as required by the Urban Mass Transportation Act and its implementing regulations or from relying on PEPRA as a basis to deny, withhold, delay, or otherwise limit the certification of such grants under Section 13(c) of UMTA."

This order allows federal transit to continue to flow to California transit agencies until the District Court rules on a cross-complaint previously filed by the State of California, which alleges that USDOL violated the Administrative Procedure Act in promulgating its October 28 determination.

Substantively, this order also outlined next steps in the litigation, establishing a February 11 hearing date on the state's cross-complaint. Parties later coordinated on the establishment of the following schedule for procedural actions leading up to the February 11 hearing:

- January 7: Parties to complete the administrative record
- January 14: State of California to file motion and brief in support of the State's cross-complaint
- January 26: USDOL and ATU to file their cross-motions and briefs in opposition to State's cross-complaint
- February 4: State of California to file reply brief

On January 14, the State of California issued a motion in support of its cross-complaint, which again was aided by document and data collection coordinated by the Association. The motion, which calls for summary judgment argues the following:

- USDOL's interpretation of Section 13(c)(2) is flawed and USDOL's October 28 determination, which relies on arguments previously dismissed by the Court, does not identify any new law or facts that would cause the Court to reconsider its previous rulings in the State's favor.
- USDOL's October 28 determination is arbitrary and capricious, because it relies on incorrect factual and legal assumptions regarding the State of California's role as an employer and the State's purportedly "unilateral" actions in enacting PEPR.
- USDOL's October 28 determination is arbitrary and capricious, because it ignores the reality that transit workers and agencies have been bargaining within and around PEPR since its enactment and fails to consider the financial solvency issues the State sought to address in enacting PEPR.
- USDOL's October 28 determination fails to consider the full scope and impact of its determination.
- USDOL lacks the rulemaking authority and failed to follow its own procedures in promulgating the October 28 determination, in violation of the Administrative Procedure Act.

USDOL and ATU will file briefs in opposition to the State's motion on January 26, and the state will file a reply brief on February 4. These procedural steps lead up to a February 11 hearing on the state's cross-complaint.

Grants for Zero-Emission Buses and Infrastructure

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

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

More details on these grant opportunities are below.

Vehicles:

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

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 expected to be available in late March 2022

Infrastructure:

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

Current Guidelines: Found [here](#)

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

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

Current Guidelines: Found [here](#) (Note: The guidelines are currently in draft form)

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

Vehicles and Infrastructure:

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

Current Guidelines: Found [here](#)

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

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

Current Guidelines: Found [here](#)

Status: Funding 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

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

Additionally, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 final guidelines and [call for projects](#) in late-2021. CalSTA anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. Grant applications are due March 3, 2022, with awards in June 2022.

On September 7, the California Department of Transportation (Caltrans) released final guidelines and application forms for the [Clean California Local Grant Program](#) as part of the nearly \$1.1 billion Clean California Program, which makes a serious investment in beautifying our local communities to create spaces of pride for all Californians. The two-year Clean California Local Grant Program includes approximately \$296 million for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces. The Call for Projects went out on December 1, 2021 and applications are due February 1. Awards are expected March 1.

San Mateo County Transit District State Legislative Matrix 1/19/22

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

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Wicks D</p> <p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/19/22

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 bill is dead. However, the bill sponsors are pursuing another author to carry the bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would require the Department of Transportation to establish a pilot program to authorize a transit operator or operators, in partnership with an eligible transportation agency, to operate part-time transit lanes, defined as designated highway shoulders that support the operation of transit vehicles during specified times. The bill would require the department by January 1, 2024, to develop guidelines for the safe operation of part-time transit lanes, as provided, a training program for transit operators to operate transit buses on the shoulders of highways within the state, and a program to identify transit buses authorized to be used or operated in part-time transit lanes within the state. The bill would require the eligible transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the eligible transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 629 Chiu D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill is dead. For the proposal to continue to move through the Legislature, it would need to be reintroduced as a new bill and require a new author.</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>

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor's office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1047 Daly D</p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/19/22

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

San Mateo County Transit District State Legislative Matrix 1/19/22

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

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1226 McCarty D</p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p>	<p>Watch</p>
<p>AB 1260 Chen R</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>This bill is dead.</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>

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
AB 1626 Nguyen R Motor Vehicle Fuel Tax Law: limitation on adjustment.	Introduced in the Assembly.	Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.	Watch
AB 1638 Kiley R Motor Vehicle Fuel Tax Law: suspension of tax.	Introduced in the Assembly.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.	Watch
AB 1644 Burke D Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021	Introduced in the Assembly.	The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 1/19/22

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

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>SB 18 Skinner D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)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>
<p>SB 45 Portantino D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 542 Limón D</p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>Introduced in the Assembly.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/19/22

<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</p>	<p>Watch</p>
--	---------------------------------	---	--------------

**San Mateo County Transit District
State Legislative Matrix 1/19/22**

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

San Mateo County Transit District State Legislative Matrix 1/19/22

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

San Mateo County Transit District State Legislative Matrix 1/19/22

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

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
SB 840 Skinner D Budget Act of 2022.	Introduced in the Senate.	This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.	Watch
SB 849 Umberg D Surplus land.	Introduced in the Senate.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law exempts from these requirements exempt surplus land, as defined. This bill would make nonsubstantive changes to those provisions.	Watch

San Mateo County Transit District State Legislative Matrix 1/19/22

Bill ID/Topic	Location	Summary	Position
<p>SB 852 Dodd D</p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>Introduced in the Senate.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would authorize a district created pursuant to these provisions to have boundaries that are identical to the boundaries of the participating entities or within the boundaries of the participating entities. The bill would authorize specified local entities to adopt a resolution to provide property tax increment revenues to the district. The bill would also authorize specified local entities to adopt a resolution allocating other tax revenues to the district, subject to certain requirements. The bill would provide for the financing of the activities of the district by, among other things, levying a benefit assessment, special tax, property-related fee, or other service charge or fee consistent with the requirements of the California Constitution. The bill would require each district to prepare an annual expenditure plan and an operating budget and capital improvement budget, which must be adopted by the governing body of the district and subject to review and revision at least annually. By imposing duties on counties in the administration of tax revenues and elections of a climate resilience district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>