



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, JANUARY 5, 2022

2:00 PM

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

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

3. REPORT FROM CLOSED SESSION AT DECEMBER 1 BOARD MEETING

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

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 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

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

6. REPORT OF THE CHAIR

- a. Report of the Chair and Vice Chair Nominating Committee
- b. Election of 2022 Officers

7. REPORT OF THE GENERAL MANAGER/CEO

8. BOARD MEMBER REQUESTS/COMMENTS

9. RECESS TO COMMITTEE MEETINGS

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

- 1. Call to Order

MOTION

- 2. Approval of Minutes of Community Relations Committee Meeting of December 1, 2021

INFORMATIONAL

- 3. Accessible Services Update
- 4. Paratransit Coordinating Council Update
- 5. Citizens Advisory Committee Update
- 6. Quarterly Dashboard Report – July-September 2021
- 7. Monthly Performance Report – November 2021
- 8. Adjourn

**B. 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 October 6, 2021

INFORMATIONAL

3. Pilot Program: Free Fares for Low-income Students
4. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of December 1, 2021
3. Adoption of 2022 Legislative Program

INFORMATIONAL

4. State and Federal Legislative Update
5. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

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

SUBJECT DISCUSSED

- a. SamTrans Youth Unlimited Pilot Pass Update

13. LEGISLATIVE COMMITTEE

MOTION

- a. Adoption of 2022 Legislative Program

SUBJECT DISCUSSED

- b. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

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

17. ADJOURN

INFORMATION FOR THE PUBLIC

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

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

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

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

Public Comment

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.

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Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 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 5th day of January, 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
DECEMBER 1, 2021**

MEMBERS PRESENT: M. Fraser, J. Gee, R. Guilbault, R. Medina, D. Pine (joined at
(Via Teleconference) 3:30 pm), J. Powell, P. Ratto (Vice Chair), C. Stone (Chair)

MEMBERS ABSENT: C. Groom

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 requested that Director Rico Medina lead the Pledge of Allegiance.

2. ROLL CALL

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

3. REPORT FROM CLOSED SESSION AT NOVEMBER 3 BOARD MEETING

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

b. 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. 2021-54

b. Approval of Minutes of the Board of Directors Meeting of November 3, 2021

c. Acceptance of Statement of Revenues and Expenses for the Period Ending October 31, 2021

d. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter FY 2022

e. Acceptance of Quarterly Fuel Hedge Update

f. Continuation of the Safe Harbor Transit Ticket Program

g. Award of Contract to Provide Financial Audit Services – Approved by Resolution No. 2021-55

h. Award of Contract with Hobbs Investments, Inc. dba Am-Tran to Provide Mail Courier Services – Approved by Resolution No. 2021-56

i. Award of Contract to Furnish and Service Shop Supplies – Approved by Resolution No. 2021-57

Chair Stone requested that staff provide more information about Item #4f for those unfamiliar with the Safe Harbor Program. Carter Mau, General Manager/CEO, provided a brief summary on the purpose of the program.

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Groom, Pine

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Kyla Valenti advocated for preserving Route 295 service to the Cordilleras Center.

6. REPORT OF THE CHAIR

a. 2022 Chair and Vice Chair Nominating Committee

Chair Stone noted that he and Directors Groom, Guilbault, and Powell were assigned to the Nominating Committee and that they would submit their recommendations for 2022 Chair and Vice Chair at the January 5 Board meeting.

He said he was supportive of the recommendations from the Reimagine SamTrans team that were presented at the November 3 Board meeting.

7. REPORT OF THE GENERAL MANAGER/CEO

Mr. Mau noted that his report was in the packet. He said that over 90 percent of employees were fully vaccinated and that testing protocols were in place for unvaccinated employees. He said that Director Jeff Gee had previously requested information about where bus operators and other employees live. Nate Kramer, Executive Officer, Civil Rights, Employee Relations/Labor Relations, and Human Resources, shared a visual analysis and heat map showing where employees live, their retention rate, and how far they live from the workplace.

Mr. Mau said that SamTrans had started a Business Intelligence Unit to analyze data used for making District business decisions. He commended the hard work of all employees. He noted that the Holiday Bus would be returning to service and the Holiday Train would be coming on December 4 and 5.

Director Gee thanked Mr. Mau and Mr. Kramer for their data-gathering efforts.

Director Josh Powell said he was supportive of the effort to perform business analytics.

Vice Chair Peter Ratto said he was pleased to see that the bulk of bus operators live in San Mateo County.

Director Rose Guilbault noted her participation in the Autonomous Vehicles Workshop on November 17. She asked about employees who were not vaccinated. Mr. Mau said that unvaccinated employees are required to undergo regular testing and may be subject to disciplinary action if they do not comply.

Director Marina Fraser said she was pleased about the Business Intelligence Unit.

Director Rico Medina said he was impressed with the operators' efforts to do their jobs with the added responsibility to comply with COVID regulations.

Chair Stone noted that the employee living data does not indicate factors such as housing and household income levels.

Public Comment:

Roland said he supported the Business Intelligence Unit and looked forward to reviewing a report that shows how the data is driving business decisions.

Adina Levin, Friends of Caltrain and TEAMC Transit Justice Coalition, thanked the District for operating successfully in a pandemic environment. She requested the Board's support for housing equity and a regional all-agency transit fare pass for SamTrans users and employees.

8. BOARD MEMBER REQUESTS/COMMENTS

There were no requests.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:41 pm.

10. RECONVENE BOARD OF DIRECTORS MEETING

Chair Stone reconvened the Board meeting at 3:20 pm.

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault led the Board in voting on the following item:

MOTION:

- a. Motion to Make Appointments to the Measure W Citizens Oversight Committee

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: Groom, Pine

Director Guilbault reported on the following items:

SUBJECTS DISCUSSED:

- b. Accessible Services Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Mobility Management Report – ADA Paratransit Services
- f. Monthly Performance Report – October 2021

12. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Marina Fraser reported on the following items:

SUBJECTS DISCUSSED:

- a. State and Federal Legislative Update
- b. 2022 Draft Legislative Program

13. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

14. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Stone announced the time and location of the next meeting as Wednesday, January 5, 2022 at 2:00 pm, via Zoom.

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

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

Chair Stone noted that December 1 was the 66th anniversary of Rosa Parks refusing to give up her seat on the bus and adjourned the meeting in her honor.

The Board recessed to closed session at 3:26 pm.

Director Dave Pine joined the meeting at 3:30 pm.

16. ADJOURN

The meeting adjourned at 4:14 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
NOVEMBER 30, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of November 30, 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 November 30, 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 November year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$15.5 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 November year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$7.0 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 Motor Bus segment (page 1, line 23) and 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 November 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
NOVEMBER 2021**

% OF YEAR ELAPSED: 41.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	1,755,138	3,652,303	1,897,165	108.1%	8,183,000	8,183,000	-
2 Local TDA and STA Funds	17,477,267	17,708,305	231,038	1.3%	42,499,928	42,499,928	-
3 Pass through to Other Agencies	142,391	248,905	106,514	74.8%	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	250,135	598,498	348,364	139.3%	4,392,998	4,392,998	-
7 SMCTA Measure A	4,443,560	1,577,335	(2,866,225)	(64.5%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	316,952	162,370	(154,582)	(48.8%)	315,900	315,900	-
9 Subtotal - Operating Revenues	66,493,801	39,581,078	(26,912,723)	(40.5%)	75,812,631	75,812,631	-
Other Revenue Sources							
11 District Sales Tax	33,812,581	42,258,331	8,445,750	25.0%	96,490,000	96,490,000	-
12 Measure W Sales Tax	16,709,912	21,078,120	4,368,208	26.1%	48,245,000	48,245,000	-
13 Investment Income	1,557,420	953,575	(603,845)	(38.8%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	3,713,488	2,249,650	(1,463,838)	(39.4%)	5,845,069	5,845,069	-
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	10,337,275	11,028,774	691,499	6.7%	33,829,222	33,829,222	-
16							
17 Subtotal - Other Revenues	66,130,677	77,568,451	11,437,774	17.3%	187,249,291	187,249,291	-
18 Total Revenues	132,624,478	117,149,529	(15,474,948)	(11.7%)	263,061,922	263,061,922	-
19 Total Sources of Funds	132,624,478	117,149,529	(15,474,948)	(11.7%)	263,061,922	263,061,922	-
USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	10,337,275	11,028,774	691,499	6.7%	33,829,222	33,829,222	-
23 Motor Bus	55,569,146	57,036,902	1,467,756	2.6%	144,208,978	144,208,978	-
24 A. D. A. Programs	6,408,125	7,309,447	901,322	14.1%	17,877,833	17,877,833	-
25 Caltrain	3,698,703	-	(3,698,703)	(100.0%)	-	-	-
26 Other Multi-modal Programs	896,659	666,752	(229,907)	(25.6%)	2,780,281	2,780,281	-
27 Pass through to Other Agencies	142,391	248,905	106,514	74.8%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 Total Operating Expense	77,052,298	76,290,780	(761,518)	(1.0%)	199,389,100	199,389,100	-
30							
31 Total Operating Surplus / (Deficit)	55,572,179	40,858,749	(14,713,430)	(26.5%)	63,672,822	63,672,822	-
32							
33 District Sales Tax Capital	2,330,908	1,517,585	(813,323)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	416,667	2,837,800	2,421,134	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	7,607,110	-	(7,607,110)	(100.0%)	-	-	-
36 Sales Tax Allocation - Capital Program	10,354,685	4,355,386	(5,999,299)	(57.9%)	10,452,926	10,452,926	-
37							
38 Total Debt Service	3,694,492	3,505,284	(189,208)	(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	91,101,475	84,151,450	(6,950,025)	(7.6%)	263,061,922	263,061,922	-
45							
46 NET SURPLUS / (DEFICIT)	41,523,003	32,998,080	(8,524,923)	(20.5%)	-	-	-

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

% OF YEAR ELAPSED: 41.7%

<u>REVENUE</u>	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	1,697,778	3,469,726	1,771,947	104.4%	7,753,000	7,753,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	15,009,103	14,364,105	(644,998)	(4.3%)	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	1,475,057	2,323,325	848,268	57.5%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	71,177	76,434	5,256	7.4%	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	33,202,579	34,779,283	1,576,704	4.7%	89,551,669	89,551,669	-
10							
11 INVESTMENT INTEREST INCOME	1,266,436	780,844	(485,592)	(38.3%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	612,042	463,494	(148,549)	(24.3%)	1,684,688	1,684,688	-
15 Advertising Income	56,854	40,884	(15,970)	(28.1%)	745,500	745,500	-
16 Other Income	2,178,119	738,808	(1,439,312)	(66.1%)	140,406	140,406	-
17 TOTAL OTHER REVENUES	2,847,016	1,243,186	(1,603,830)	(56.3%)	2,570,594	2,570,594	-
18							
19 TOTAL MOTOR BUS	55,569,146	57,036,902	1,467,756	2.6%	144,208,978	144,208,978	-
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	57,359	182,577	125,218	218.3%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	794,840	756,005	(38,835)	(4.9%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	198,268	264,870	66,603	33.6%	635,687	635,687	-
25 Operating Grants	178,958	522,065	343,107	191.7%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	3,047,976	3,225,867	177,891	5.8%	6,913,022	6,913,022	-
27 Interest Income - Paratransit Fund	290,983	172,730	(118,253)	(40.6%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	1,361,333	1,577,335	216,002	15.9%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	478,408	607,997	129,589	27.1%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	6,408,125	7,309,447	901,322	14.1%	17,877,833	17,877,833	-
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	3,082,227	-	(3,082,227)	(100.0%)	-	-	-
36 Other Sources - Caltrain	616,476	-	(616,476)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	316,952	162,370	(154,582)	(48.8%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	412,616	517,025	104,409	25.3%	1,762,500	1,762,500	-
39 Dumbarton Rental Income	204,551	225,720	21,169	10.3%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	(37,460)	(238,363)	(200,903)	(536.3%)	539,906	539,906	-
41							
42 TOTAL MULTIMODAL	4,595,362	666,752	(3,928,610)	(85.5%)	2,780,281	2,780,281	-
43							
44 TOTAL REVENUES	66,572,632	65,013,101	(1,559,532)	(2.3%)	164,867,092	164,867,092	-

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

% OF YEAR ELAPSED: 41.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	31,953,593	30,981,160	(972,433)	(3.0%)	73,999,160	73,999,160	-
2							
3 Services:							
4 Board of Directors	47,427	62,882	15,455	32.6%	118,733	118,733	-
5 Contracted Vehicle Maintenance	480,874	348,329	(132,545)	(27.6%)	1,364,178	1,364,178	-
6 Property Maintenance	519,030	601,461	82,432	15.9%	1,757,000	1,757,000	-
7 Professional Services	1,132,485	1,933,516	801,031	70.7%	5,998,730	5,998,730	-
8 Technical Services	3,292,376	2,777,272	(515,104)	(15.6%)	10,545,017	10,545,017	-
9 Other Services	1,294,044	1,152,138	(141,906)	(11.0%)	4,341,939	4,341,939	-
10 Materials & Supply:							
11 Fuel and Lubricants	716,834	1,201,422	484,589	67.6%	3,526,864	3,526,864	-
12 Bus Parts and Materials	817,543	742,748	(74,795)	(9.1%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	117,278	143,261	25,983	22.2%	1,093,563	1,093,563	-
14 Timetables and Tickets	-	31,860	31,860	100.0%	224,134	224,134	-
15 Office Supplies / Printing	106,449	68,213	(38,237)	(35.9%)	405,194	405,194	-
16 Other Materials and Supply	74,723	43,580	(31,144)	(41.7%)	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	219,908	192,085	(27,822)	(12.7%)	669,200	669,200	-
20 Other Utilities	449,369	450,238	869	0.2%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,638,045	436,089	19.8%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	36,080	464,139	428,058	1,186.4%	600,000	600,000	-
23 Workers' Compensation	1,182,033	1,867,679	685,646	58.0%	3,756,275	3,756,275	-
24 Taxes and License Fees	241,118	372,319	131,201	54.4%	967,142	967,142	-
25 Leases and Rentals	29,860	23,281	(6,579)	(22.0%)	81,900	81,900	-
26 Promotional and Legal Advertising	41,548	75,916	34,368	82.7%	1,252,443	1,252,443	-
27 Training and Business Travel	111,205	53,645	(57,560)	(51.8%)	675,125	675,125	-
28 Dues and Membership	49,550	78,311	28,761	58.0%	188,467	188,467	-
29 Postage and Other	57,518	51,722	(5,795)	(10.1%)	217,442	217,442	-
30							
31 Total District Operated Buses	45,172,802	46,355,222	1,182,420	2.6%	118,684,861	118,684,861	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	8,193,373	8,199,400	6,028	0.1%	21,123,100	21,123,100	-
35 Coastside Services	647,302	687,802	40,500	6.3%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	87,146	78,076	(9,070)	(10.4%)	229,300	229,300	-
37 La Honda - Pescadero	-	-	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	13,791	61,320	47,530	344.6%	72,000	72,000	-
39 CUB Related Wages & Benefits	150,221	158,166	7,945	5.3%	505,717	505,717	-
40 CUB Related Other Support	38,648	33,828	(4,820)	(12.5%)	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	364,271	207,483	(156,788)	(43.0%)	200,000	200,000	-
43 Total Contracted Bus Service	10,396,344	10,681,680	285,336	2.7%	25,524,117	25,524,117	-
44							
45 TOTAL MOTOR BUS	55,569,146	57,036,902	1,467,756	2.6%	144,208,978	144,208,978	-

OPERATING EXPENSES
FISCAL YEAR 2022
NOVEMBER 2021

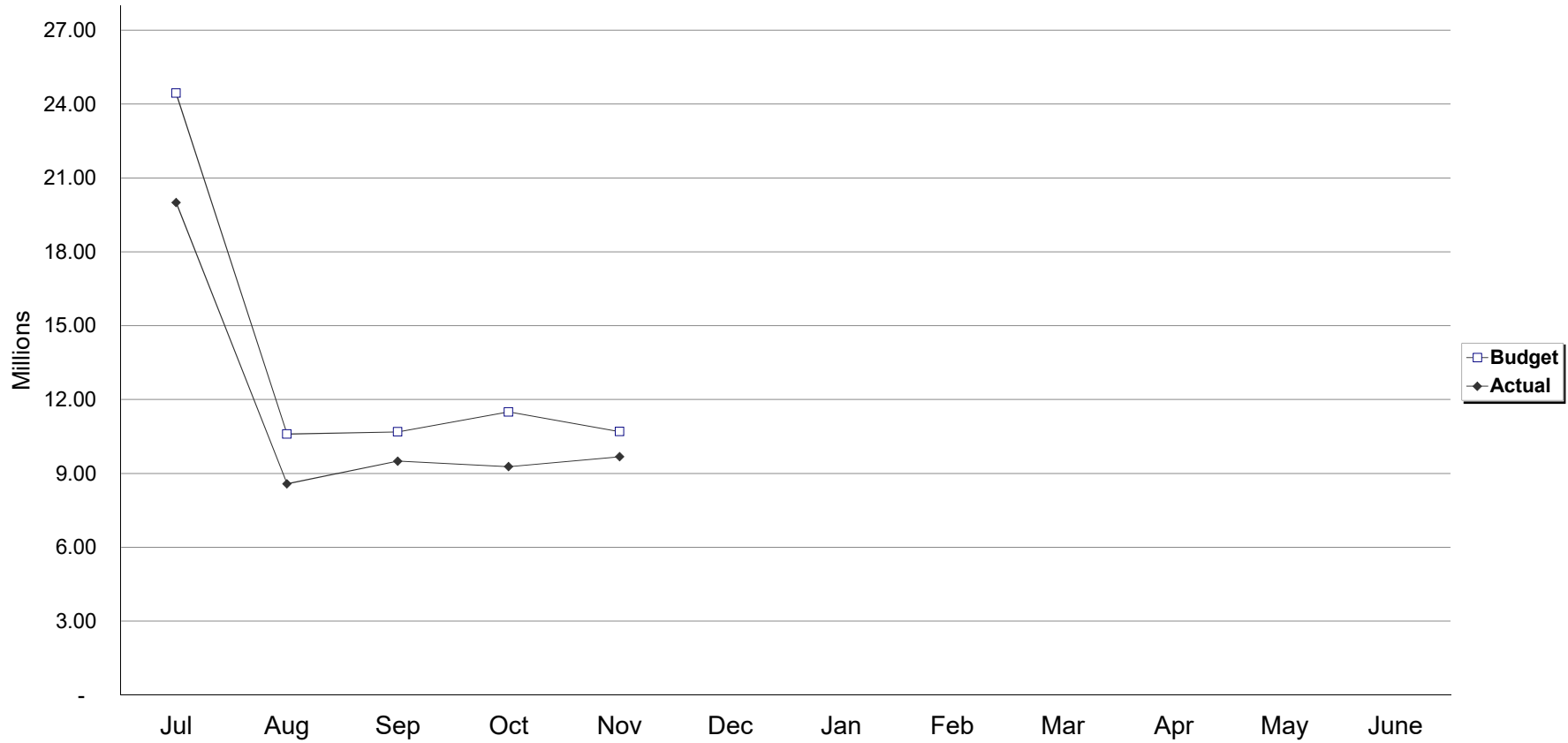
% OF YEAR ELAPSED: 41.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	2,818,016	3,178,157	360,141	12.8%	7,675,510	7,675,510	-
49 ADA Sedans / Taxi Service	777,117	955,740	178,623	23.0%	2,212,350	2,212,350	-
50 Coastside ADA	475,532	518,140	42,609	9.0%	1,500,000	1,500,000	-
51 ADA Related Wages & Benefits	1,161,201	976,498	(184,703)	(15.9%)	2,768,826	2,768,826	-
52 ADA Related Other Support	448,649	624,385	175,736	39.2%	2,332,603	2,332,603	-
53 ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	(16,234)	-	16,234	100.0%	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	6,408,125	7,309,447	901,322	14.1%	17,877,833	17,877,833	-
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 CALTRAIN SERVICE							
62 Peninsula Rail Service	3,698,703	-	(3,698,703)	(100.0%)	-	-	-
63 Total Caltrain Service	3,698,703	-	(3,698,703)	(100.0%)	-	-	-
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	797,098	614,381	(182,717)	(22.9%)	2,331,500	2,331,500	-
67 Shuttle Related Wages & Benefits	33,461	28,817	(4,644)	(13.9%)	91,806	91,806	-
68 Dumbarton M.O.W.	1,900	-	(1,900)	(100.0%)	161,975	161,975	-
69 Maintenance Multimodal Facilities	64,200	23,554	(40,646)	(63.3%)	195,000	195,000	-
70 Total Other Support	896,659	666,752	(229,907)	(25.6%)	2,780,281	2,780,281	-
71							
72							
73 TOTAL MULTI-MODAL PROGRAMS	4,595,362	666,752	(3,928,610)	(85.5%)	2,780,281	2,780,281	-
74							
75							
76 TOTAL OPERATING EXPENSES	66,572,632	65,013,101	(1,559,531)	(2.3%)	164,867,092	164,867,092	-

