



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, DECEMBER 1, 2021

2:00 PM

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

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

3. 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

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 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
- h. Award of Contract with Hobbs Investments, Inc. dba Am-Tran to Provide Mail Courier Services
- i. Award of Contract to Furnish and Service Shop Supplies

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. 2022 Chair and Vice Chair Nominating Committee

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 November 3, 2021

3. Motion to Make Appointments to the Measure W Citizens Oversight Committee

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Mobility Management Report – ADA Paratransit Services
8. Monthly Performance Report – October 2021
9. Adjourn

**B. 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 November 3, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. 2022 Draft Legislative Program
5. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

MOTION

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

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. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

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

13. COMMUNICATIONS TO THE BOARD OF DIRECTORS

14. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, January 5, 2022
at 2:00 pm, via Zoom teleconference (additional location, if any, to be
determined)

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

When the Board reconvenes in open session, the Board may consider actions
related to the above closed session matter.

16. ADJOURN

INFORMATION FOR THE PUBLIC

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

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

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

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

Public Comment

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html. Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Joan Cassman
Legal Counsel

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

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

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

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

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

RESOLUTION NO. 2021 -

**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 1st day of December, 2021 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
NOVEMBER 3, 2021**

MEMBERS PRESENT: M. Fraser, J. Gee (joined at 2:27 pm), C. Groom, R. Guilbault, R. Medina, D. Pine, J. Powell, P. Ratto (Vice Chair), C. Stone (Chair)
(Via Teleconference) (left at 3:24 pm and rejoined at 4:47 pm)

MEMBERS ABSENT: None

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

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the meeting to order at 2:04 pm and led the Pledge of Allegiance (Spanish interpretation was provided on a separate Zoom channel by prior arrangement and at the request of members of the public.)

2. ROLL CALL

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

3. 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. 2021-49*
- b. **Approval of Minutes of the Board of Directors Meeting of October 6, 2021**
- c. **Acceptance of Statement of Revenues and Expenses for the Period Ending September 30, 2021**
- d. **Award of Contract for Physical Inventory Services** – *Approved by Resolution No. 2021-50*
- e. **Award of Contract for Overhead and Mechanical Doors Scheduled Maintenance Services** – *Approved by Resolution No. 2021-51*
- f. **Award of Contract for Furnishing Renewable Diesel (R99), Ultra-low Sulfur Diesel Fuel, and Fueling Services** – *Approved by Resolution No. 2021-52*
- g. **Approval of Shuttle Study Recommendations** – *Approved by Resolution No. 2021-53*
- h. **Acceptance of the Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2021**

Public Comment:

Kristi Corley said that she would like to hear more about the shuttle study.

Aleta Dupree said she supported continuing to hold virtual meetings to be inclusive of people with disabilities, and expressed support for renewable diesel.

Motion/Second: Guilbault/Medina

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

Noes: None
Absent: Gee

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Aleta Dupree said it was important to continue working with Clipper and Clipper Start and supporting electric buses and Caltrain.

5. PUBLIC HEARING

a. The Reimagine SamTrans Recommended Service Changes/Preferred Network

1. Chair Stone opened the public hearing at 2:18 pm.
2. Christy Wegener, Director of Planning, provided the presentation.
3. Chair Stone asked if the directors had questions. He asked how decisions are made in terms of what kind of ridership keeps a route intact or be eliminated. Ms. Wegener explained the process of examining route utilization.

Director Jeff Gee joined the meeting at 2:27 pm.

4. Chair Stone called for any public comment.

Kristi Corley said they would need routes in Portola Valley to support new housing for individuals with Down Syndrome. She wanted to retain the routes that support the specialized populations in their small city.

Julio Garcia, Redwood City, expressed support for having more buses, times, and routes in low-income communities.

Meredith Park, SamTrans Citizens Advisory Committee, advocated building a generation of transit riders by exploring the diversity of ridership.

Rona Gundrum said she was opposed to the changes to Route 60 serving the Redwood Shores community.

Adriana Fernandez noted the outreach that was done within the East Palo Alto ridership community.

Don Cecil praised the District's community engagement efforts in the Reimagine outreach process.

Aleta Dupree said she supported having frequent service on the ECR (El Camino Real) route.

Amada Martinez, Nuestra Casa (translated from Spanish), commended the District on the proposed routes with better times and connections.

Michael Levinson said there was a need for extra assistance for riders with visual impairments.

CT said she would like to see more buses at school pick-up time so that students do not have to worry about rushing for the bus and being pushed into traffic.

Martha Ortega, Nuestra Casa (translated from Spanish), noted issues with buses that arrive behind schedule, such as Route 397 southbound from San Francisco to East Palo Alto. She also requested additional bus shelters.

Adina Levin called for improving the hours of service for Route 296, which serves Menlo Park and Redwood City.