SAN MATEO COUNTY TRANSIT DISTRICT

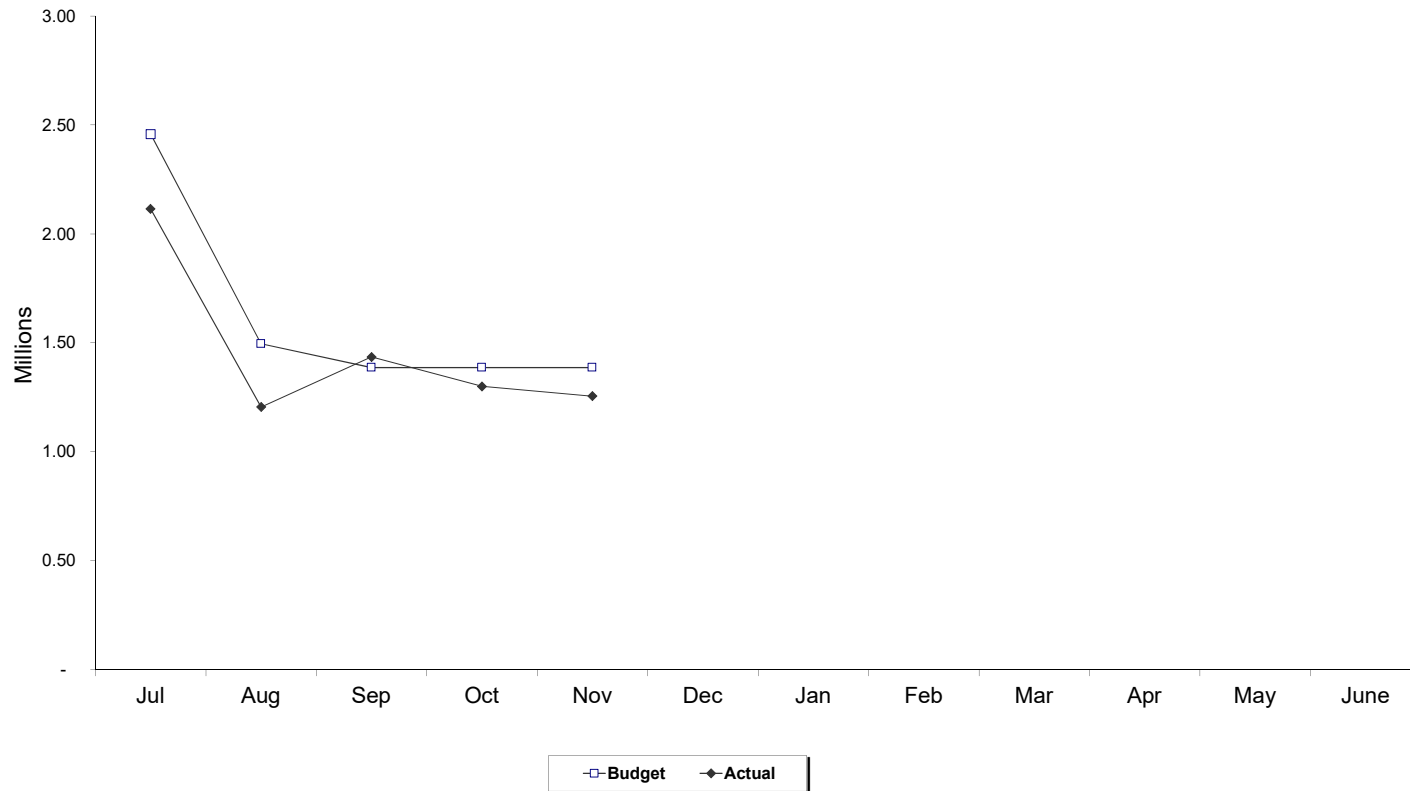
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

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							
Actual	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641							
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771							
Actual	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902							
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869							
Variance %	18.2%	18.4%	16.7%	17.2%	16.0%							

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

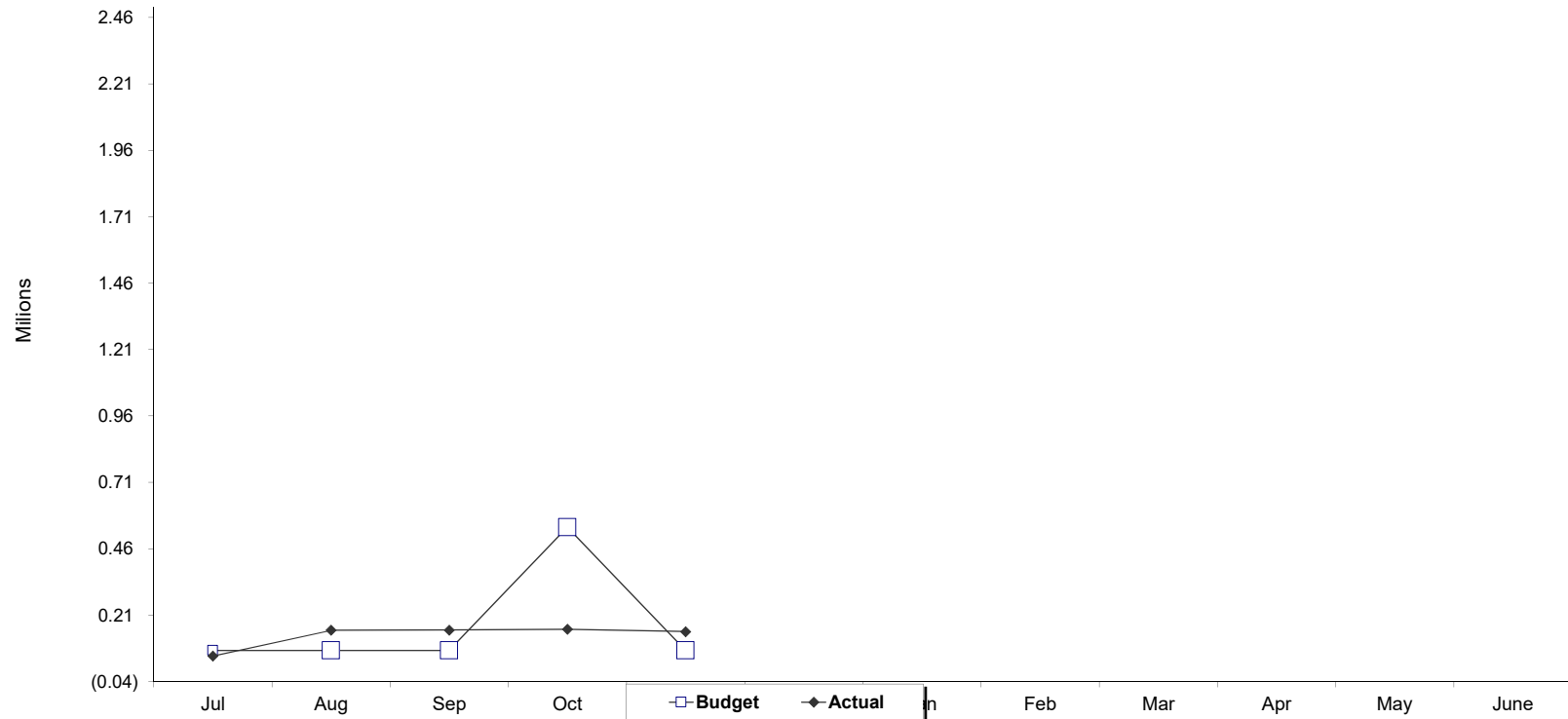


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995							
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826							
CUMULATIVE EXPENSES												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135				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

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							
Actual	56,004	152,622	153,378	156,901	147,846							
CUMULATIVE EXPENSES												
Budget	77,345	154,690	232,035	772,980	850,325							
Actual	56,004	208,626	362,004	518,905	666,752							
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573							
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%							

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2021**

11/30/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	101,144,629.64
Bank of America Checking (Restricted)	10,197,961.41
Wells Fargo	0.00
LAIF	74,999,885.93

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	185,993,444.83
MMF - US Bank Custodian Account	8,857,604.69

Debt Service Reserves Held By Trustee 9,596,788.45

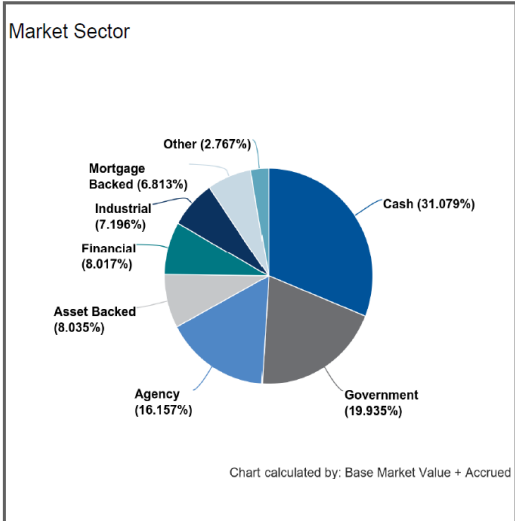
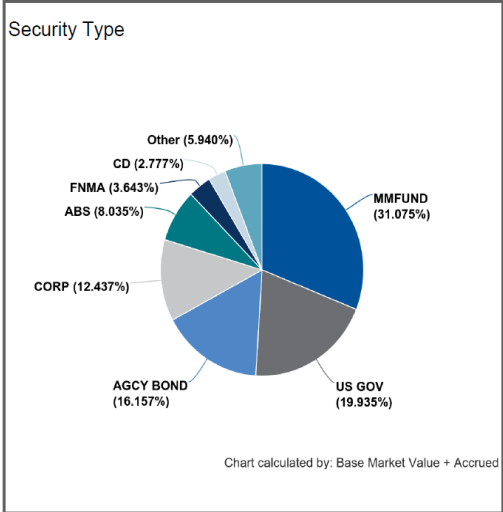
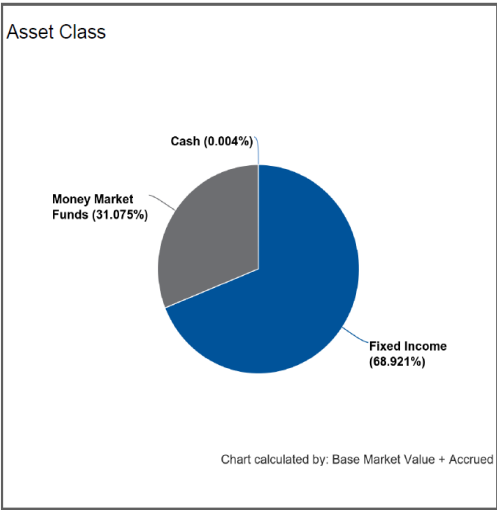
TOTAL 390,790,314.95

* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	10,000.00
MMFund (incl LAIF)	83,857,490.62
Fixed Income	185,983,444.83
Duration	2.011
Convexity	-0.041
WAL	1.537
Years to Final Maturity	2.260
Years to Effective Maturity	1.537
Yield	0.717
Book Yield	0.761
Avg Credit Rating	AA-/Aa3/AA-

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	10,000.00
MMFund (incl LAIF)	83,857,490.62
Fixed Income	185,983,444.83
Duration	2.011
Convexity	-0.041
WAL	1.537
Years to Final Maturity	2.260
Years to Effective Maturity	1.537
Yield	0.717
Book Yield	0.761
Avg Credit Rating	AA-/Aa3/AA-

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



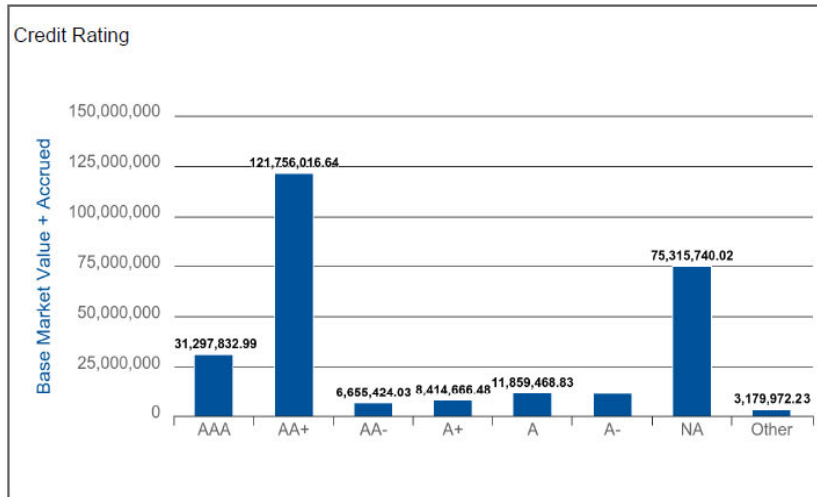


Risk Summary

11/01/2021 - 11/30/2021

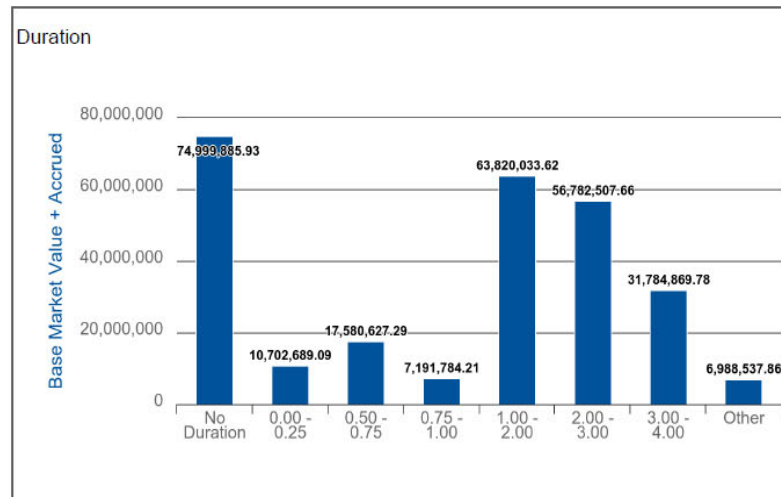
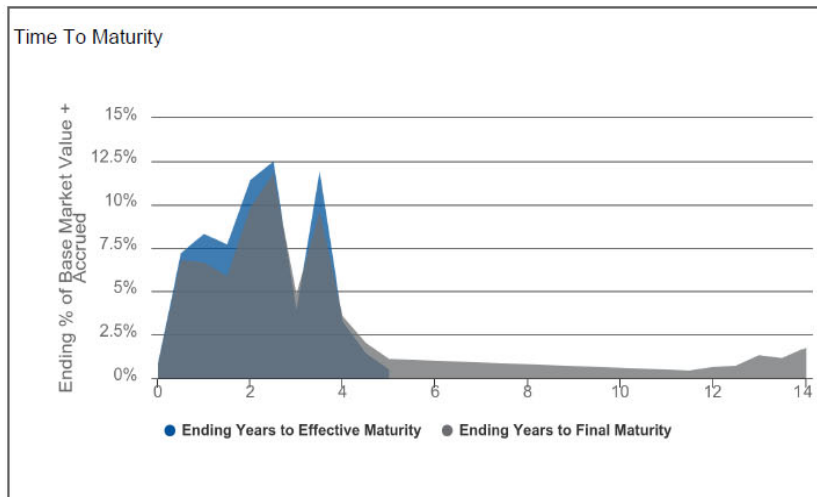
SAM Transit District Agg (136232)

Dated: 12/03/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.755%	2.285%	3.558%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	6.279%	18.966%	11.692%	10.105%	0.803%	0.000%	0.000%	0.000%	0.000%
A	1.944%	2.282%	4.873%	1.673%	0.955%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.920%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.117%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

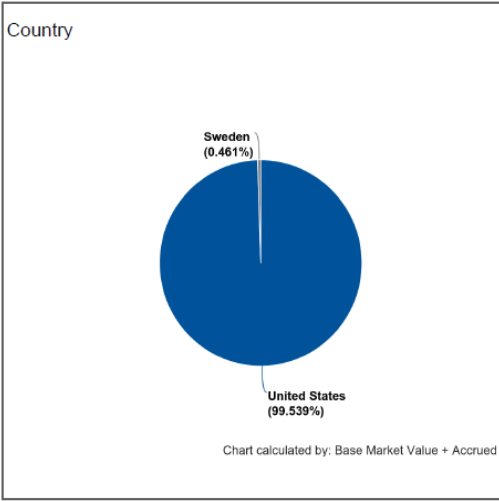
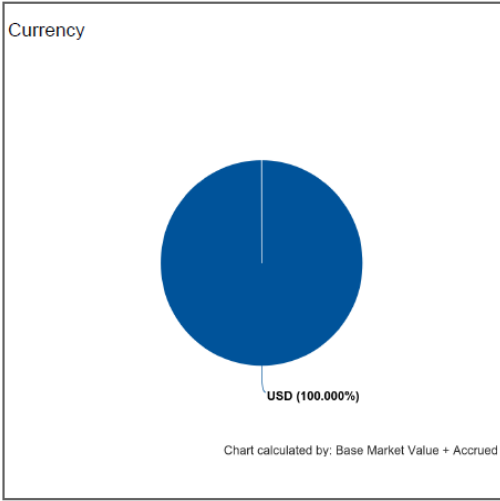
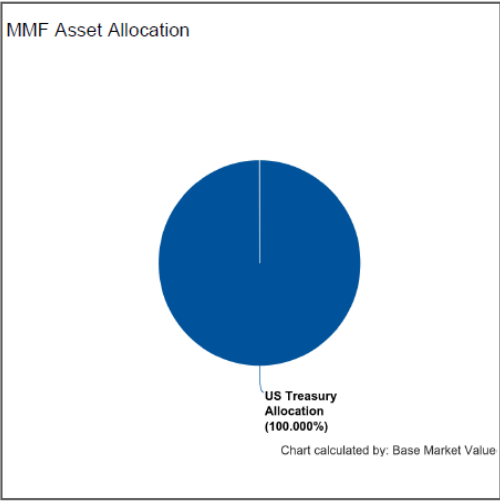
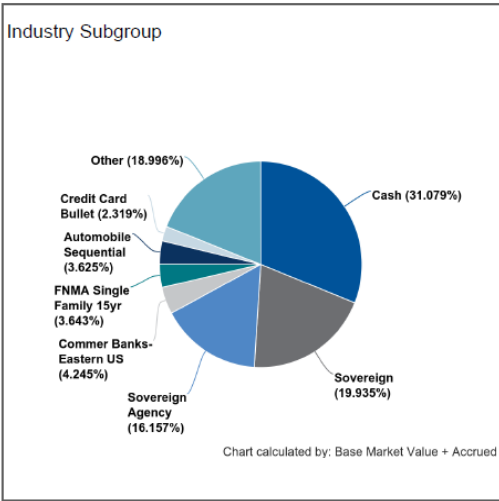
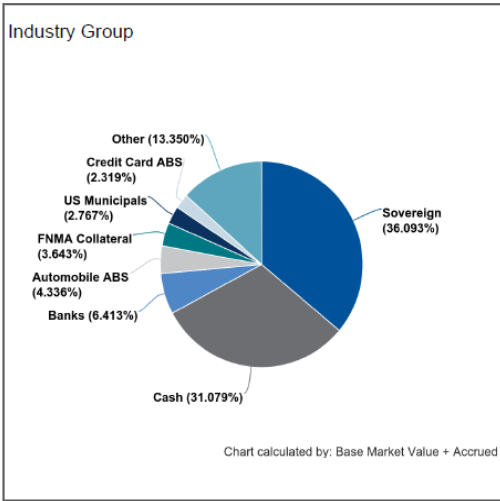
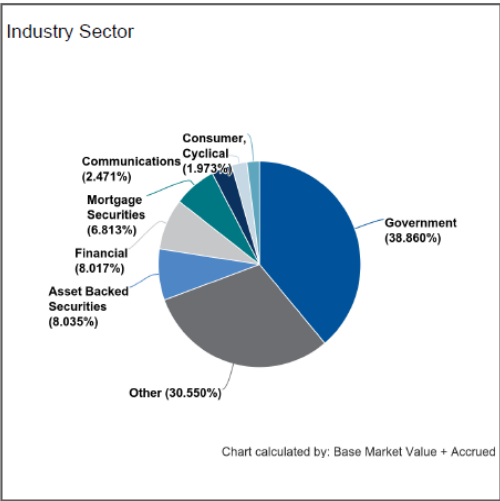


Risk Summary

11/01/2021 - 11/30/2021

SAM Transit District Agg (136232)

Dated: 12/03/2021



Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 11/30/2021
 Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	---	11/30/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND			8,441,313.06			8,441,313.06	0.00	8,441,313.06	8,441,313.06

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

CLEARWATER

ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 11/30/2021
 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	368,490.53	368,513.35
ABS	09661RAD3	BMWOT 2020-A A3	311,321.85	07/15/2020	10/25/2024	311,298.34	24.91	311,342.22	311,367.13
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,676,066.52	1,677,335.49
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,458,071.72	1,458,432.27
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	0.00	1,145,000.00	1,145,000.00
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	458,704.65	458,862.07
ABS	14313FAD1	CARMX 2018-3 A3	56,020.71	07/25/2018	06/15/2023	56,013.08	77.93	56,245.86	56,323.80
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	450,581.84	450,705.84
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	423,623.98	423,718.42
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	253,612.09	253,650.63
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	876,847.01	877,076.44
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	382,651.44	382,760.52
ABS	36255JAD6	GMCAR 2018-3 A3	39,399.24	07/18/2018	05/16/2023	39,390.05	49.58	39,524.86	39,574.44
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	38.25	300,300.42	300,338.67
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	699,686.05	699,817.30
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	399,358.70	399,422.04
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	408,244.87	408,286.21
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	605,655.16	605,777.16
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	78.71	459,943.19	460,021.90
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,246,090.55	1,246,301.66
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	333,105.50	333,162.08
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	102.16	353,784.87	353,887.03
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,040.82	250,097.49
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	352,333.95	352,431.77
ABS	65479CAD0	NAROT 2020-B A3	378,375.15	06/30/2020	07/15/2024	378,364.78	92.49	378,764.70	378,857.19
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,443,286.60	1,443,500.00
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	939,698.83	939,882.65
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	333,063.70	333,114.88
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,028,540.67	1,028,688.59
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	479,834.61	480,103.12
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	352.80	558,217.45	558,570.25
ABS			18,520,116.95			18,517,473.50	4,867.02	18,470,713.36	18,475,580.38

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	652.78	985,298.00	985,950.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	498.44	536,816.50	537,314.94
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	12,013.89	10,006,580.00	10,018,593.89
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	989,365.00	990,042.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,277.78	982,138.00	984,415.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,300.00	1,269,980.40	1,271,280.40
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	400.00	1,174,780.80	1,175,180.80
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	31.94	1,143,328.85	1,143,360.79
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	9,187.50	902,560.50	911,748.00
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	257.29	950,153.90	950,411.19
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	1,076.39	997,755.00	998,831.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,166.67	1,565,096.00	1,567,262.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,684.03	2,490,805.00	2,492,489.03
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	634.03	1,095,476.80	1,096,110.83
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	864.58	1,493,832.00	1,494,696.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	920.83	1,268,410.00	1,269,330.83
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	187.50	1,191,308.40	1,191,495.90
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	225.69	1,292,928.00	1,293,153.69
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	9,833.33	7,949,968.00	7,959,801.33
AGCY BOND			38,550,000.00			38,514,590.87	44,889.76	38,286,581.15	38,331,470.91

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Cash	10,000.00	---	11/30/2021	10,000.00	0.00	10,000.00	10,000.00
CASH			10,000.00			10,000.00	0.00	10,000.00	10,000.00

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	16,980.00	907,998.30	924,978.30
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	4,975.67	1,201,922.40	1,206,898.07
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	9,797.67	965,185.75	974,983.42
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	4,735.49	960,551.65	965,287.14
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	4,761.08	960,621.95	965,383.03
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	2,555.00	902,154.60	904,709.60
CD			5,850,000.00			5,850,000.00	43,804.90	5,898,434.65	5,942,239.55

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	85.00	945,257.40	945,342.40
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	312.31	1,300,500.81	1,300,813.12
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	928,975.50	938,215.50
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	997,749.00	998,374.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	997,749.00	998,374.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	437.50	698,424.30	698,861.80
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	930,918.60	938,418.60
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	738.02	322,115.30	322,853.32
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	3,217.01	837,448.90	840,665.91
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	10,333.33	868,084.80	878,418.13
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	6,529.05	1,092,309.90	1,098,838.95
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	422.93	395,934.40	396,357.33
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	809.38	385,266.00	386,075.38
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	1,079.17	513,688.00	514,767.17
CORP	06406RAX5	BANK OF NEW YORK MELLON CORP	1,250,000.00	10/25/2021	10/25/2024	1,249,187.50	1,062.50	1,242,650.00	1,243,712.50
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	5,385.39	511,295.89	516,681.28
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	1,885.00	726,101.28	727,986.28
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	216.56	224,387.10	224,603.66
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	907,462.80	908,239.80
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	8,446.88	901,648.55	910,095.43
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	4,803.13	451,007.10	455,810.23
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,193.33	175,543.90	177,737.23
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	682.03	479,346.84	480,028.87
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,202.43	964,005.85	968,208.28
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	922,554.90	927,854.78
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	955,469.70	969,233.45
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	6,630.00	486,309.60	492,939.60
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	3,381.05	932,144.40	935,525.45
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	1,737.13	327,853.50	329,590.63
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	2,389.60	573,771.38	576,160.98
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	946,618.20	957,818.20
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	2,315.63	327,014.35	329,329.98
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	422.43	392,664.76	393,087.19
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	987.78	625,830.60	626,818.38
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	752.81	492,748.74	493,501.55
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	458,105.40	460,535.40
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	142,521.68	143,277.68
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	137,431.62	138,160.62
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	1,324.38	256,149.14	257,473.52
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	530.71	277,820.76	278,351.47
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,865,280.60	1,879,800.60
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	587.78	1,131,838.05	1,132,425.83
CORP			28,567,000.00			29,374,097.67	141,365.86	29,049,998.59	29,191,364.45

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	1,292,108.30	06/25/2021	06/01/2035	1,392,246.70	3,768.65	1,371,876.97	1,375,645.62
FHLMC	3133L7LB1	FH RC1222	1,515,711.43	10/19/2021	12/01/2034	1,629,389.79	4,420.83	1,616,936.65	1,621,357.48
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	685,490.00	687,148.58
FHLMC	3137BM6P6	FHMS K-721 A2	416,686.84	04/09/2018	08/25/2022	420,235.19	1,072.97	420,937.04	422,010.01
FHLMC	3137F62S5	FHMS K-J31 A1	398,367.48	10/29/2020	05/25/2026	398,359.51	188.89	392,929.76	393,118.65
FHLMC	3137FKK39	FHMS K-P05 A	12,625.77	12/17/2018	07/25/2023	12,625.74	33.70	13,033.71	13,067.41
FHLMC	3137FQ3V3	FHMS K-J27 A1	97,331.57	11/26/2019	07/25/2024	97,329.23	169.68	98,483.00	98,652.68
FHLMC			4,382,831.39			4,632,381.46	11,313.30	4,599,687.14	4,611,000.44

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	1,748,615.90	12/29/2020	09/25/2033	1,773,342.43	1,457.18	1,750,742.34	1,752,199.52
FHLMC CMO	3137F7DH5	FHR 5048 B	1,011,375.61	11/30/2020	05/25/2033	1,024,175.83	842.81	1,001,396.56	1,002,239.37
FHLMC CMO			2,759,991.52			2,797,518.26	2,299.99	2,752,138.90	2,754,438.90

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	1,322,099.91	05/18/2021	03/01/2035	1,416,712.69	3,305.25	1,411,530.73	1,414,835.98
FNMA	3140QGKN6	FN CA8400	1,286,934.03	03/22/2021	12/01/2035	1,407,986.26	3,753.56	1,372,059.31	1,375,812.87
FNMA	3140X92C8	FN FM6170	1,185,708.50	06/25/2021	07/01/2035	1,285,011.58	3,952.36	1,260,142.18	1,264,094.54
FNMA	3140X9K46	FN FM5714	977,038.33	03/25/2021	11/01/2035	1,064,361.13	3,256.79	1,043,803.67	1,047,060.46
FNMA	3140XALC4	FN FM6622	1,484,817.14	03/29/2021	02/01/2036	1,561,378.02	3,093.37	1,545,896.53	1,548,989.90
FNMA	3140XC4K1	FN FM8925	1,518,193.89	11/16/2021	08/01/2034	1,646,291.50	5,060.65	1,634,307.82	1,639,368.46
FNMA			7,774,791.79			8,381,741.18	22,421.98	8,267,740.23	8,290,162.21

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	306,918.03	---	11/30/2021	306,918.03	0.00	306,918.03	306,918.03
MMFUND			306,918.03			306,918.03	0.00	306,918.03	306,918.03

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,569.31	258,246.15	259,815.46
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	308.88	423,627.40	423,936.28
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	237,511.80	239,122.57
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,834.58	350,024.50	351,859.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	3,407.08	650,045.50	653,452.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,310.42	250,017.50	251,327.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,417.17	544,164.50	545,581.67
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,275.00	746,797.50	748,072.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	850.50	400,589.55	401,440.05
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,439.63	326,300.70	327,740.33
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,938.67	1,583,392.00	1,586,330.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,345.50	572,113.50	573,459.00
MUNI			6,375,000.00			6,378,878.00	19,307.50	6,342,830.60	6,362,138.10

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	7,707.18	4,150,625.00	4,158,332.18
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	18,452.28	2,116,500.00	2,134,952.28
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	52,466.71	6,018,000.00	6,070,466.71
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,677.99	3,060,000.00	3,086,677.99
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	129.46	2,953,468.75	2,953,598.21
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.41	967,515.63	967,558.04
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.89	1,731,343.75	1,731,419.64
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	4,105.15	3,013,148.44	3,017,253.58
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,200.62	2,349,234.38	2,352,435.00
US GOV	912828TJ9	UNITED STATES TREASURY	2,100,000.00	09/07/2018	08/15/2022	2,011,898.44	10,014.95	2,121,656.25	2,131,671.20
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,847.83	5,164,062.50	5,205,910.33
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,345.11	1,523,398.44	1,535,743.55
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,440.22	671,328.13	676,768.34
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,766.30	464,765.63	468,531.93
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,298.91	1,394,296.88	1,405,595.79
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,224.86	873,507.81	879,732.68
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	2,615.49	2,436,718.75	2,439,334.24
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	865.78	1,486,875.00	1,487,740.78
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	549.25	340,375.00	340,924.25
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,883.15	1,167,000.00	1,168,883.15
US GOV			43,200,000.00			43,149,146.52	209,709.55	44,003,820.31	44,213,529.86

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	156,296,649.67			157,912,745.48	499,979.86	157,988,862.97	158,488,842.83

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

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 11/30/2021
 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	64,734.82	64,738.83
ABS	09661RAD3	BMWOT 2020-A A3	88,949.10	07/15/2020	10/25/2024	88,942.39	7.12	88,954.92	88,962.04
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	479,597.35	479,960.46
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	252,073.42	252,135.75
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	0.00	215,000.00	215,000.00
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	79,774.72	79,802.10
ABS	14313FAD1	CARMX 2018-3 A3	14,672.09	07/25/2018	06/15/2023	14,670.09	20.41	14,731.06	14,751.47
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,168.09	130,203.91
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	99,676.23	99,698.45
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,755.08	44,761.88
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	152,709.31	152,749.27
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	64,603.49	64,621.91
ABS	36255JAD6	GMCAR 2018-3 A3	11,819.77	07/18/2018	05/16/2023	11,817.02	14.87	11,857.46	11,872.33
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	8.29	65,065.09	65,073.38
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,863.72	84,877.18
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	69,700.34	69,707.40
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	104,252.12	104,273.12
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	14.54	84,989.50	85,004.05
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	274,139.92	274,186.37
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	64,632.41	64,643.39
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	17.27	59,794.63	59,811.89
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,009.80	60,023.40
ABS	65479CAD0	NAROT 2020-B A3	104,053.17	06/30/2020	07/15/2024	104,050.32	25.44	104,160.29	104,185.73
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	99,967.96	99,987.52
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,624.30	64,634.23
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	149,787.48	149,809.02
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	126,272.27	126,342.93
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	59.85	94,697.60	94,757.45
ABS			3,209,494.13			3,208,992.84	982.06	3,205,593.37	3,206,575.43

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	270,956.95	271,136.46
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	112,243.45	112,347.67
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	272,075.38	272,261.57
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	270,087.95	270,714.34
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	268,649.70	268,924.70
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	269,220.60	269,312.27
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	6.94	248,549.75	248,556.69
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	74.48	275,044.55	275,119.03
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	296.01	274,382.63	274,678.63
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	473.96	342,364.75	342,838.71
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	538.89	797,057.60	797,596.49
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	195.97	338,601.92	338,797.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	265.14	458,108.48	458,373.62
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	536,635.00	537,024.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	40.63	258,116.82	258,157.45
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	47.74	273,504.00	273,551.74
AGCY BOND			5,325,000.00			5,313,158.74	3,792.33	5,265,599.52	5,269,391.85

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	250,000.00	04/04/2019	04/01/2022	250,000.00	4,716.67	252,221.75	256,938.42
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	829.28	200,320.40	201,149.68
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,836.17	279,395.88	282,232.04
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,370.80	278,054.43	279,425.22
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,378.21	278,074.78	279,452.98
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK	250,000.00	07/14/2020	07/08/2022	250,000.00	709.72	250,598.50	251,308.22
CD	---	---	1,525,000.00	---	09/07/2022	1,525,000.00	11,840.84	1,538,665.73	1,550,506.57

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	58.19	242,298.63	242,356.82
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	258,048.75	260,615.42
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	274,380.98	274,552.85
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	258,588.50	260,671.83
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	124.90	54,511.82	54,636.72
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	567.71	147,785.10	148,352.81
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	1,187.10	198,601.80	199,788.90
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	211.47	197,967.20	198,178.67
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	215.83	102,737.60	102,953.43
CORP	06406RAX5	BANK OF NEW YORK MELLON CORP	265,000.00	10/25/2021	10/25/2024	264,827.75	225.25	263,441.80	263,667.05
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	520.00	200,303.80	200,823.80
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,227.47	115,257.37	116,484.84
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	626.67	50,155.40	50,782.07
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	126.56	88,950.96	89,077.52
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,194.38	273,980.61	275,174.99
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	265,408.25	269,231.51
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	534.50	100,878.00	101,412.50
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	136.04	99,558.90	99,694.94
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	844.60	202,798.51	203,643.11
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	262,949.50	266,060.61
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	712.50	100,619.80	101,332.30
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	163.33	103,483.80	103,647.13
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	129.27	84,613.42	84,742.69
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	127,251.50	127,926.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	50,900.60	51,170.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	25,450.30	25,585.30
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	102.22	196,841.40	196,943.62
CORP			4,310,000.00			4,324,526.15	21,744.23	4,347,764.29	4,369,508.52

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	239,834.49	06/25/2021	06/01/2035	258,421.66	699.52	254,640.74	255,340.25
FHLMC	3133L7LB1	FH RC1222	272,828.06	10/19/2021	12/01/2034	293,290.16	795.75	291,048.60	291,844.35
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	184,555.00	185,001.54
FHLMC	3137BM6P6	FHMS K-721 A2	120,376.20	04/09/2018	08/25/2022	121,401.27	309.97	121,604.03	121,914.00
FHLMC	3137F62S5	FHMS K-J31 A1	93,954.59	10/29/2020	05/25/2026	93,952.71	44.55	92,672.11	92,716.66
FHLMC	3137FKK39	FHMS K-P05 A	3,586.87	12/17/2018	07/25/2023	3,586.86	9.57	3,702.76	3,712.33
FHLMC	3137FQ3V3	FHMS K-J27 A1	25,280.93	11/26/2019	07/25/2024	25,280.32	44.07	25,580.00	25,624.07
FHLMC			930,861.14			979,600.95	2,349.97	973,803.25	976,153.22

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	213,944.84	11/30/2020	05/25/2033	216,652.58	178.29	211,833.89	212,012.18
FHLMC CMO			213,944.84			216,652.58	178.29	211,833.89	212,012.18

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	233,311.75	05/18/2021	03/01/2035	250,008.12	583.28	249,093.66	249,676.94
FNMA	3140QGKN6	FN CA8400	251,891.38	03/22/2021	12/01/2035	275,584.91	734.68	268,552.93	269,287.62
FNMA	3140X92C8	FN FM6170	222,320.34	06/25/2021	07/01/2035	240,939.68	741.07	236,276.66	237,017.73
FNMA	3140X9K46	FN FM5714	174,471.13	03/25/2021	11/01/2035	190,064.48	581.57	186,393.51	186,975.08
FNMA	3140XALC4	FN FM6622	278,403.21	03/29/2021	02/01/2036	292,758.38	580.01	289,855.60	290,435.61
FNMA	3140XC4K1	FN FM8925	284,661.35	11/16/2021	08/01/2034	308,679.66	948.87	306,432.72	307,381.59
FNMA			1,445,059.17			1,558,035.23	4,169.48	1,536,605.08	1,540,774.55

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	109,373.60	---	11/30/2021	109,373.60	0.00	109,373.60	109,373.60
MMFUND			109,373.60			109,373.60	0.00	109,373.60	109,373.60

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	338.48	55,700.15	56,038.63
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	53.88	73,888.50	73,942.38
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	61,959.60	62,379.80
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	55,003.85	55,292.14
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	75,005.25	75,398.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	130,009.10	130,690.52
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	113,779.85	114,076.17
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	84,074.35	84,252.85
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	239.94	54,383.45	54,623.39
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	272,145.50	272,650.58
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	124,372.50	124,665.00
MUNI			1,105,000.00			1,105,886.10	3,687.73	1,100,322.10	1,104,009.83

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	6,224.86	714,000.00	720,224.86
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	14,228.26	1,632,000.00	1,646,228.26
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,558.76	867,000.00	874,558.76
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.93	203,687.50	203,696.43
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.55	560,140.63	560,165.18
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,182.84	868,195.31	869,378.15
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	869.73	638,378.91	639,248.64
US GOV	912828TJ9	UNITED STATES TREASURY	625,000.00	09/07/2018	08/15/2022	598,779.29	2,980.64	631,445.31	634,425.95
US GOV	912828X47	UNITED STATES TREASURY	200,000.00	05/07/2018	04/30/2022	193,609.37	321.13	201,468.75	201,789.88
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,788.04	1,084,453.13	1,093,241.17
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,557.07	438,945.31	442,502.38
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,046.20	129,101.56	130,147.76
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,464.67	180,742.19	182,206.86
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,766.30	464,765.63	468,531.93
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,830.84	256,914.06	258,744.90
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	235.39	145,875.00	146,110.39
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	823.88	510,562.50	511,386.38
US GOV			9,350,000.00			9,297,357.43	54,912.11	9,527,675.78	9,582,587.89

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,523,732.87			27,638,583.62	103,657.03	27,817,236.60	27,920,893.63