Cynthia Castro, Nuestra Casa (translated from Spanish), thanked the SamTrans team for entrusting Nuestra Casa to conduct community polls both outside and inside the buses.

Rick Nahass, Pacifica Climate Committee, Seamless Bay Area, said he would like to see more studies about increasing fares and how SamTrans can work with MTC (Metropolitan Transportation Commission).

Sonia Elkes said that transit was important for the community, climate, and the independence of youth. She advocated expanding the Route 295 service to connect the dozens of schools between San Mateo and Redwood City.

Karen Molinari said she was pleased with the increased ridership on Route 61, and advocated for ways to encourage youth to be life-long transit patrons.

5. Chair Stone asked the board members for comments.

Director Jeff Gee asked what the rider profile was for the SamTrans rider. Ms. Wegener said the findings of the latest Triennial Report would be available in 2022.

Chair Stone said he supported having affordable housing in Portola Valley and providing appropriate bus service for those residents.

Director Carole Groom said there had been many robust conversations during prior public hearings.

Director Rico Medina said he wanted to assure riders that the plans will be adapted to suit changing needs.

Vice Chair Peter Ratto concurred that the Reimagine process was a demand-based system that continually responds to service needs.

Director Dave Pine asked how staff would inform the Board if there were changes requested by the public. Ms. Wegener provided the timeline for Board briefings and an upcoming ad hoc meeting.

Director Josh Powell noted that making system changes of such a large magnitude comes with trade-offs and encouraged people who are negatively impacted to speak up as SamTrans improves the system.

Chair Stone noted that SamTrans does the best it can to provide service to schools.

6. Chair Stone made a motion to close the public hearing at 3:09 pm.

6. REPORT OF THE CHAIR

Chair Stone said that SamTrans was working on a pilot program to provide free bus passes to students in San Mateo County for students eligible for free or reduced-price lunches.

Chair Stone left the meeting at 3:24 pm.

7. REPORT OF THE GENERAL MANAGER/CEO

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

He noted the September ridership numbers were up to 63 percent of pre-COVID levels and that SamTrans was doing better than other transit agencies in the Bay Area. He said COVID vaccinations for District employees are at 81.8 percent. He provided a presentation on the SamTrans hiring and training programs for operators.

Director Gee requested a heat map for where operators live and to track operator retention.

Director Rose Guilbault asked if there were any pools of prospective applicants that the District uses for recruitment. Mr. Mau said they look all over the Bay Area and they are also considering partnering with regional educational institutions for recruitment of mechanics.

Vice Chair Ratto said he was pleased with the growth in ridership and noted lower ridership on a recent trip on SMFTA's (San Francisco Municipal Transportation Authority) 38 Geary line.

8. BOARD MEMBER REQUESTS/COMMENTS

There were no requests.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 3:39 pm.

10. RECONVENE BOARD OF DIRECTORS MEETING

Vice Chair Ratto reconvened the Board meeting at 4:11 pm.

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault reported on the following items:

SUBJECTS DISCUSSED:

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

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

MOTION:

- a. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook

Motion/Second: Powell/Ratto

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

Noes: None

Absent: Stone

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Marina Fraser reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

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

16. GENERAL COUNSEL REPORT

- a. **Closed Session: Conference with Legal Counsel – Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**
- b. **Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6**

Agency-designated Representatives: Pat Glenn and David Olmeda

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

Ms. Cassman announced that since it was not anticipated that the Board would have any actions to report, the Board would not reconvene in open session following the closed sessions.

The Board recessed to closed session at 4:15 pm.

Chair Stone rejoined the meeting at 4:47 pm.

17. ADJOURN

The meeting adjourned at 5:48 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: 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
OCTOBER 31, 2021**

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of October year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$15.1 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 October year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$5.5 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 October 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
OCTOBER 2021