- * 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: 11/01/2021 - 11/30/2021
 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	1,576,851.04	0.000	Buy	---	---	11/30/2021	1,576,851.04	0.00	(1,576,851.04)
31846V534	FIRST AMER-US TRS MM Y	(3,129,442.29)	0.000	Sell	---	---	11/30/2021	(3,129,442.29)	0.00	3,129,442.29
31846V534	FIRST AMER-US TRS MM Y	358,015.81	0.000	Buy	---	---	11/30/2021	358,015.81	0.00	(358,015.81)
31846V534	FIRST AMER-US TRS MM Y	(296,969.51)	0.000	Sell	---	---	11/30/2021	(296,969.51)	0.00	296,969.51
14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	0.000	Buy	11/18/2021	11/30/2021	11/16/2026	1,144,842.22	0.00	(1,144,842.22)
14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	0.000	Buy	11/18/2021	11/30/2021	11/16/2026	214,970.37	0.00	(214,970.37)
3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	(1,000,000.00)	0.250	Sell	11/18/2021	11/24/2021	06/08/2022	(1,000,800.00)	(1,152.78)	1,001,952.78
91282CBC4	UNITED STATES TREASURY	1,200,000.00	0.375	Buy	11/02/2021	11/04/2021	12/31/2025	1,167,234.38	1,552.99	(1,168,787.37)
91282CBC4	UNITED STATES TREASURY	525,000.00	0.375	Buy	11/02/2021	11/04/2021	12/31/2025	510,665.04	679.43	(511,344.47)
09661RAD3	BMWOT 2020-A A3	(3,678.15)	0.480	Principal Paydown	11/25/2021	11/25/2021	10/25/2024	(3,678.15)	0.00	3,678.15
09661RAD3	BMWOT 2020-A A3	(1,050.90)	0.480	Principal Paydown	11/25/2021	11/25/2021	10/25/2024	(1,050.90)	0.00	1,050.90
65479CAD0	NAROT 2020-A A3	(21,624.85)	0.550	Principal Paydown	11/15/2021	11/15/2021	07/15/2024	(21,624.85)	0.00	21,624.85
65479CAD0	NAROT 2020-B A3	(5,946.83)	0.550	Principal Paydown	11/15/2021	11/15/2021	07/15/2024	(5,946.83)	0.00	5,946.83
3137F62S5	FHMS K-J31 A1	(54,720.82)	0.569	Principal Paydown	11/01/2021	11/01/2021	05/25/2026	(54,720.82)	0.00	54,720.82
3137F62S5	FHMS K-J31 A1	(12,905.85)	0.569	Principal Paydown	11/01/2021	11/01/2021	05/25/2026	(12,905.85)	0.00	12,905.85
44935FAD6	HART 2021-C A3	355,000.00	0.740	Buy	11/09/2021	11/17/2021	05/15/2026	354,920.76	0.00	(354,920.76)
44935FAD6	HART 2021-C A3	60,000.00	0.740	Buy	11/09/2021	11/17/2021	05/15/2026	59,986.61	0.00	(59,986.61)
98163KAC6	WOART 2021-D A3	560,000.00	0.810	Buy	10/27/2021	11/03/2021	10/15/2026	559,923.73	0.00	(559,923.73)
98163KAC6	WOART 2021-D A3	95,000.00	0.810	Buy	10/27/2021	11/03/2021	10/15/2026	94,987.06	0.00	(94,987.06)
43815GAC3	HAROT 2021-A A3	460,000.00	0.880	Buy	11/16/2021	11/24/2021	01/21/2026	459,903.03	0.00	(459,903.03)
43815GAC3	HAROT 2021-A A3	85,000.00	0.880	Buy	11/16/2021	11/24/2021	01/21/2026	84,982.08	0.00	(84,982.08)
3137F7DH5	FHR 5048 B	(19,195.03)	1.000	Principal Paydown	11/01/2021	11/01/2021	05/25/2033	(19,195.03)	0.00	19,195.03
3133Q5GZ3	FHS 370 A3	(48,364.01)	1.000	Principal Paydown	11/01/2021	11/01/2021	09/25/2033	(48,364.01)	0.00	48,364.01
3137F7DH5	FHR 5048 B	(4,060.49)	1.000	Principal Paydown	11/01/2021	11/01/2021	05/25/2033	(4,060.49)	0.00	4,060.49
912828TJ9	UNITED STATES TREASURY	(400,000.00)	1.625	Sell	11/16/2021	11/24/2021	08/15/2022	(404,421.88)	(1,783.97)	406,205.85
912828TJ9	UNITED STATES TREASURY	(75,000.00)	1.625	Sell	11/16/2021	11/24/2021	08/15/2022	(75,829.10)	(334.49)	76,163.59
912828X47	UNITED STATES TREASURY	(25,000.00)	1.875	Sell	11/09/2021	11/17/2021	04/30/2022	(25,206.05)	(22.01)	25,228.06
912828X47	UNITED STATES TREASURY	(1,775,000.00)	1.875	Sell	11/10/2021	11/16/2021	04/30/2022	(1,789,629.88)	(1,470.99)	1,791,100.87
912828X47	UNITED STATES TREASURY	(450,000.00)	1.875	Sell	11/02/2021	11/04/2021	04/30/2022	(453,972.66)	(93.23)	454,065.89
912828X47	UNITED STATES TREASURY	(100,000.00)	1.875	Sell	10/26/2021	11/03/2021	04/30/2022	(100,894.53)	(15.54)	100,910.07
912828X47	UNITED STATES TREASURY	(25,000.00)	1.875	Sell	11/09/2021	11/17/2021	04/30/2022	(25,206.05)	(22.01)	25,228.06
912828X47	UNITED STATES TREASURY	(325,000.00)	1.875	Sell	11/10/2021	11/16/2021	04/30/2022	(327,678.71)	(269.34)	327,948.05
3137FQ3V3	FHMS K-J27 A1	(307.79)	2.092	Principal Paydown	11/01/2021	11/01/2021	07/25/2024	(307.79)	0.00	307.79
3137FQ3V3	FHMS K-J27 A1	(79.95)	2.092	Principal Paydown	11/01/2021	11/01/2021	07/25/2024	(79.95)	0.00	79.95
3140XALC4	FN FM6622	(8,713.06)	2.500	Principal Paydown	11/01/2021	11/01/2021	02/01/2036	(8,713.06)	0.00	8,713.06
3140XALC4	FN FM6622	(1,633.70)	2.500	Principal Paydown	11/01/2021	11/01/2021	02/01/2036	(1,633.70)	0.00	1,633.70
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(250,000.00)	2.625	Sell	11/18/2021	11/24/2021	01/11/2022	(250,830.00)	(2,424.48)	253,254.48
3140K7XA6	FN BP0672	(15,880.23)	3.000	Principal Paydown	11/01/2021	11/01/2021	03/01/2035	(15,880.23)	0.00	15,880.23
3140K7XA6	FN BP0672	(2,802.39)	3.000	Principal Paydown	11/01/2021	11/01/2021	03/01/2035	(2,802.39)	0.00	2,802.39
362551AD6	GMCAR 2018-3 A3	(13,015.57)	3.020	Principal Paydown	11/16/2021	11/16/2021	05/16/2023	(13,015.57)	0.00	13,015.57
362551AD6	GMCAR 2018-3 A3	(3,904.67)	3.020	Principal Paydown	11/16/2021	11/16/2021	05/16/2023	(3,904.67)	0.00	3,904.67
3137BM6P6	FHMS K-721 A2	(730.23)	3.090	Principal Paydown	11/01/2021	11/01/2021	08/25/2022	(730.23)	0.00	730.23
3137BM6P6	FHMS K-721 A2	(210.95)	3.090	Principal Paydown	11/01/2021	11/01/2021	08/25/2022	(210.96)	0.00	210.96
14313FAD1	CARMX 2018-3 A3	(16,518.79)	3.130	Principal Paydown	11/15/2021	11/15/2021	06/15/2023	(16,518.79)	0.00	16,518.79
14313FAD1	CARMX 2018-3 A3	(4,326.35)	3.130	Principal Paydown	11/15/2021	11/15/2021	06/15/2023	(4,326.35)	0.00	4,326.35
3137FKK39	FHMS K-P05 A	(31.62)	3.203	Principal Paydown	11/01/2021	11/01/2021	07/25/2023	(31.62)	0.00	31.62
3137FKK39	FHMS K-P05 A	(8.98)	3.203	Principal Paydown	11/01/2021	11/01/2021	07/25/2023	(8.98)	0.00	8.98
3132CWMM3	FH SB0364	(31,840.88)	3.500	Principal Paydown	11/01/2021	11/01/2021	06/01/2035	(31,840.88)	0.00	31,840.88
3140QGKN6	FN CA8400	(6,861.64)	3.500	Principal Paydown	11/01/2021	11/01/2021	12/01/2035	(6,861.64)	0.00	6,861.64
3133L7LB1	FH RC1222	(9,637.33)	3.500	Principal Paydown	11/01/2021	11/01/2021	12/01/2034	(9,637.33)	0.00	9,637.33
3132CWMM3	FH SB0364	(5,910.14)	3.500	Principal Paydown	11/01/2021	11/01/2021	06/01/2035	(5,910.14)	0.00	5,910.14
3140QGKN6	FN CA8400	(1,343.03)	3.500	Principal Paydown	11/01/2021	11/01/2021	12/01/2035	(1,343.03)	0.00	1,343.03
3133L7LB1	FH RC1222	(1,734.72)	3.500	Principal Paydown	11/01/2021	11/01/2021	12/01/2034	(1,734.72)	0.00	1,734.72
3140X9K46	FN FM5714	(53,429.81)	4.000	Principal Paydown	11/01/2021	11/01/2021	07/01/2035	(53,429.81)	0.00	53,429.81
3140X92C8	FN FM6170	(9,783.23)	4.000	Principal Paydown	11/01/2021	11/01/2021	07/01/2035	(9,783.23)	0.00	9,783.23
3140XC4K1	FN FM8925	1,518,193.89	4.000	Buy	11/10/2021	11/16/2021	08/01/2034	1,646,291.50	2,530.32	(1,648,821.82)
3140X9K46	FN FM5714	(9,541.04)	4.000	Principal Paydown	11/01/2021	11/01/2021	07/01/2035	(9,541.04)	0.00	9,541.04
3140X92C8	FN FM6170	(1,834.36)	4.000	Principal Paydown	11/01/2021	11/01/2021	07/01/2035	(1,834.36)	0.00	1,834.36
3140XC4K1	FN FM8925	284,661.35	4.000	Buy	11/10/2021	11/16/2021	08/01/2034	308,679.66	474.44	(309,154.10)
---	---	214,682.92	1.035	---	---	---	12/17/2024	289,745.23	(2,351.66)	(287,393.57)

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* 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 NOVEMBER 2021

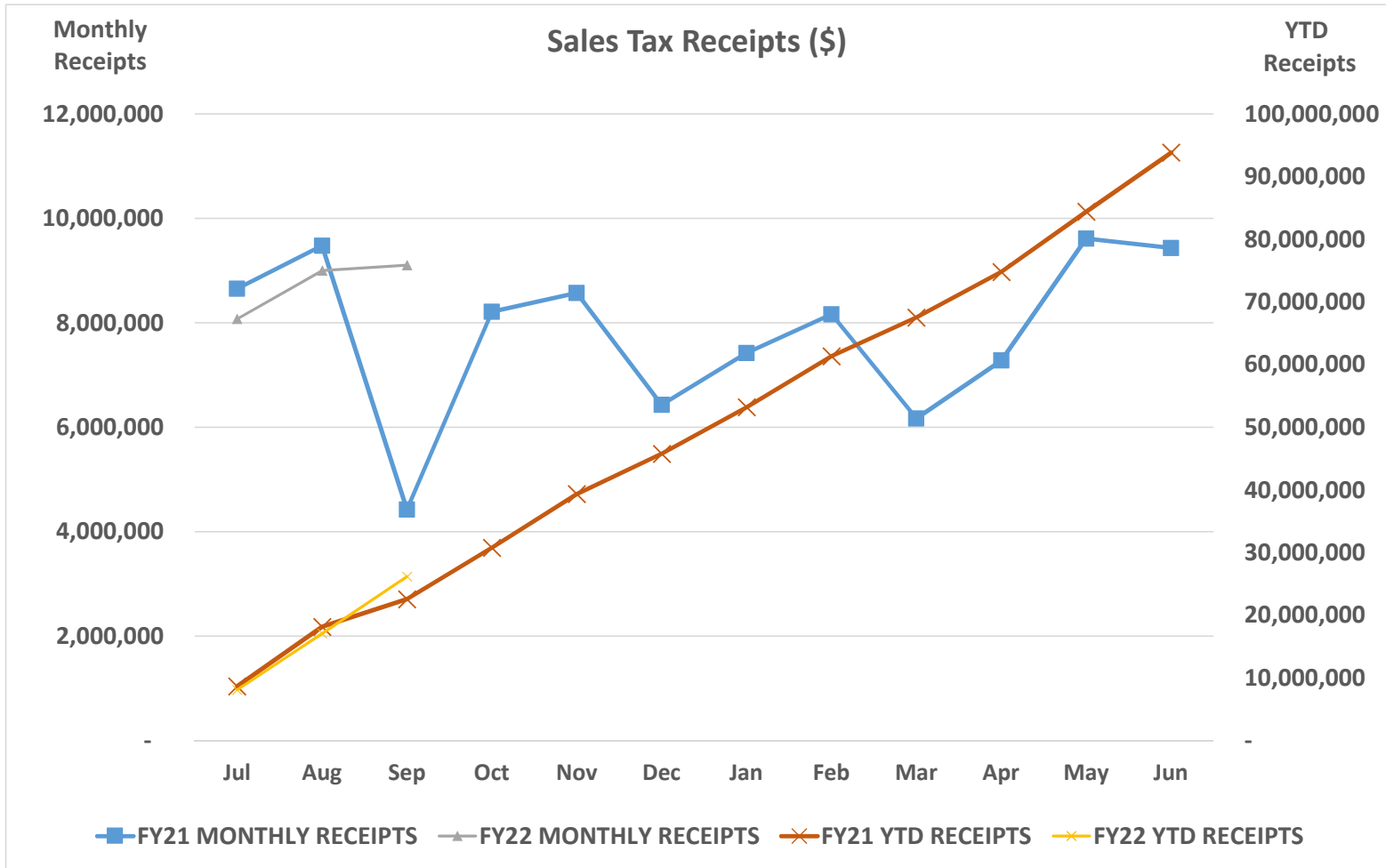
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

October 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		(100.0%)	30,763,756		(100.0%)
Nov	8,570,674		(100.0%)	39,334,430		(100.0%)
Dec	6,428,114		(100.0%)	45,762,544		(100.0%)
Jan	7,420,385		(100.0%)	53,182,929		(100.0%)
Feb	8,162,508		(100.0%)	61,345,438		(100.0%)
Mar	6,167,874		(100.0%)	67,513,312		(100.0%)
Apr	7,276,146		(100.0%)	74,789,458		(100.0%)
May	9,612,109		(100.0%)	84,401,567		(100.0%)
Jun	9,431,782		(100.0%)	93,833,349		(100.0%)
Total	<u>93,833,349</u>	<u>26,176,666</u>				

BUDGET IMPACT

Funds are available in the current and prior year budgets for this contract amendment.

BACKGROUND

Under the then-General Manager/CEO's contract authority, the District engaged Bay Relations as a single-source consultant in January 2020 to provide public affairs services related to treatment of the Dumbarton Rail Bridge in MTC's Plan Bay Area 2050 under a twelve-month contract at a cost not to exceed \$75,000. The Acting General Manager/CEO later amended this single-source agreement to extend the term and expand the scope of services to encompass regional support and cooperation among the agencies that interface with other District projects and activities, as well as projects and activities of the agencies for which the District serves as managing agency. The first amendment increased the total contract amount to \$150,000, which represents the upper limit of the General Manager/CEO's contract authority.

The proposed second amendment will allow the Consultant to continue the scope of work outlined in the first amendment for approximately two years.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

RESOLUTION NO. 2022 –

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

**AUTHORIZING EXECUTION OF AN AMENDMENT TO A PROFESSIONAL SERVICES AGREEMENT WITH
BAY RELATIONS, INC. FOR PUBLIC AFFAIRS SERVICES AT A COST
NOT TO EXCEED \$150,000**

WHEREAS, the General Manager/CEO of the San Mateo County Transit District (District) engaged Bay Relations, Inc. (Bay Relations) as a single-source consultant in January 2020 to provide public affairs support for the Dumbarton Rail Corridor project for a twelve-month period; and

WHEREAS, in January 2021, the Acting General Manager/CEO extended the District's contract with Bay Relations for a second year and increased the scope to also support the District's efforts to increase regional support and cooperation among the agencies that interface with other District projects and activities, as well as projects and activities of the agencies for which the District serves as managing agency; and

WHEREAS, extending the District's contract with Bay Relations any further requires Board of Directors (Board) approval under the District's Procurement Policy; and

WHEREAS, staff has found that Bay Relations, and its principal Adrienne Tissier, have unique abilities, experience and relationships that substantially benefit the District and the other agencies managed by District staff; and

WHEREAS, in order for Bay Relations to continue the scope of work outlined in the first amendment, the Acting General Manager/CEO has determined that it is in the best interests of the District to amend the District's agreement with Bay Relations to extend the term for approximately two years at a cost not to exceed \$150,000; and

WHEREAS, to this end, the Acting General Manager/CEO recommends that the Board authorize the execution of an Amendment to the Agreement with Bay Relations of Pacifica, California, on a single-source basis, at an additional cost of up to \$150,000.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby authorizes the Acting General Manager/CEO or designee to execute an Amendment to the Agreement with Bay Relations, Inc. to extend the professional services to be performed by Adrienne Tissier at an additional cost not to exceed \$150,000, thereby increasing the not-to-exceed aggregate value of the agreement to \$300,000.

Regularly passed and adopted this 5th day of January, 2021 by the following vote:

- AYES:
- NOES:
- ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



MEMORANDUM

BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

BOD ITEM #7
JANUARY 5, 2022

Date: December 29, 2021
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

November 2021 Summary

SamTrans ridership recovery is at approximately 65.0 percent of pre-COVID levels. This compares favorably to the national average bus ridership recovery rate of 63.5 percent and about 56 percent achieved by the adjacent transit agencies within the Bay Area. Other bus services across the country have recovery rates ranging from a low of 52.5 percent to a high of 68.5 percent for Seattle and New York City, respectively.

Table with 4 columns: Agency, Pre-COVID*, Oct. 2021**, Percent. Rows include SamTrans, AC Transit, VTA, SF Muni, Dallas, Seattle - King, Chicago, Atlanta, New York MTA, and National.

* 8 month average, July 2019 through February 2020
** October 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

January Runbook Changes

New schedule changes take effect on January 16, 2022, with the commencement of Runbook 137. The Runbook will include schedule adjustments to many routes with the intent to improve connections and on-time performance. Additionally, the District will discontinue some trippers to schools based on very low ridership. Attached is a list of the Runbook 137 changes.

COVID-19

The FTA extended the mask requirement until March 18, 2022, on all public transit vehicles. Although 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
- Eliminated street reliefs and providing a fresh bus for the bus operators
- Issuance of free masks for riders

The offices at Central headquarters remain closed to the public. Administrative and office personnel are required to wear a mask while at headquarters and at the bases. The District has achieved a vaccination rate of 90.6 percent and continues with a hybrid in-person work schedule. On October 1, 2021, the District implemented the following vaccination requirements:

- Fully vaccinated – With proof of vaccination, weekly testing is not required
- Not fully vaccinated – Weekly testing is required through the District's healthcare provider

SamTrans Holiday Bus

The Holiday Bus and the accompanying SamTrans mini electric bus participated in the Redwood City Hometown Holiday Parade on Saturday, December 4. After the parade, the Holiday Bus was moved to the Caltrain Redwood City Station for display and to entertain the crowds gathered awaiting the arrival of the Caltrain Holiday Train.



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 was administered between April and September 2021. Beginning October 2021, a revised survey is being administered that will run through March 2022. As of November 2021, employers expect approximately 23 percent of the historical commuters who traveled four to five-day a week to continue the same travel pattern. This marks a significant decrease in the volume of commuters in a post-pandemic work environment. Approximately 65 percent of employers have started bringing non-essential employees back to the workplace.

Public opinion about COVID safety on public transit ranges from concerned to very concerned, this sentiment has not changed significantly from October. Almost one third of employers are 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 work place on any given day is 69 percent.

Human Capital Investment

	<u>Nov. 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	2,078	260	11,286	1,411	3,366	421
VTT/DMV mandated training	140	18	1,228	154	1,196	150
Bus Operator retraining	164	21	645	81	1,138	142
Maintenance training	512	64	1,477	185	1,617	202
Other	17	2	31	4	0	0
Total Hours	2,911	364	14,667	1,833	7,317	915

New Bus Operator Training Class #168 started on September 29, 2021. Ten Bus Operator Trainees graduated on December 10, 2021. Class #169 is scheduled to start on January 5, 2022, with up to 30 Bus Operator Trainees.

SamTrans Operation Safety (S.O.S.)

Bus Transportation conducted a simulated emergency drill at both North Base and South Base simultaneously on December 1, 2021. The purpose for the emergency drill, is to prepare base personnel on how to respond to a major emergency that could disrupt daily services, such as an earthquake or major flooding. The Participants in the drill included Base Managers, AM Field Supervisors, Dispatchers and Radio Controllers.

The operations' team demonstrated solid knowledge of SOP (Standard Operating Procedure) D-36 – Emergency Preparedness that outlines roles and responsibilities in the event of a significant emergency. As part of the drill, dispatching and radio communication are required to be immediately established and maintain business continuity from the emergency trailer located at each base. The Bus Operators report to the emergency trailer for their assignments as Bus Operations continues with regular assignments.

Runbook 137 Changes Effective January 16, 2022

Route:

53: Due to low ridership, the 2:56 p.m. trip on Mondays, Tuesdays, Thursdays, and Fridays and the 1:04 p.m. trip on Wednesdays will be discontinued.

54: On Wednesdays, buses will leave Bowditch Middle School at 1:15 p.m., 35 minutes earlier than the current schedule.

59: Westbound buses will now travel along Claremont Street between 2nd and 1st avenues in downtown San Mateo. On Mondays, buses will leave Aragon High School at 3:55 p.m., five minutes later than the current schedule.

79: Due to low ridership, the following trips at 7:23 a.m.; at 3:16 p.m. on Mondays, Tuesdays, Wednesdays, and Fridays; and at 2:26 p.m. on Thursdays will be discontinued.

81: On Mondays, Tuesdays, and Fridays, new trips will be added at 7:40 a.m. from Clarke/Bayshore and at 7:41 a.m. from Purdue/Fordham, both arriving Middlefield/Ringwood at 8:27 a.m. On Wednesdays, trips will be added at 8:20 a.m. from Clarke/Bayshore and at 8:21 a.m. from Purdue/Fordham, both arriving Middlefield/Ringwood at 9:07 a.m.

83: Due to low ridership, the following trips at 7:23 a.m.; 2:43 p.m. on Wednesdays and Thursdays; and 3:21 p.m. on Mondays, Tuesdays and Fridays will be discontinued.

110: Minor weekday schedule adjustments of one to five minutes on some trips to improve on-time performance and/or connections with BART. No changes to weekend service.

112: Minor Weekday schedule adjustments of five to 10 minutes will be made on some trips to improve on-time performance and/or connections with BART. No changes to weekend service.

120: Minor Weekday and Saturday schedule adjustments of one to five minutes on some trips to improve on-time performance. No changes on Sunday.

122: Minor Weekday schedule adjustments of one to 10 minutes on some trips will be made to improve on-time performance and/or connections with BART. No changes to weekend service.

130: Time point at Orange/Chester will be replaced with Orange/East Market. The bus stop at Orange/Chester will remain in service. Minor weekday schedule adjustments.

141: Minor schedule adjustments on some Weekday trips will be made to improve on-time performance.

250: Eastbound buses headed toward 5th/El Camino will now travel along Claremont Street between 2nd and 1st Avenues in Downtown San Mateo. Buses will no longer stop at Delaware/2nd Ave.

251: Minor schedule adjustments will be made on Weekday trips to improve on-time performance.

256: Minor schedule adjustments will be made on Weekday trips to improve on-time performance.

260: Minor schedule adjustments will be made on Weekday trips to improve on-time performance.

278: Minor schedule adjustments will be made on Weekday and Saturday trips to improve on-time performance.

280: Minor schedule adjustments will be made on Weekday trips to improve on-time performance.

281: Minor schedule adjustments will be made on Weekday trips to improve on-time performance.

286: On Mondays, Tuesdays, and Fridays, a trip will be added, departing La Mesa/Alpine at 7:49 am and arriving Menlo-Atherton at 8:19 am. On Wednesdays, a trip will be added, departing La Mesa/Alpine at 8:29 am and arriving Menlo-Atherton at 8:59 am.

292: The Drumm St Terminal will be moved across the street, on northbound Drumm St & Washington St. Additionally, the bus stop at Embarcadero & Mission St will no longer be served. Two additional stops will be added, northbound Main St & Market St for inbound buses into San Francisco, and westbound Mission St & Spear St for outbound buses. Minor schedule adjustments on all trips to improve on-time performance. Additionally, the 4:15 a.m. trip from San Francisco (Drumm/Clay) will now start at SFO Terminal A at 5:18 a.m. to avoid duplication with the 4:08 a.m. trip from San Francisco on Route 397.

294: Minor schedule adjustments will be made on all trips to improve on-time performance.

295: Northbound buses headed toward San Mateo Caltrain will now travel along Claremont Street between 2nd and 1st avenues in downtown San Mateo. Buses will no longer stop at Delaware/2nd Ave.

296: Minor schedule adjustments will be made on all trips to improve on-time performance.

397: The Drumm St Terminal will be moved across the street, on northbound Drumm St & Washington St. Additionally, the bus stop at Embarcadero & Mission St will no longer be served. Two additional stops will be added, northbound Main St & Market St for inbound buses into San Francisco, and westbound Mission St & Spear St for outbound buses. Minor schedule adjustments will be made on all trips to improve on-time performance.

398: The Drumm St Terminal will be moved across the street, on northbound Drumm St & Washington St. Additionally, the bus stop at Embarcadero & Mission St will no longer be served. Two stops will be added, northbound Main St & Market St for inbound buses into San Francisco, and westbound Mission St & Spear St for outbound buses. Minor schedule adjustments will be made on all trips to improve on-time performance.

ECR: Minor schedule adjustments will be made on all trips to improve on-time performance.

FCX: The Drumm St Terminal will be moved across the street, on northbound Drumm St & Washington St. Additionally, the bus stop at Embarcadero & Mission St will no longer be served. Two stops will be added, northbound Main St & Market St for inbound buses into San Francisco, and westbound Mission St & Spear St for outbound buses.



BOARD OF DIRECTORS 2022

CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
MARINA FRASER
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
RICO E. MEDINA
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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, JANUARY 5, 2022 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of December 1, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Quarterly Dashboard Report – July-September 2021
7. Monthly Performance Report – November 2021
8. Adjourn

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
DECEMBER 1, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom, D. Pine

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 2:41 pm.

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

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Groom, Pine

3. MOTION TO MAKE APPOINTMENTS TO THE MEASURE W CITIZENS OVERSIGHT COMMITTEE

Amy Linehan, Public Affairs Specialist, said the COC was recommending five members for new terms. She provided background on the formation of the committee and provided an overview of the recruitment process.

Motion/Second: Guilbault/Medina

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

Noes: None

Absent: Groom, Pine

4. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, said the updated Senior Mobility Guides were now available in several languages other than English.

5. PARATRANSIT COORDINATING COUNCIL UPDATE

Mike Levinson, Chair, PCC Policy/Advocacy/Legislative Committee, said the PCC was continuing to respond to MTC (Metropolitan Transportation Commission) on their service plan to fill in service gaps. He said they are still providing orientations for new members. He said they are also updating their onboarding materials and make minor changes to the consumer quarterly reports.

6. CITIZENS ADVISORY COMMITTEE UPDATE

Committee Chair Guilbault said that the report was posted on the website. Chair Stone noted that CAC Chair John Baker was in San Diego attending a school board conference.

7. MOBILITY MANAGEMENT REPORT – ADA PARATRANSIT SERVICES

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

Committee Chair Guilbault asked what his prediction was when paratransit ridership would return to normal capacity. Mr. Olmeda said that vaccinations and masking help increase capacity. He noted that there would likely be a flattening rather than growth in ridership for the remainder of the 2022 fiscal year.

Ms. Cassman said the paratransit service started prior to it being required by the ADA (Americans with Disabilities Act). She said that SamTrans has historically provided paratransit services Countywide, going above and beyond what is required.

8. MONTHLY PERFORMANCE REPORT – OCTOBER 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 noted that the District had reduced the number of preventable accidents.

9. ADJOURN

The meeting adjourned at 3:09 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 November 2021 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

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

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Alex Madrid, Consumer; Sammi (Wilhelmina) Riley, Consumer; Kathy Uhl, CoA; Marie Violet, Dignity Health. (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; Gloria Velez, Consumer

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Dao Do, Rosener House; Benjamin McMullan, Chair, CID; Scott McMullin, CoA

WELCOME/INTRODUCTIONS:

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

APPROVAL OF OCTOBER MINUTES:

There were two corrections to the October minutes:

1. Under CAC, the word "recruits" should be changed to "revenue and expenses."
2. The PAL minutes were on page 10, not page 9.

Sandra Lang moved to approve the October meeting minutes as amended; Mike Levinson seconded the motion; the minutes were approved.

PUBLIC COMMENTS:

Gloria Velez, a Redi-Wheels consumer, raised several issues:

1. She recommended that the reservationists follow a set script when interacting with consumers. A suggested script could be: "Redi-Wheels reservations. This is Mary. May I have your name please?" "When would you like your reservation for?" "What is your destination?" "Is this a residence or a place of business?" "What time would you like to be picked up?" "Will you be traveling alone or with someone?" "Will you have an assistive device?" Then, review the information with the consumer and finally "Thank you for traveling with Redi-Wheels."
2. She noticed that sometimes there are items at the entryway of the van steps under the fare box. This looks disorderly. Sometimes the pamphlet holders behind the driver are not in good order. However, some drivers do make an effort to keep things neater.
3. On two occasions her walker has been placed in front of the door instead of being secured. She states that this is a safety issue.

Tina Dubost will ask the contractor to follow up on these concerns with drivers and reservationists. All reservation calls are recorded. Gloria said that she had called in with her comments but hadn't noticed an improvement. Mike Levinson asked if she had received a response to her complaints. She had called in and the person she spoke to said they would look into it, however it happened a second time.

The PCC thanked Ms. Velez for attending and for her comments.

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 committee met on November 5, 2021 and they reviewed in detail the video on three main questions via Zoom. The voiceovers will be made, added to the video, and sent to Tina for review. There are no outreach events. The next meeting is on January 7th, at 1pm.

Executive – Dinae Cruise, Vice Chair

The committee met on November 2nd and discussed:

- Minor changes to the bylaws
- Use of the chat box, raised hands, and *9 capabilities during the meeting
- Local Advocacy would change to Advocacy; added Public Comments to the agenda to encourage more people to give comments
- Lack of comments cards on the buses
- A new Consumer Corps form

Changes in the Bylaws

Changes to the Bylaws were received late from the SamTrans Legal Department and these were not included in the draft sent to the PCC members prior to the meeting. The Council discussed whether to vote on the changes as submitted or combine with the Legal Department's suggested changes. As the item was to be voted on in the agenda, Sandra moved to proceed with the proposed changes in the Bylaws as submitted to the membership. Sammi seconded the motion.

Under the motion discussion Tina reviewed the changes, which were deemed too extensive for vote. After some discussion, it was agreed that she would send the changes to the Executive Committee and Sandra moved to postpone any decision until the changes have been reviewed by the Executive Committee. Sammi seconded the motion and all agreed. The changes will be reviewed in December, forwarded to the PCC for information at the December meeting and a vote taken in the January 2022 meeting.

Nominations/Membership – TBD, Chair

The Nominations/Membership committee chair is currently vacant. Anyone interested in serving should let the Executive Committee know.

CONSUMER COMMENTS

This section is covered under Public Comments and will no longer be included.

OPERATIONAL REPORTS

This report was covered in the PAL meeting.

PERFORMANCE REPORT

Tina reviewed the preliminary data for October. The number of trips requested and total trips are higher than October 2020. However, the numbers are not very different from September 2021. There is a slight increase in agency trips; the number of individual subscriptions is similar to September's; taxi trips are about 10% of total trips. Fixed route service is operating at about 65% of pre-COVID numbers. The on-time performance is excellent at >94%. Productivity is varied.

COMMENT STATISTICS REPORT

Tina reviewed the data for September. There are fewer comments as ridership is down. The majority of the comments are being received through reports rather than comment cards.

Dinae mentioned that she is still not seeing Comment Cards on the buses. Sammi reported that she saw Comment Cards this week but not on buses last week. Lynn said they are reviewing procedures to ensure that all the vehicles have cards.

Sammi thought that the Comment Cards could not be easily seen and asked if a sign saying "Comment Cards" could be placed near them. This is important if the rider has poor eyesight. Also, she asked if the size of the sign with the 800 number to call for comments could be increased. Tina said she would look into this but that the 800 number is included in the Rider's Guide, in the welcome packet, and is printed on the back of the Redi-Wheels ID card.

SAFETY REPORT

Lynn reported that there were no incidents in October.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Marie Violet will give an agency report in December.

ERC – Mike Levinson

No update.

Commission on Disabilities (CoD) – Ben McMullan

No report.

Center for Independence (CID) – Mike Levinson

CID is working with PG&E to provide power in case of an outage and with the Samaritan House for housing-related assistance.

Commission on Aging (CoA) – Kathy Uhl

Kathy reported that:

1. The Commission is working on a new Help at Home booklet. Any updates can be sent to her.
2. They are looking at employment opportunities for seniors.
3. They are distributing an emergency preparedness resource geared towards seniors so that they can be better prepared for emergencies.

Coastside Transportation Committee (CTC) – Tina Dubost

The committee didn't meet in November. Tina will check to see if they want to meet in December.

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

The CAC met on November 2nd.

- The public opening of the South San Francisco Caltrain Station has been delayed.
- They received a thorough status report on the 101 Express Lanes project. The lanes are projected to be open on January 28, 2022.
- They heard a report on the San Mateo County Transit District website replacement project. A new, updated, user friendly website is nearing completion. It was noted that it is ADA compliant.

The next CAC meeting is November 30th.

OTHER BUSINESS

Sandra suggested that a card or e-card be sent from the PCC to Craig McCulloh on the death of his wife Linda McCulloh. Sammi and Jane will work on this. Donations in her memory should be made to [Little People of America](#).

A revised Consumer Corps form was reviewed. It was requested that the trip arrival time be included but on an optional basis.

The meeting adjourned in memory of Linda McCulloh.

The next meeting will be on December 14th at 1:30pm. The meeting adjourned at 3:32pm.

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

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

Advocacy

Mike explained that this agenda item was now just "Advocacy" instead of "Local Advocacy."

Transit Recovery Update – Tina Dubost

Traffic congestion has increased and this may have an effect on on-time performance. However, the on-time performance is currently much better than the standard of 90%.

The Bay Area Council conducted a return-to-transit employer survey on commuting. Most employers were not expecting employees to come into the office five days a week. People are feeling more comfortable about safety on public transit. SamTrans, Caltrain and Redi-Wheels are continuing to offer free rides are continuing to vaccination sites.

Face coverings are still required on public transit by the TSA and San Mateo Public Health through the end of January 2022.

Paratransit ridership has been gradually increasing and the average weekday ridership increased from October 2020. However, it's only slightly higher than September 2021.

Suggestions for 2022 MTC Coordinated Plan – Richard Weiner

Richard is gathering information on mobility gaps to report or suggestions for improvements for the Plan.

Tina shared that some of the comments in the Plan have been reviewed in Reimagine SamTrans e.g., the need for more direct fixed-route service to East Palo Alto to the County hospital, a fixed-route service to the Health Plan of San Mateo, and more service to the Oyster Point area. In addition:

- Item #114, there was a request for the bus stop to be moved closer to the Ravenswood Clinic. However, this is not possible.
- Item #133 was concerned with outreach on the Coastsides. They are working with Senior Mobility volunteers and other groups, and outreach is an ongoing need.

Mike asked about exploring same-day service. Richard mentioned that even though it's difficult and expensive to provide, same day service is being offered in some areas. Programs are generally funded by cities through sales taxes e.g. San Mateo's Get Around program. Same day service in Boston saw a large shift of passengers from paratransit to taxis and TNCs. Even though the agency was hoping to realize cost savings from the shifting of costly paratransit trips to the taxis/TNCs, this did not occur as riders took so many more trips on taxis/TNCs. It did however offer more mobility options to riders. Dinae mentioned that the Get Around program is limited to 8 rides a month.

Kathy Uhl asked about giving priority for emergencies. Richard said prioritization by trip purpose is not allowed under the ADA, but taxis are readily available. Tina reminded everyone that emergency situations are best served by other transportation services. Sandra asked for a summary of the various models of same day service. Richard said

he could give a presentation about various programs but wasn't sure if it is part of the PCC's mandate. Tina said that there are limits to the various programs so they are often not comparable.

Sandra Lang asked if the State surplus of \$45B would assist in funding items in the coordinated plan and paratransit needs. Richard will try to get an update on this. He had reviewed the Infrastructure Bill for the Bay Area but hadn't seen anything that would directly benefit paratransit. Mike had heard that it contains \$9.5B for the entire state over ten years.

Policy Issues:

Kathy asked if there is a way of acknowledging and appreciating anyone who comes to give a presentation e.g., a thank you card. Sammi said that as chair of the Education Committee, she would be happy to send a card, however Tina wasn't able to provide consumer contact information due to confidentiality issues. Marie thought that the Executive Committee should work on this appreciation and Mike said that the Executive Committee would continue to find ways to encourage more people to attend.

Alex Madrid asked what happens after someone brings an issue to the PCC meeting. Tina said that they contact them to get specific information. Lynn said that there is follow up and this is reported to SamTrans. Alex thought the group could be notified if the issue was resolved without going into specific details.

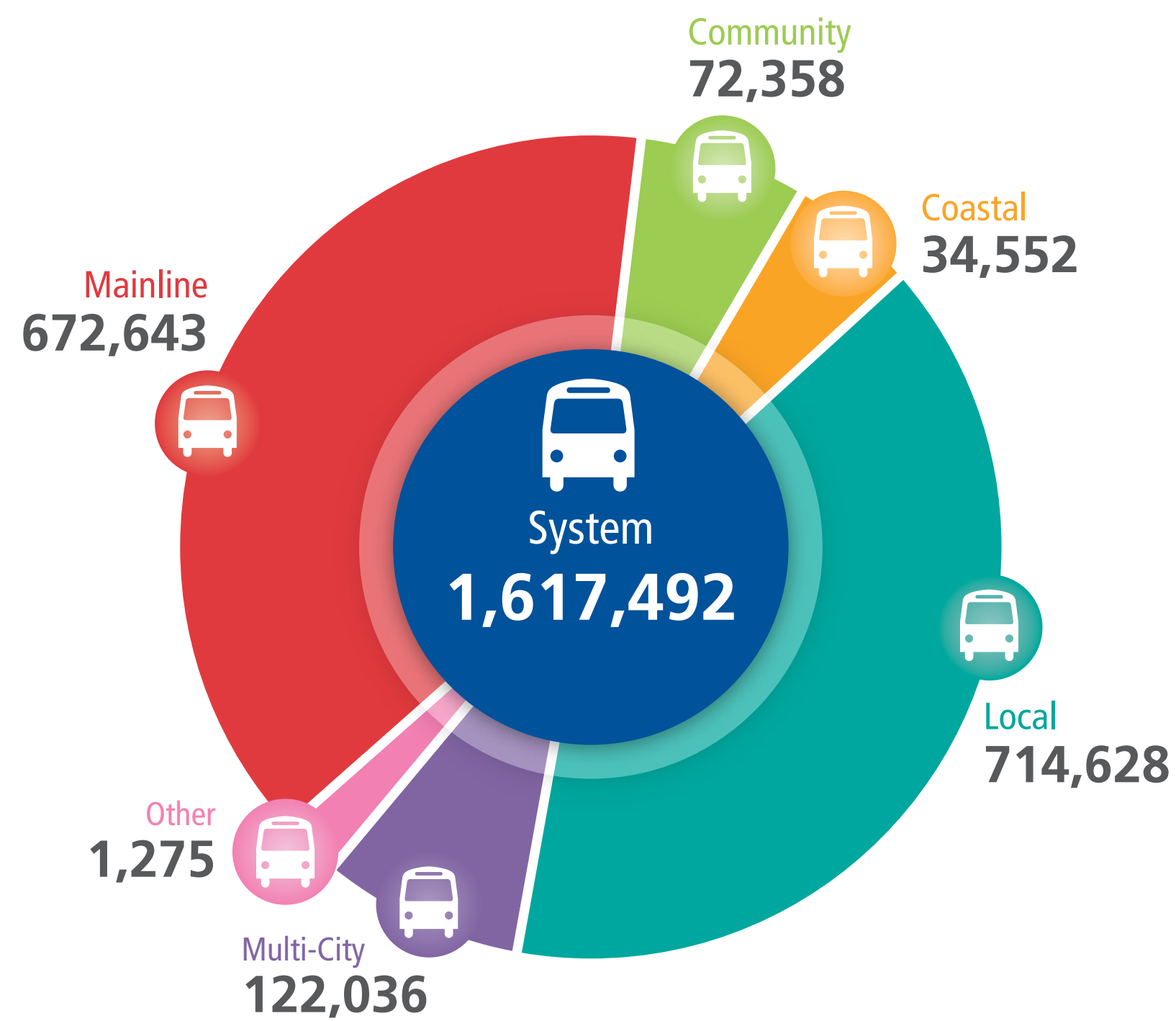
The next PAL meeting will be on December 7th, 2021.



FY22 SamTrans Service Statistics

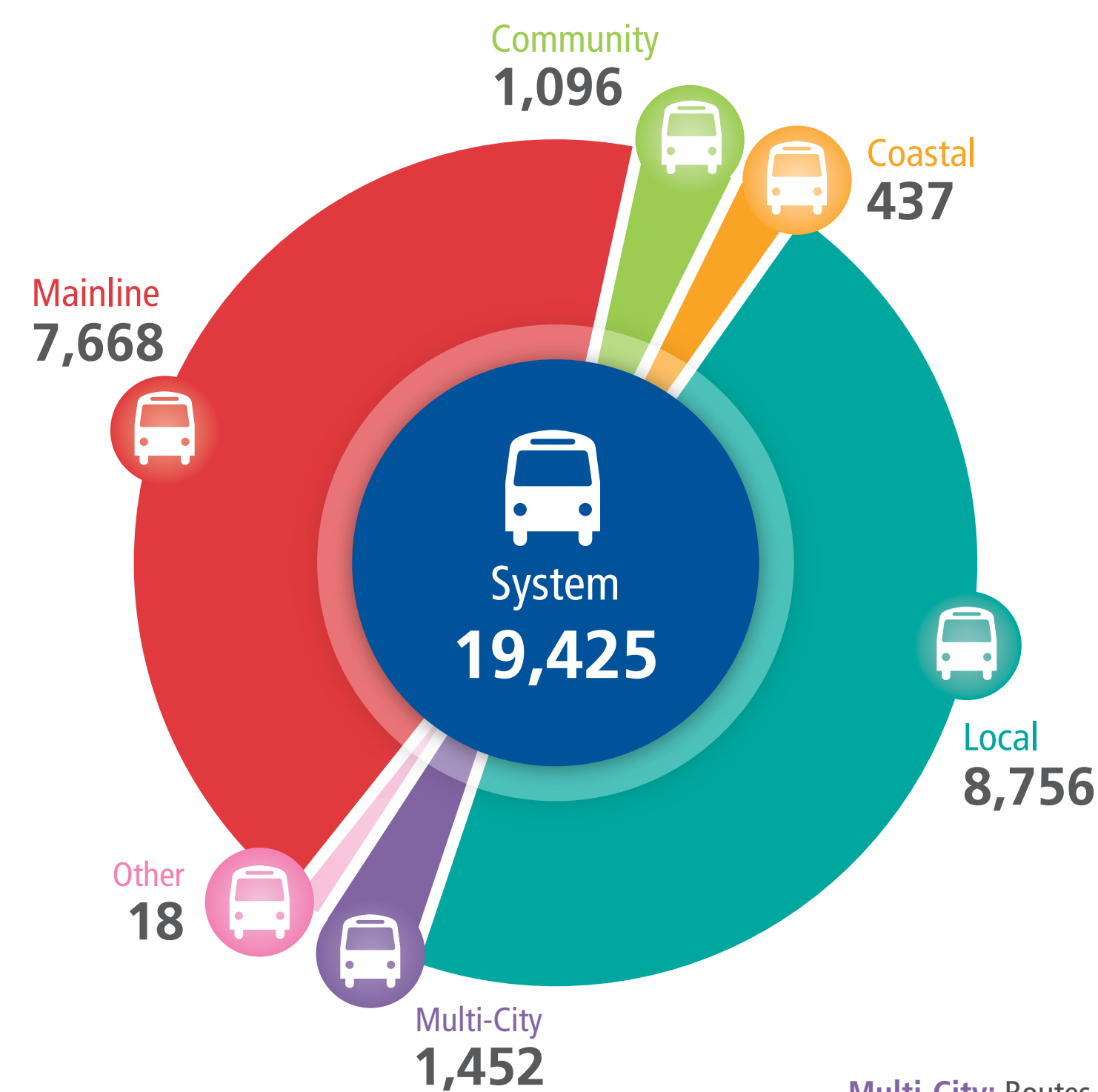
Quarterly Report (July-Sept)

TOTAL PASSENGERS



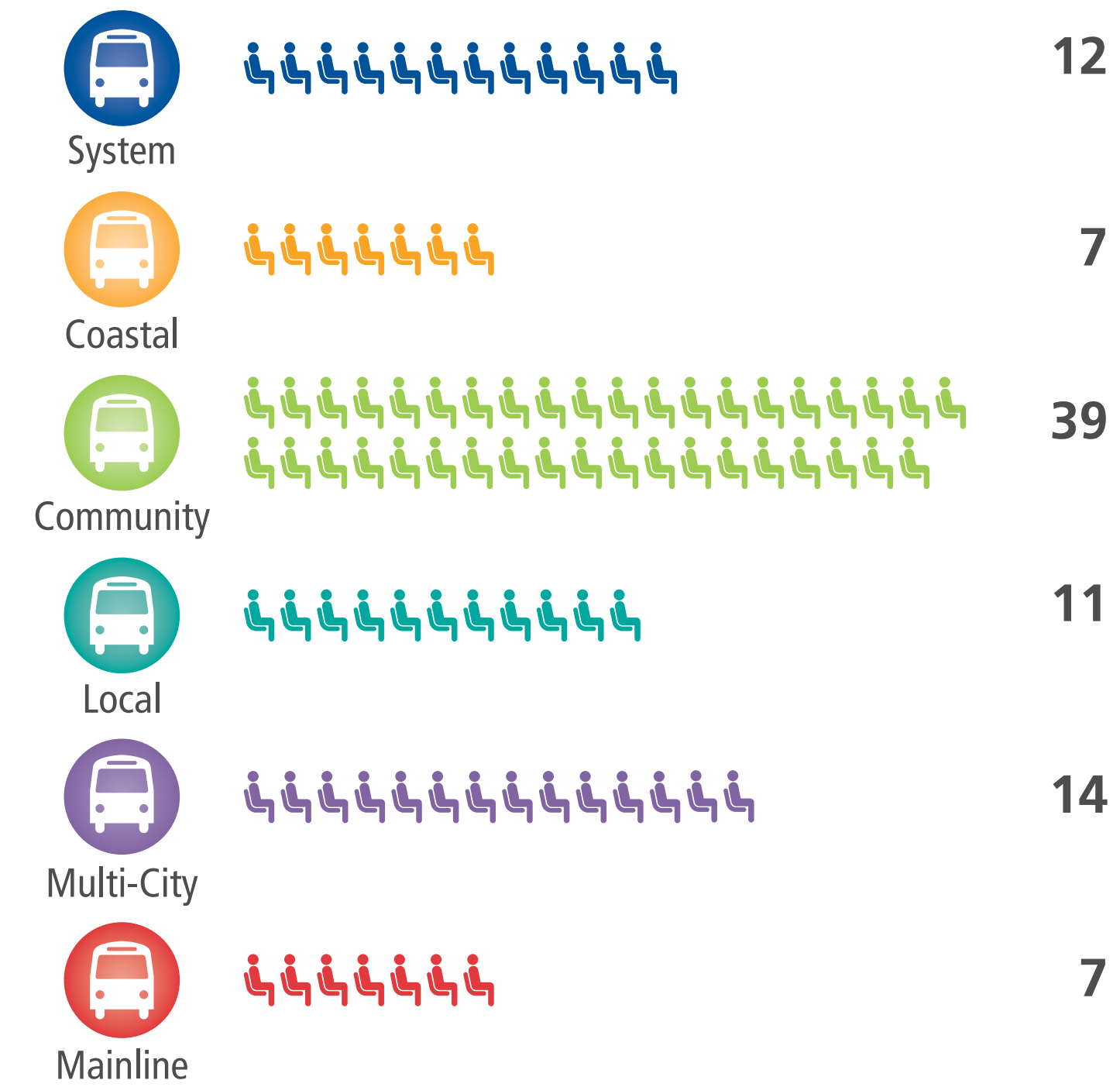
Coastal: Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 17, 294, etc...)
Community: Infrequent, community-specific routes which do not operate during off-peak hours. (Route 24, 38, 49, 60, etc...)
Local: Routes designed to carry passengers between major passenger hubs, employment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

AVERAGE WEEKDAY RIDERSHIP

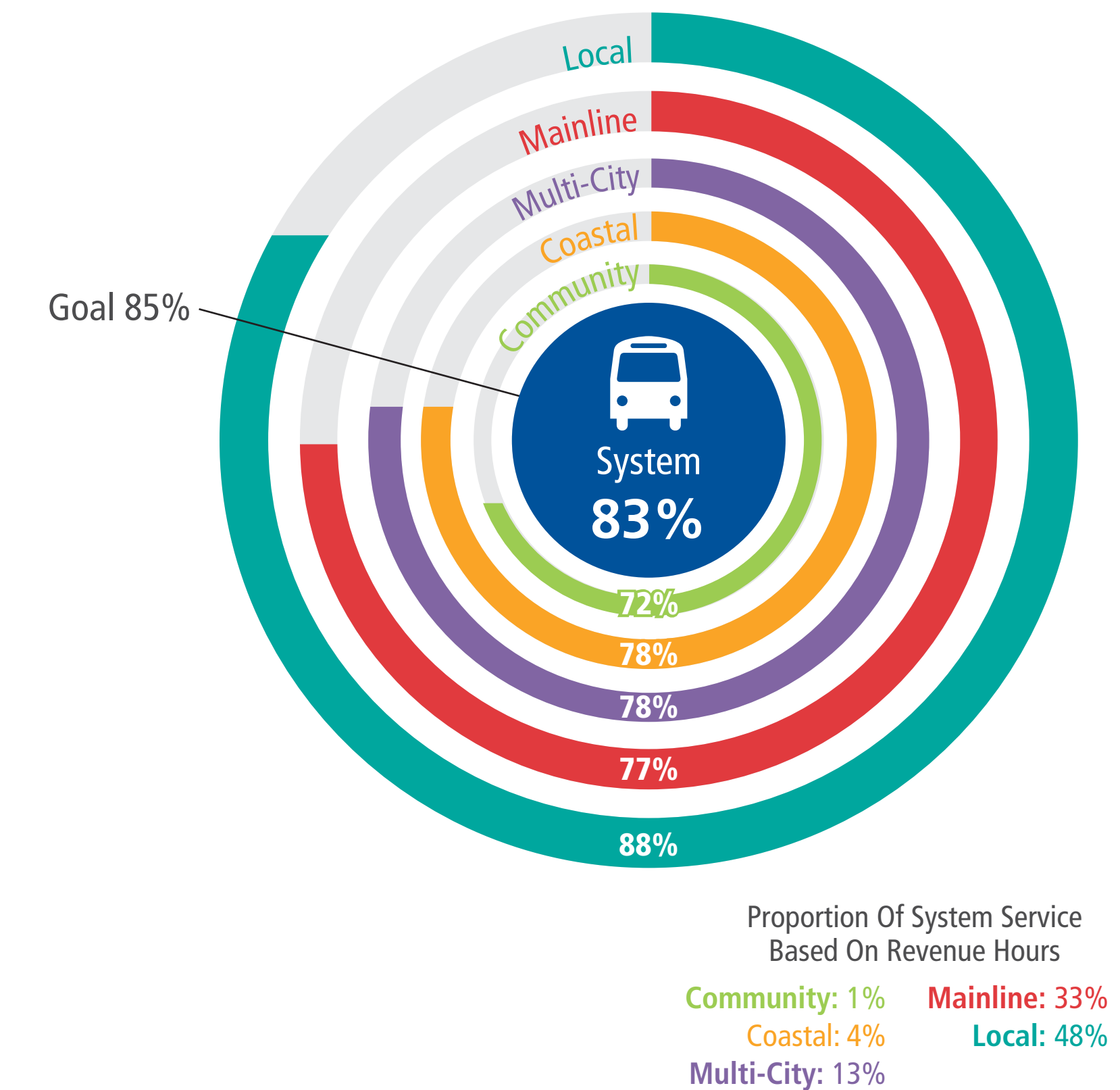


Multi-City: Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)
Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)
Other: Trippers, standby routes, and bus bridges.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

WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



WEEKDAY ON-TIME PERFORMANCE



TOTAL MILES TRAVELED



PREVENTABLE ACCIDENTS



MILES BETWEEN PREVENTABLE ACCIDENTS



SERVICE CALLS



MILES BETWEEN SERVICE CALLS



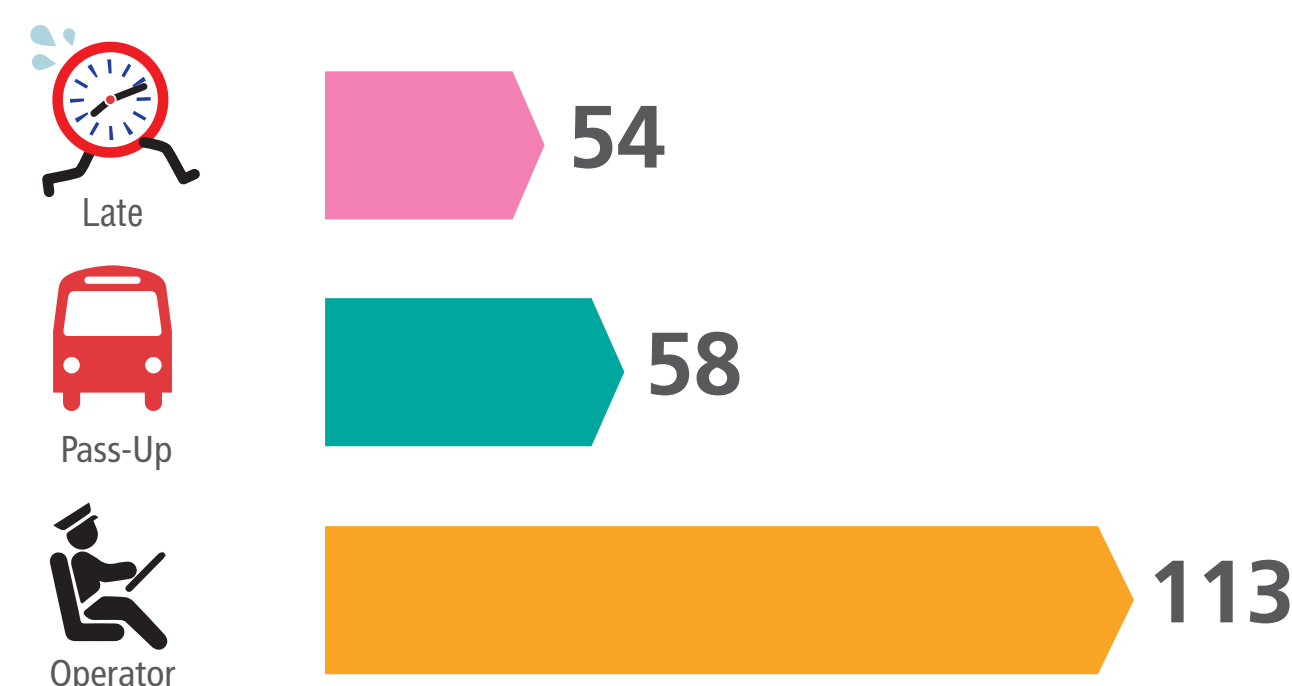
DID NOT OPERATE



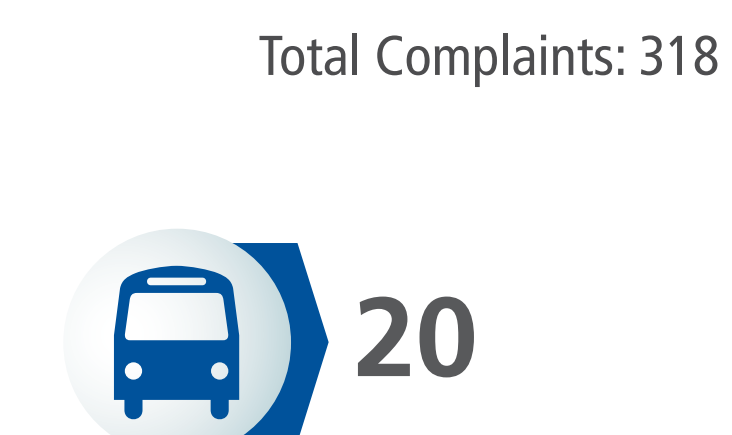
DID NOT OPERATE/100,000 Bus Trips



TOP 3 COMPLAINTS



COMPLAINTS/100,000 Boardings



FAREBOX RECOVERY RATIO



**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 | NOVEMBER 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 57.5 percent in the month of November 2021 compared to November 2020. Similarly, the total monthly ridership increased by 53.0 percent.

When comparing November 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for all SamTrans modes is 51.2 percent lower, and 51.5 percent lower compared to November 2019.

Caltrain: Average weekday ridership increased by 213.5 percent in the month of November 2021 compared to November 2020. Similarly, the total monthly ridership increased by 222.9 percent.

When comparing November 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for Caltrain is 82.46 percent lower, and 83.1 percent lower compared to November 2019.

Other SamTrans' Key Performance Indicators:

- In November 2021, there were 8 preventable accidents, same as last year (November 2020). The goal is to have one or fewer preventable accidents per every 100,000 miles; SamTrans (including Contracted services) had 1.13 accidents per 100,000 miles.
- On-Time-Performance (OTP) for November 2021 was below SamTrans' OTP goal of 85.0 percent at 79.9 percent. OTP decreased by 6.8 percent compared to November 2020.
 - The decrease in OTP is a result of traffic continuing to return to pre-pandemic levels. In response, staff has reviewed the current traffic conditions and impact on travel times, and proposed to re-time 27 routes to account for the

increased traffic. A complete list of service changes is provided in the General Manager Report. The re-timing of the routes is scheduled for January 16, 2022 with the implementation of Run Book 137.

- In November 2021, there were 212 DNOs (trips or schedules that did not operate) – 2 more than in October 2021.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Nov-19	Nov-20	Nov-21	% Δ^1	YTD FY20	YTD FY21	YTD FY22	% Δ^2
Bus	37,615	13,653	22,642	65.8%	37,155	12,855	21,159	64.6%
Paratransit	1,111	384	555	44.5%	1,141	387	536	38.6%
Shuttles	11,938	1,558	1,366	-12.3%	12,064	1,538	1,276	-17.1%
Total	50,664	15,595	24,563	57.5%	50,359	14,780	22,970	55.4%

SAMTRANS Total Ridership								
Mode	Nov-19	Nov-20	Nov-21	% Δ^1	YTD FY20	YTD FY21	YTD FY22	% Δ^2
Bus	909,148	363,789	574,528	57.9%	4,722,561	1,786,171	2,790,149	56.2%
Paratransit	26,599	9,301	14,211	52.8%	142,233	49,720	69,368	39.5%
Shuttles	234,188	29,912	28,028	-6.3%	1,297,996	162,723	135,709	-16.6%
Total	1,169,935	403,002	616,767	53.0%	6,162,790	1,998,614	2,995,226	49.9%

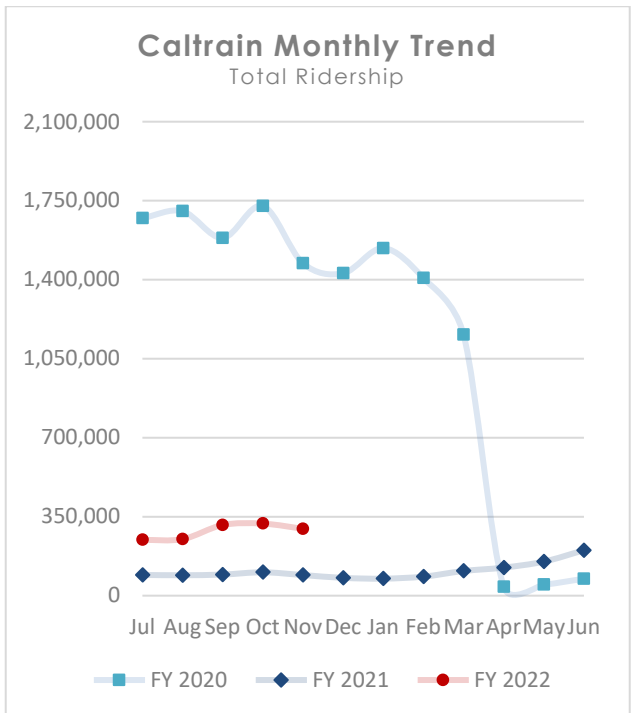
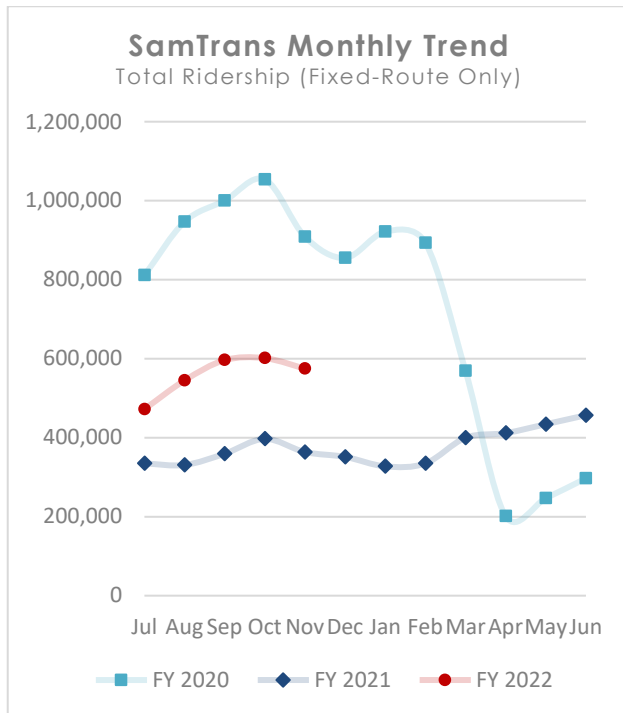
CALTRAIN Average Weekday Ridership								
Mode	Nov-19	Nov-20	Nov-21	% Δ^1	YTD FY20	YTD FY21	YTD FY22	% Δ^2
Caltrain	69,607	3,760	11,787	213.5%	70,881	3,645	10,632	191.7%

CALTRAIN Total Ridership								
Mode	Nov-19	Nov-20	Nov-21	% Δ^1	YTD FY20	YTD FY21	YTD FY22	% Δ^2
Caltrain	1,472,693	91,699	296,065	222.9%	8,159,968	471,112	1,425,685	202.6%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Nov-19	Nov-20	Nov-21	% Δ^1	YTD FY20	YTD FY21	YTD FY22	% Δ^2
Dumbarton	136	40	55	37.0%	146	54	54	-0.1%
BART (San Mateo County)	45,598	5,010	12,363	146.8%	46,641	4,682	11,278	140.9%

OTHER MODES in San Mateo County Total Ridership								
Mode	Nov-19	Nov-20	Nov-21	% Δ^1	YTD FY20	YTD FY21	YTD FY22	% Δ^2
Dumbarton	2,725	793	1,206	52.1%	15,610	5,766	5,814	0.8%
BART (San Mateo County)	1,041,450	122,966	335,665	173.0%	5,781,034	604,479	1,536,575	154.2%

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.
 % Δ^1 indicates the percentage change for the month, current year to previous year.
 % Δ^2 indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Nov-19	Nov-20	Nov-21
Adult	476,049	228,554	325,905
Youth	195,207	20,606	96,415
Eligible Discount	237,452	114,492	151,941
Total	908,708	363,652	574,261

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	Nov-19	Nov-20	Nov-21
On-Time Performance	78.4%	86.7%	79.9%
Preventable Accidents	22	8	8
Service Calls	32	21	22
Trips Scheduled	44,461	34,734	37,434
Did Not Operate DNOs	253	11	212

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	Nov-19	Nov-20	Nov-21
Revenue Hours (Sched.)	55,318	46,800	44,254
Revenue Miles (Sched.)	595,104	491,682	508,436
Total Fleet Miles (Actual)	824,349	631,294	704,889

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 88,111 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Nov-19	Nov-20	Nov-21
On-Time Performance (RW)	90.8%	97.3%	96.0%
On-Time Performance (RC)	95.5%	95.3%	95.5%
Preventable Accidents (RW)	2	2	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	3	3
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 32,040 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	Nov-19	Nov-20	Nov-21
Revenue Miles (RW)	180,745	79,588	117,849
Revenue Miles (RC)	43,697	13,149	13,843
Fleet Miles (RW)	194,773	93,409	132,451
Fleet Miles (RC)	51,098	16,189	17,962

RW = Redi-Wheels
RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Nov-19	Nov-20	Nov-21
Complaints	201	79	93
Accessibility	11	6	8
Compliments	22	5	12
Service Requests	41	22	27
Reports Total	275	112	140

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

The total number of reports for SamTrans decreased from October (159) to November (140).

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

- Reimagine Stakeholder county-wide communications campaign
- "Drive with Us" Bus Operator Recruitment Campaign
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans Returns to Redwood City's Hometown Holidays Parade"
- Press Release: "SamTrans to Change Schedule for Thanksgiving"
- Press Release: "Bay Area Transit Agencies Cheer Infrastructure Bill Passage"
- Press Release: "SamTrans and San Mateo County Transportation Authority Host Autonomous Vehicle Workshop"
- Press Release: "SamTrans Adopts Peninsula Shuttle Study to Simplify Shuttle Administration"

Digital Communications Report:

For the month of November, the focal point was the culmination of Reimagine's phase 3, which ended on November 8th, 2021. It consisted of constant messaging throughout all our social platforms.

November 2021 Highlights:

- Reimagine Phase 3
- Announcing the return of the Holiday Bus

SamTrans.com Report:

There were 77,209 log-ons to our site in November. This is the first dip in traffic since the pandemic recovery and matches a historic seasonal holiday downward trend.

Website Replacement Project:

In November, the Web Team met with San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority to present progress and will be accommodating some scope changes. Launch is set for mid-March 2022.

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

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MARINA FRASER
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CAROLE GROOM
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JOSH POWELL

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

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

WEDNESDAY, JANUARY 5, 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 October 6, 2021

INFORMATIONAL

3. Pilot Program: Free Fares for Low-income Students
4. Adjourn

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

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT,
AND SUSTAINABILITY COMMITTEE MEETING / COMMITTEE OF THE WHOLE
OCTOBER 6, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Carole Groom called the meeting to order at 3:16 pm.

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

Motion/Second: Gee/Stone

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

Noes: None

Absent: None

3. AUTHORIZATION OF AN EXCLUSIVE NEGOTIATING AGREEMENT WITH RWC SEQUOIA STATION LLC FOR THE POTENTIAL SALE OF DISTRICT PROPERTY LOCATED AT SEQUOIA STATION, INCLUDING A RIGHT OF ENTRY FOR PURPOSES OF CONDUCTING RELATED DUE DILIGENCE INVESTIGATIONS

Joan Cassman, Legal Counsel, presented the staff report.

Motion/Second: Stone/Guilbault

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

Noes: None

Absent: None

4. METROPOLITAN TRANSPORTATION COMMISSION (MTC) – BLUE RIBBON TRANSIT RECOVERY TASK FORCE UPDATE

April Chan, Chief Officer, Planning, Grants/Transportation Authority, provided the presentation along with Casey Fromson, Acting Chief Communications Officer.

Committee Member Jeff Gee asked if scaling up to a regional transit network would impact the nimbleness of local routes, particularly with regard to providing adequate service to schools. Ms. Chan said that there is discussion on the appropriate

governance structure that would allow local transit agencies to manage community routes.

Carter Mau, Acting General Manager/CEO, said the labor agreements have specific dates and times that may not be coordinated with the actual schedules.

Chair Charles Stone asked if funding is currently available, which Ms. Chan confirmed.

5. UPDATE ON THE REGIONAL FARE COORDINATION AND INTEGRATION STUDY

Christy Wegener, Director of Planning, introduced Bill Bacon, Principal, MTC (Metropolitan Transportation Commission) and Mike Eiseman, Financial Planning Director, BART (Bay Area Rapid Transit), who provided the presentation.

Public Comment:

Raayan Mohtashemi, Seamless Bay Area, Friends of Caltrain, Resilient El Camino Real, Transportation Equity Allied Movement Coalition (TeamC), Silicon Valley Bicycle coalition, voiced his support for the ferry integration recommendations.

Adina Levin, Friends of Caltrain, Seamless Bay Area, urged the Board's support of initiatives to make the transit system more convenient for riders.

Davis Turner, Seamless Bay Area, said that Burlingame High School was successful in promoting Caltrain, which he said is used by 50 percent of students, but that there were no options for buses.

Rick Nahass, Pacific Climate Committee and Seamless Bay Area, said he supported SamTrans increasing its involvement with regional transit in the Bay Area.

Roland, San Jose, commented on Caltrain spending.

Liz Broekhuysen, Seamless Bay Area, expressed her support for fare integration as she uses SamTrans, Caltrain, and Muni (San Francisco Municipal Transportation Authority).

Director Josh Powell said he was skeptical of regional control of local transit agencies. He asked if there would be an API (application program interface) be made available to Google or other apps to offer a pass. Mr. Bacon said they do not currently have that to offer. Mr. Eiseman said they are working on third-party integration through APIs.

Vice Chair Peter Ratto said the costs of multi-agency passes to agencies need to be divided equitably.

Director Marina Fraser said it would be challenging to achieve equity for ridership and said she supported policies for making it work.

Committee Member Gee asked what would happen to the revenue earned from the GoPass or the Way2Go pass if they are replaced by an all-agency pass. Mr. Eiseman said they are working through a number of potential options for the pilot program, such as having a regional travel add-on to the existing pass structure. Mr. Bacon said the recommendations are not coming from MTC but from the various operators.

Chair Stone requested metrics for success and comparisons showing what could be done with the same amount of money.

Director Rico Medina said the return on investment was important.

6. ADJOURN

The meeting adjourned at 4:48 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **PILOT PROGRAM: FREE FARES FOR LOW-INCOME STUDENTS**

ACTION

This report is for information only. No Board action is required at this time.

SIGNIFICANCE

In partnership with the San Mateo County Office of Education, the San Mateo County Transit District (District) is launching a six-month pilot transit pass program, known as Youth Unlimited, from January 1 through June 30, 2022. The pilot program will provide free unlimited SamTrans bus fares for socio-economically disadvantaged (SED) students, as defined by the California Department of Education¹. SED students include students that are eligible for schools' Free and Reduced-Price Meal program, students experiencing homelessness, foster youth, migrant students, and students whose parents did not graduate from high school. There are approximately 30,000 SED students in San Mateo County.

The overall goals of the Youth Unlimited pilot fare program are to reduce transportation costs for low-income families, attract new and more frequent riders, and understand the potential operational impacts of providing free fares to some or all youth riders.

To participate, each school district in San Mateo County is invited to sign a Memorandum of Understanding with the District outlining the responsibilities of each party for this pilot program. The District is responsible for allocating and distributing the passes to the school districts. The school districts are then responsible for working with the individual schools to announce the pilot, track the number of passes distributed, and administer a survey to participating students or their parents/guardians. The survey results will help SamTrans evaluate the financial and operational impact of the pilot program to determine whether to implement this program permanently next school year.

¹ See California Department of Education's "California School Dashboard Technical Guide," page 39, accessed at <https://www.cde.ca.gov/ta/ac/cm/documents/dashboardguide19.pdf>.

BUDGET IMPACT

In offering the Youth Unlimited pilot program, the District will forgo six months' worth of revenues from a current pass program described below, which generates approximately \$260,000 in annual revenues. The pilot program will likely also reduce purchases of youth fares and youth monthly passes from students participating in the pilot who do not currently participate in the current low-income student pass program.

BACKGROUND

Since 1998, the District has distributed discounted youth monthly passes to schools for students who qualify for the Free and Reduced-Price Meal program. In 2020, 15 schools and two social services agencies participated in the program. The Youth Unlimited Pilot Program builds on the existing relationships with schools and expands the current program by providing free passes to all eligible SED students, for free, including students eligible for the Free and Reduced-Price Meal program.

Prepared by: Gwen Buckley, Senior Planner 650-508-7913
Bruce Thompson, Acting Manager Fare Operations 650-551-6106

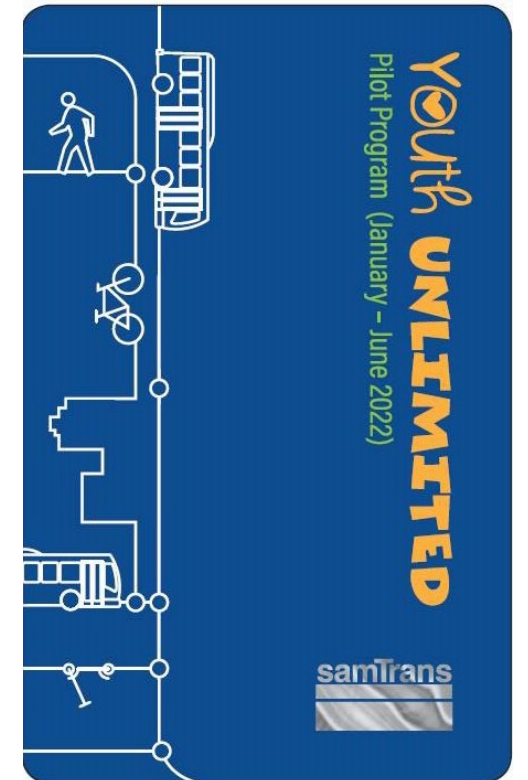
SamTrans Youth Unlimited Pilot Program

SamTrans Board of Directors

January 5, 2022

Youth Unlimited Pilot Program Overview

- 6 Month Pilot Program: January through June 2022
- Eligibility: 18 years and younger and Socioeconomically Disadvantaged (SED), including students:
 - Eligible for Free and Reduced-price Meal program
 - Experiencing homelessness, migrant students, foster youth
 - Parents did not graduate high school
- ~30k eligible students, 24 districts
- Administered via flash pass
 - Future iterations may use Clipper



Pilot Goals

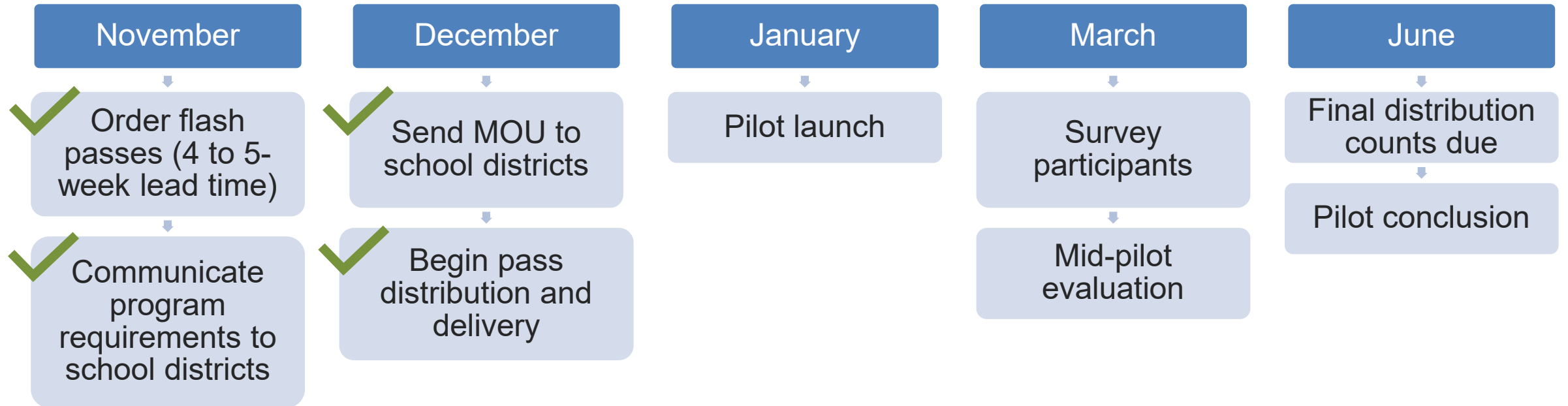
1. Reduce transportation cost for low-income families
2. Attract new or more frequent riders and improve mobility options for low-income families
3. Understand the operational impacts of providing free fares to some or all youth

Evaluation of pilot

- How do we define success?

Performance Indicator	Source
Distribute >5,000 passes	School districts
Improve school attendance	Survey
Provide economic benefit to participants and their families	Survey
Increase in new riders	Survey
Increase in trip frequency of participants	Survey GFI
Identify impact on farebox revenue	GFI / Finance
Crowding on school routes not to exceed 150%	GFI / Finance

Pilot Timeline



Path to Permanent Program

- Mid-pilot evaluation will determine whether to make pilot permanent for Fall 2022
- To make it permanent, we need to complete:
 - Review of operational impacts caused by program
 - Title VI analysis (April/May)
 - Public hearing and outreach (June)
 - Board adoption of updated fare structure (July)

QUESTIONS?



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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

**LEGISLATIVE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, JANUARY 5, 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 December 1,
2021
3. Adoption of 2022 Legislative Program

INFORMATIONAL

4. State and Federal Legislative Update
5. Adjourn

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
DECEMBER 1, 2021**

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

Committee Members Absent: C. Groom

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

Other Board Members Absent: D. Pine

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

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:10 pm.

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

Motion/Second: Fraser/Stone

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

Noes: None

Absent: Groom, Pine

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She noted that on November 15, President Biden signed the infrastructure bill into law. She said the Build Back Better Act passed the House on November 19, but not yet the Senate. She said that a CR (continuing resolution) runs through December 3, which may be extended if passed. She noted that state's ineligibility for federal funding for public transportation agencies due to ongoing litigation and said that it is hoped that the federal government will free up the flow of grants while the litigation is still pending.

Ms. Fromson said that the state was in recess until January 3. She said the state could have a surplus of \$14 billion with the possibility of having a transportation package.

4. 2022 DRAFT LEGISLATIVE PROGRAM

Ms. Fromson summarized the staff report.

5. ADJOURN

The meeting adjourned at 3:20 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: **ADOPTION OF 2022 LEGISLATIVE PROGRAM**

ACTION

Staff proposes the Committee recommend the Board:

1. Approve the San Mateo County Transit District (District) 2022 Legislative Program.

SIGNIFICANCE

The 2022 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transit District's (the District) legislative and regulatory advocacy efforts through the 2022 calendar year, including the second half of the 2021-22 State legislative session and the first session of the 118th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the District to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the District's priorities.

Objectives

The 2022 Program is organized to guide the District's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the District's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2022 Legislative Program. Should other issues surface that require the District's attention, actions will be guided by the three policy objectives listed above. If

needed, potential action on issues that are unrelated to these policy goals will be brought to the Board of Directors for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for ending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition).

In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

The District and its legislative consultants will employ a variety of engagement tools to support the 2022 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the District's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2022 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the District's legislative objectives and to provide support for our advocacy efforts.

Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Jessica Epstein, Government and
Community Affairs Manager

650-400-6451

San Mateo County Transit District

2022 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2022 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2022 calendar year, including the second half of the 2022 State legislative session and second session of the 117th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2022 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate SamTrans service with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of Regional, State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2022 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2022 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

State and Regional

Funding Opportunities and Challenges

Issue / Background

Strategy

General Funding

In 2020 and 2021, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Additional funding is needed to mitigate the pandemic’s impact for transit agencies.

In 2021, Governor Newsom as part of his May Revise, proposed significant new funding for transportation. An agreement between the Governor and State Legislature was not reached in 2021 but the transportation funding conversation will continue in 2022.

In 2017, the State enacted SB1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.

In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its

- Direct advocacy for additional resources to secure state funding for transit systems, especially if there is a new state transportation package.
- Ensure that COVID relief funding is suballocated through the region is based on revenue losses.
- Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs.
- Support State funding allocation requests for investments that benefit the Agency’s transportation programs and services.
- Work with legislative delegation, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency’s transportation priorities.
- Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.

<p>findings from the Legislature to the CTC and the Legislature in 2018.</p>	
<p>Formula Funding In 2021, transit formula funding suffered due to the COVID-19 pandemic as fuel consumption declined.</p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds as well as several more significant and permanent changes to TDA such as adding additional exemptions for on-demand service, cost of security, transitioning to zero-emission operations, and more. In 2022, the TDA conversation will continue to assess more</p>	<ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. ● Support full and timely allocation of the Agency’s STIP share. ● Participate in the CTA’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.

<p>holistic changes to TDA to maximize flexibility for maintaining and expanding service. The Agency is part of the working group.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.
<p>Voter Threshold Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> ● Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will</p>	<ul style="list-style-type: none"> ● Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. ● Support innovative local and regional funding options that will provide financial support for the agency.

<p>support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. MTC is kicking off a listening tour regarding a potential future regional ballot. Many details about the timing, funding mechanism and expenditure plan are still being discussed.</p> <p>In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> • Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce development, retention, and housing to attract and retain quality personnel. • Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. • Work to ensure the agency is at the table and appropriately funded as part of any potential regional funding measure. • Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations. • Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency). • Monitor the implementation of the Surplus Lands Act and advocate for clarifying language on the disposition of properties subject to the Act.

Transportation Projects

<p>General Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains far below pre-pandemic levels, we expect riders to return to public transit once major employers along the corridor bring their employees back to the office. We are already seeing highways, local streets and roads becoming heavily congested. Despite the pandemic, the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.
<p>Dumbarton Rail Corridor: In 2018, the District kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global pandemic. In fall 2020, the project was restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. This information was provided to the District in Spring of 2021. The 2018 agreement with Cross Bay Transit Partners also ended in late Spring 2021.</p> <p>The District is continuing to seek new opportunities to secure regional support to advance the project with regional and East Bay partners. In parallel,</p>	<ul style="list-style-type: none"> • Support funding opportunities at regional, state and federal levels that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Support policies that will promote long-term transit use and access in the Dumbarton Corridor.

<p>MTC is leading the “Dumbarton Forward” effort, which includes near-term strategies to improve efficiency and reduce delays on and near the Dumbarton Bridge.</p> <p>These bodies of work are building on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties</p>	
<p>The Grand Boulevard Initiative (GBI) The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at Daly City and ending near the Diridon Caltrain Station in central San Jose, the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street.</p>	<ul style="list-style-type: none"> • Support funding for GBI projects such as those that improve bus speed, complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.
<p>101 Managed/Express Lanes There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from San Mateo to I-380 (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 interchange. Construction of Phase 1 (Northern and Southern Sections Express Lanes) is expected to be complete in late 2022. Phase 2 began environmental efforts in 2021. The 101/92 project start environmental efforts in 2022.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects. • Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.

<p>Transit-Oriented Development / First and Last Mile First and last mile projects, as well as transit-oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new and innovative first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that with compliment transit services. • Support state funding incentives and streamlining processes for transit-oriented development.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.
<p>Electrification Project In 2012, the State Legislature appropriated Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace 75% of Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The Project has a funding gap that requires additional financial resources.</p> <p>The Electrification Project is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing</p>	<ul style="list-style-type: none"> • Direct advocacy to support allocation of one-time general fund money, TIRCP, cap-and-trade, or other State funding, to fill the funding gap for the Electrification project to ensure timely completion of the project by 2024. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the Electrification Project. • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations. • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits. • Advocate for funding and policies to support grade separation projects. • Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain Business Plan in their long-term plans.

service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. While the Plan is close to final, Caltrain turned its attention to COVID recovery in 2020 and plans to close out the Business Plan in 2022.

Caltrain Equity and Growth Framework In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.

High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. **In 2022, HSR will likely finalized the EIR for the northern Caltrain corridor and request additional allocation of Prop 1A resources for the Central Valley work.**

- Support funding and regulations that are consistent with Caltrain’s equity and growth policy.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

Legislative, Regulatory and Administrative Issues	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p> <p>The State is providing guidance on COVID related transit measure to protect the public health and reduce virus transmission during the pandemic.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force’s Bay Area Transit Transformation Action Plan, and the “Seamless” Bay Area efforts. • Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.
<p>Part-Time Transit Lanes In 2021, AB 476 (Mullin) was introduced to allow the state and its transportation agencies to establish part-time transit lanes on highway shoulders where appropriate and only if certain conditions are met, including supporting infrastructure, operating speeds, and driver training. The bill will move forward in 2022.</p>	<ul style="list-style-type: none"> • Support legislation to authorize the use of highway shoulders as part-time transit lanes. • Support legislation that would improve transit throughput in the state and the Bay Area.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of statutory</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects. • Monitor the implementation and opportunities related to SB 288 (Wiener), and support the extension of the provisions included in SB 288.

<p>exemptions for transit and active transportation projects under CEQA.</p>	
<p>Public Employees’ Pension Reform Act (PEPRA) In 2021, the United States Department of Labor issued new policy asserting that the implementation of PEPRA by California transit agencies precludes the department from certifying federal transit grants owed to California transit agencies. This policy, if implemented fully by USDOL, would lead to the withholding of potentially billions of dollars in federal funding to California transit agencies, including the Agency.</p>	<ul style="list-style-type: none"> • Engage the State of California, delegation, sister agencies and transportation associations to prevent the withhold the certification of federal transit grants owed to the Agency due to the implementation of PEPRA by transit agencies.
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The final Plan Bay Area 2050 was adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning. • Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding.
<p>Transit Bus Electrification Zero-Emission Bus: In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges.</p>	<ul style="list-style-type: none"> • Advocate for priority funding from the State Legislature, ARB, CEC and CPUC for zero-emission buses and charging/refueling infrastructure to facilitate compliance with the ICT regulation. • Support legislation to extend the sales tax exemption for zero-emission transit buses previously authorized under AB 784 (Mullin). • Continue to educate State Legislature, ARB, CEC and CPUC on any challenges to implement the ICT regulation.

<p>Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> • Continue to monitor implementation of Pacific Gas & Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.
<p>Executive Orders Related to GHG Emissions: Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land-use. The executive orders highlight the need for expanding clean transportation options.</p> <p>Building on the executive orders above, in 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.</p>	<ul style="list-style-type: none"> • Work to ensure state and federal funds are made available to achieve the goals outlined in the orders. • Engage in the State’s effort to address the transit-specific goals outlined in the executive orders. • Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects).
<p>CARB In-use Loco Regulation: To meet Executive Order N-79-20 and achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035, CARB anticipates adopting a In-Use Locomotive Regulation. As currently written, it would require all owners, operators, sellers, leasers, renters or manufacturers to create spending accounts (based on emissions level and amount of work performed in California) for zero-emission loco purchases as early as 2023. In 2030, it</p>	<ul style="list-style-type: none"> • Engage in CARB’s effort to reach 100% zero emissions from locomotives. • Support efforts for an alternative pathway with individualized agency plans • Work to ensure funding programs are available to support transition to new technology

would ban all locomotives 23 years or older from operating in the state.	
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Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations In 2021, transit agencies continued to be hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. We expect the same in 2022. While federal emergency relief funding (CARES Act, CRSSA, and the American Rescue Plan) have provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s long-term impact.</p> <p>Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>Congress passed a series of continuing resolutions (CR) to keep federal agencies funded at the same level as the previous fiscal year, through February 18, 2022.</p>	<ul style="list-style-type: none"> • Advocate directly as well as support broad stakeholders coalition efforts to secure additional federal funding for transit systems through the Infrastructure Investment and Jobs Act (infrastructure package) and the Build Back Better Act. • Seek funding opportunities to fill the Caltrain Electrification Project gap in the infrastructure package and FY 22 Appropriations bill. • Seek funding opportunities for Zero Emission Bus infrastructure the Low or No Emission Vehicle Grant program. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency’s transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, • Communicate frequently with the Agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.
<p>Transportation Projects</p>	
<p>General Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Electrification Project The current funding plan includes funding from several federal funding sources including the FTA Capital Investments Grant Core Capacity Program.</p> <p>The Project currently has a funding gap that we are working to close through State and federal funding sources.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes some funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve this vision and includes projects such as</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to fill the Electrification Project funding gap. • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills. • Advocate for additional PTC funding for operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain-related projects. • Advocate for funding and policies to support grade separation projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Support funding and regulations that are consistent with Caltrain’s equity and growth policy. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. While the Plan is close to final, Caltrain turned it's attention to COVID recovery in 2020 and plans to close out the Business Plan in 2022.</p> <p>Caltrain Equity and Growth Framework In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.</p> <p>High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will "blended" with Caltrain service.</p>	
<p>Dumbarton Rail Corridor In 2018, the Agency kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.

<p>financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global pandemic. In fall 2020, the project was recently restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. The District is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties.</p>	
<p>101 Managed/Express Lanes There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from San Mateo to I-380 (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 interchange. Construction of Phase 1 (Northern and Southern Sections Express Lanes) is expected to be complete in late 2022. Phase 2 began environmental efforts in 2021. The 101/92 project start environmental efforts in 2022.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.

Legislative, Regulatory and Administrative Issues	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.
<p>Infrastructure Investment and Jobs Act implementation In November 2021, Congress approved and the President signed into law the IJJA, includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$4.5 billion in formula fundings from IJJA.</p>	<ul style="list-style-type: none"> • Support efforts to seek federal funds through IJJA for agency projects and plans. • Monitor and review guidance and rulemaking proposals affecting IJJA implementation and other transportation issues. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for IJJA funding and implementation
<p>Additional Infrastructure Proposals Congress and the Biden Administration are currently deliberating the Build Back Better Act, which if enacted would provide significantly increased funding for climate programs, high speed rail, and active transportation.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed during Congressional deliberation of provisions that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency’s projects and needs if and when the Build Back Better Act is enacted.
<p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue.

Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.

The Senate FY2021 Transportation/HUD Appropriations bill includes report language encouraging the Department of Transportation “to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment.”

Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.

- Support the State of California in its efforts to respond and address FAA’s requests

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

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

Prepared By: Jessica Epstein, Government and
Community Affairs Manager

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SamTrans Federal Transportation Report As of December 14, 2021

President Biden Signs Continuing Resolution Into Law, Averting Government Shutdown

- On December 3, President Biden signed into law a continuing resolution (CR) ([H.R. 6119](#)) to extend federal funding at fiscal year (FY) 2021 levels through February 18, 2022, averting a government shutdown.
- Earlier, Congress passed the CR after party leaders brokered a deal to overcome objections over vaccine mandates. The final vote in the House was 221-212, and the final vote in the Senate was 69-28.
- In a [statement](#), House Appropriations Chair Rosa DeLauro (D-CT) said that an agreement [had been reached] on a CR that would temporarily fund the government at the previous year's levels until a larger bipartisan agreement can be reached on spending for the new year. DeLauro said the legislation "includes virtually no changes to existing funding or policy" in an effort to apply pressure for a larger deal for a spending omnibus bill in the months ahead.
- Expectation is that the larger agreement, the FY 2022 omnibus appropriations bill, will be agreed upon by early February. The process for appropriations requests for FY 2023 would then kick-off in March.

Congress Racing to Finish Legislation To-Do List by Year End

- Congress is racing the clock to complete several must-pass pieces of legislation, with Democrats also pushing to finish their roughly \$2 trillion social and climate policy legislation, the Build Back Better Act ([H.R. 5376](#)) by the end of the year. Lawmakers are under pressure to pass the bills ahead of contentious campaigning that will start in earnest in coming months for the 2022 midterms.
- During the week of December 13th, Congress will pass the must-pass defense policy bill known as the National Defense Authorization Act (NDAA), which was held up in the Senate previously over provisions regarding Russia and China. Congress will also vote on a bill to raise the debt limit enough to get past the 2022 midterm elections.
- The long to-do list of must-pass legislation is delaying Democrats' efforts to finish their roughly \$1.8 trillion Build Back Better bill, by the end of the year. The legislation passed

the House last month and the Senate is negotiating a bill that could pass with all 50 senators in the Democratic caucus supporting it.

- The House-passed bill will be altered to meet Senate demands, as well as, to fit reconciliation rules to pass the legislation with just a simple majority. Senators have been meeting with the parliamentarian on what provisions can comply, putting some immigration and drug pricing related provisions in peril. It is not clear when that process will be complete.
- Senate Majority Leader Schumer stated earlier in December through a Dear Colleague letter, that the goal is to complete the bill by Christmas, but given the process, Senators would be expected to work weekends up until the holiday, making the goal tough to meet.
- Senate Republicans are not expected to support the legislation, objecting to what they call irresponsible spending that could damage the economy. In fact, not a single House Republican voted for it last month.

House Transportation Committee Chair Will Retire

- On December 1, House Committee on Transportation and Infrastructure (T&I) Chairman Peter DeFazio (D-OR) announced that he will retire after 36 years in Congress.
- Chairman DeFazio said that he was retiring to focus on his health, but his announcement comes after his goal to pass an environmentally focused overhaul of the nation's highway and transit programs was sidelined for a major infrastructure bill that was attractive enough for Senate Republicans.
- Following this announcement, both Congresswoman Eleanor Holmes Norton (D-DC) and Congressman Rick Larsen (D-WA), announced that they will run for chair in the 118th Congress.
- Rep. Norton is the next most senior lawmaker on the committee and has chaired the Transportation Highways and Transit Subcommittee, the committee's largest subpanel, since 2015. However, as a delegate, Rep. Norton does not have voting rights on the House floor. Congressman Rick Larsen (D-WA) has been serving as chair of the Aviation Subcommittee.

President to Promote Infrastructure Bill, Agencies Begin Implementation

- During December, President Biden has embarked on a multi-state tour to promote the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which he signed into law on November 15.
- Federal agencies are now tasked with standing-up new or expanding existing programs to award federal funds to eligible infrastructure projects. Agency offices will work over the coming weeks to establish grant program parameters, develop, and publish

solicitations for applications; set timelines for awards; and oversee implementation of awarded funds.

- The IIJA included deadlines for some agency actions, requiring that programs be established in 60, 90, or 180 days.
- For example, on November 29, the Federal Highway Administration (FHWA) [issued](#) a request for public comment on how to design and fund the national electric vehicle (EV) charging network to be funded by the recently-passed Bipartisan Infrastructure bill.
 - The EV Charging Formula Program will provide funding to states to strategically deploy charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.
 - The law also establishes a new EV Charging and Fueling Infrastructure grant program to strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations that are accessible to all drivers of such vehicles.
- FHWA invites public comments to inform the development of the guidance and the agency stressed they are especially interested in comments suggesting ways that the guidance could promote equity in the deployment of EV charging infrastructure under these programs. Comments must be submitted within the next 60 days, with a deadline of January 28.

Biden Appoints Mitch Landrieu as Senior Advisor & Infrastructure Coordinator

- On November 14, President Biden [named](#) Mitch Landrieu, former mayor of New Orleans, as senior advisor responsible for coordinating the implementation of the infrastructure law.
- Landrieu was the mayor of New Orleans during the aftermath of Hurricane Katrina and successfully initiated projects and secured funding to turn New Orleans into one of America's greatest comeback stories after the hurricane.
- In his new role, Landrieu will oversee the investments being made in America's infrastructure as part of the new law. He will also work to strengthen supply chains and help deliver better roads, bridges, and rail. These also include investments in ports, airports, and mass transit. This will be a much more internal role than external role.

Transportation Secretary Buttigieg Announces RAISE Grant Awards

- On November 19, Secretary of Transportation Pete Buttigieg announced nearly \$1 billion in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program for 90 projects in 47 states, the District of Columbia, and Guam.

- The program selection criteria included safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnerships with a broad range of stakeholders.
- The grant awards reflect the U.S. Department of Transportation’s priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity.
- The full list of awards can be found [here](#).
- The modal distribution for the RAISE grants awards is:
 - Roads and bridges – 50%
 - Bike-ped – 18%
 - Mass transit – 18%
 - Port/maritime – 8%
 - Rail – 7%

The state of California received \$56,507,075 in RAISE grant awards including:

- \$14,507,075 for Reconnecting Oakland: Safe, Reliable, and Equitable Access (City of Oakland, CA): This project will construct mobility improvements along the Broadway and Martin Luther King Jr. Way Corridors in downtown Oakland, including pedestrian infrastructure, bike lanes, signal improvements, and bus-only lanes.
- \$24,000,000 for Wasco SR 46 Improvement Project (California High-Speed Rail Authority): The project will expand SR46 to a four lane cross section under the BNSF railroad and California high-speed rail.
- \$18 million for Yerba Buena Island West Side Bridges Seismic Retrofit Project (San Francisco County Transportation Authority): The project will replace seven seismically deficient bridges, reinforce one bridge, and narrow exit ramps with a realigned roadway and retaining walls.

FTA Administrator Update on Low-No Bus and Bus Facilities Grants

- On December 1, Federal Transit Administration (FTA) Administrator Nuria Fernandez sent a [Dear Colleague](#) letter to provide an update on the agency’s implementation of the [Grants for Buses and Bus Facilities Competitive Program](#) and the [Low or No Emission Program](#).
- The Bipartisan Infrastructure Law amended the statutory provisions for these programs to include the requirement that any application for projects related to zero-emission vehicles include a Zero-Emission Transition Plan.
- The intent of the letter is to give information in advance of the Notice of Funding Opportunity (NOFO) in order for potential applicants to prepare to meet the new requirement. The letter outlines requirements for submitting the plan as well as best

practices for successfully delivering projects. DOT is expected to issue a NOFO early next year.

Federal Mask Mandate for Transportation Extended

- On December 2, the Biden administration extended a requirement that individuals wear masks on airplanes, trains, buses and other modes of transportation through March 18, 2022.
- The extension of the federal mask mandate, which had been set to expire on January 18, is one of a series of actions the White House announced last week aimed at alleviating concerns about the emergence of the new omicron variant. The U.S. reported its first case of the variant on December 1.

Round-Up of Open Grant Opportunities

- [FY 2021 Competitive Funding Opportunity: Enhancing Mobility Innovation](#): \$2 million available. All applications due by January 11, 2022.



December 10, 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 – January 2022**

General Update

The Legislature is still in recess and will return 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](#) in late-October establishing the deadlines for 2022 and members will have until February 18 to introduce new bills. On (or around) January 10, Governor Newsom will release his proposed Fiscal Year (FY) 2022-23 budget. We expect the State to have another significant surplus, but it will be some time before the Administration and the Legislature agree on what the number is.

As you are aware, Congress Member Jackie Speier (D-San Mateo) announced she would be stepping down at the end of 2022. Several candidates announced their intention to run for the soon-to-be vacant seat and depending on the outcome, there could be turnover in elected positions at the state or local level in San Mateo County. Additionally, we have seen members of the State Assembly announce their intention to step down at the end of the 2021, including former Assembly Transportation Committee Chair Jim Frazier (D-Fairfield). A special election for the vacant Frazier seat will likely occur in Spring 2022.

State Transportation Funding

As we reported several times in 2021, the Governor's Office proposed an \$11 billion investment in transportation as part of the May Revise. Of that amount, \$2.5 billion was proposed for investment in transit infrastructure, including funding for grade separations and the 2028 Los Angeles Olympics. Another key piece of the proposal was a request for \$4.2 billion for the high-speed rail (HSR) project. The Governor was very clear that unless the HSR funding was included, the other funding would not be approved. Ultimately, an agreement was not reached, and the Legislature and Administration committed to continuing discussions. As of this report, we believe the Governor will again propose a transportation infrastructure package, focused on capital expenditures, as part of his January budget proposal. The proposal will likely include additional funding for transit above the \$2.5 billion that was proposed in May.

Parallel to the discussion in Sacramento is an effort by the Bay Area's transit/transportation agencies to secure additional state funding for transportation. The agencies 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). Perhaps intentionally, as part of the Assembly's FY

2022-23 [Budget Priorities](#), Assembly Budget Committee Chair Phil Ting (D-San Francisco) also called for a \$10 billion investment in transportation infrastructure.

CAPTI Update

On December 2, the California State Transportation Agency hosted a webinar to discuss implementation of the Newsom Administration's Climate Action Plan for Transportation Infrastructure. The webinar highlighted how CAPTI's principles have been incorporated into various programs overseen by CalSTA and the California Transportation Commission, including through the final cycle 5 guidelines for the Transit and Intercity Rail Capital Program, the draft 2022 Interregional Transportation Strategic Plan, and the guidelines scoping process for the Solutions for Congested Corridors Program and the Trade Corridors Enhancement Program. The webinar also highlighted upcoming stakeholder engagement opportunities to inform CAPTI implementation, which are outlined in webinar presentation found [here](#). A recording of the webinar can be found [here](#).

PEPRA and 13(c)

On November 19, the State of California filed a motion to stay implementation of the United States Department of Labor's October 28 determination. The determination argues that implementation of California's Public Employees' Pension Reform Act of 2013 by California's transit agencies precludes certification of federal grants owed to those agencies under Section 13(c) of the Urban Mass Transportation Act of 1964. The United States District Court for the Eastern District of California is expected to rule on the motion by December 21.

On December 3, USDOL and the Amalgamated Transit Union filed briefs with the Court opposing the State's motion. The State of California will fill a reply brief on December 10.

If the Court grants the State of California's motion to stay on or before December 21, 2021, USDOL would be precluded from relying on PEPRA to withhold certification of federal transit grants for California's transit agencies until the Court issues a ruling on the State of California'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 (\$165 million in FY 2020-21; proposed \$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of

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

Current Guidelines: Found [here](#)

Status: Funding for FY 2020-21 fully awarded; funding for FY 2021-22 expected in Q1 2022

Infrastructure:

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

Current Guidelines: Found [here](#)

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

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

Current Guidelines: Not yet available

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

Vehicles and Infrastructure:

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5) – 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 (\$110 million in FY 2020-21; projected \$106 million in FY 2021-22) – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Current Guidelines: Found [here](#)

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

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

Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

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

Status: [Funding cycle open](#)

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

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Other Grants

On November 19, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 [final guidelines](#) and [call for projects](#). Grant applications will be due on March 3, 2022, with awards in June 2022.

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

On December 1, the California Department of Transportation (Caltrans) released the call for projects 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. Final program guidelines can be on Caltrans's website [here](#). Grant applications are due by February 1, 2022.