% OF YEAR ELAPSED: 33.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	1,288,848	2,814,438	1,525,591	118.4%	8,183,000	8,183,000	-
2 Local TDA and STA Funds	13,525,664	14,166,644	640,980	4.7%	42,499,928	42,499,928	-
3 Pass through to Other Agencies	116,058	199,124	83,067	71.6%	597,375	597,375	-
4 CARES Act Funds	36,718,952	-	(36,718,952)	(100.0%)	-	-	-
5 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	16,037,830	-
6 Operating Grants	39,261	585,772	546,511	1,392.0%	4,392,998	4,392,998	-
7 SMCTA Measure A	3,564,448	1,261,868	(2,302,580)	(64.6%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	278,536	99,875	(178,660)	(64.1%)	315,900	315,900	-
9 Subtotal - Operating Revenues	55,531,766	34,761,083	(20,770,682)	(37.4%)	75,812,631	75,812,631	-
Other Revenue Sources							
11 District Sales Tax	28,470,257	33,153,398	4,683,141	16.4%	96,490,000	96,490,000	-
12 Measure W Sales Tax	14,084,436	16,517,921	2,433,485	17.3%	48,245,000	48,245,000	-
13 Investment Income	1,320,143	670,592	(649,550)	(49.2%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	3,160,321	1,778,468	(1,381,853)	(43.7%)	5,845,069	5,845,069	-
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	8,535,938	9,165,821	629,883	7.4%	33,829,222	33,829,222	-
16							
17 Subtotal - Other Revenues	55,571,095	61,286,200	5,715,105	10.3%	187,249,291	187,249,291	-
18 Total Revenues	111,102,860	96,047,284	(15,055,577)	(13.6%)	263,061,922	263,061,922	-
19 Total Sources of Funds	111,102,860	96,047,284	(15,055,577)	(13.6%)	263,061,922	263,061,922	-
20							
USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	8,535,938	9,165,821	629,883	7.4%	33,829,222	33,829,222	-
23 Motor Bus	46,377,955	47,359,261	981,306	2.1%	144,208,978	144,208,978	-
24 A. D. A. Programs	5,213,929	6,054,620	840,691	16.1%	17,877,833	17,877,833	-
25 Caltrain	2,958,962	-	(2,958,962)	(100.0%)	-	-	-
26 Other Multi-modal Programs	673,852	518,905	(154,946)	(23.0%)	2,780,281	2,780,281	-
27 Pass through to Other Agencies	116,058	199,124	83,067	71.6%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 Total Operating Expense	63,876,693	63,297,732	(578,962)	(0.9%)	199,389,100	199,389,100	-
30							
31 Total Operating Surplus / (Deficit)	47,226,167	32,749,552	(14,476,615)	(30.7%)	63,672,822	63,672,822	-
32							
33 District Sales Tax Capital	1,864,727	1,214,068	(650,658)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	333,333	2,270,240	1,936,907	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	6,085,688	-	(6,085,688)	(100.0%)	-	-	-
36 Sales Tax Allocation - Capital Program	8,283,748	3,484,309	(4,799,439)	(57.9%)	10,452,926	10,452,926	-
37							
38 Total Debt Service	2,955,594	2,804,227	(151,367)	(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	75,116,035	69,586,267	(5,529,767)	(7.4%)	263,061,922	263,061,922	-
45							
46 NET SURPLUS / (DEFICIT)	35,986,826	26,461,016	(9,525,809)	(26.5%)	-	-	-

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

% OF YEAR ELAPSED: 33.3%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	1,247,620	2,675,100	1,427,480	114.4%	7,753,000	7,753,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	11,573,284	11,491,284	(82,000)	(0.7%)	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	1,180,045	1,858,660	678,615	57.5%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	35,432	76,434	41,002	115.7%	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	28,644,519	29,692,846	1,048,328	3.7%	89,551,669	89,551,669	-
10							
11 INVESTMENT INTEREST INCOME	1,029,682	529,430	(500,252)	(48.6%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	502,054	371,687	(130,367)	(26.0%)	1,684,688	1,684,688	-
15 Advertising Income	31,403	25,115	(6,288)	(20.0%)	745,500	745,500	-
16 Other Income	2,133,916	638,706	(1,495,210)	(70.1%)	140,406	140,406	-
17 TOTAL OTHER REVENUES	2,667,373	1,035,508	(1,631,865)	(61.2%)	2,570,594	2,570,594	-
18							
19 TOTAL MOTOR BUS	46,377,955	47,359,261	981,307	2.1%	144,208,978	144,208,978	-
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	41,228	139,338	98,110	238.0%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	613,720	604,804	(8,916)	(1.5%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	158,614	211,896	53,282	33.6%	635,687	635,687	-
25 Operating Grants	3,829	509,338	505,509	13,202.1%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	2,806,948	2,694,321	(112,627)	(4.0%)	6,913,022	6,913,022	-
27 Interest Income - Paratransit Fund	290,461	141,163	(149,298)	(51.4%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	1,098,667	1,261,868	163,201	14.9%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	200,463	491,892	291,429	145.4%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	5,213,929	6,054,620	840,692	16.1%	17,877,833	17,877,833	-
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	2,465,781	-	(2,465,781)	(100.0%)	-	-	-
36 Other Sources - Caltrain	493,181	-	(493,181)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	278,536	99,875	(178,660)	(64.1%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	360,781	414,769	53,989	15.0%	1,762,500	1,762,500	-
39 Dumbarton Rental Income	160,041	180,576	20,535	12.8%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	(125,505.3)	(176,316)	(50,810)	(40.5%)	539,906	539,906	-
41							
42 TOTAL MULTIMODAL	3,632,813	518,905	(3,113,908)	(85.7%)	2,780,281	2,780,281	-
43							
44 TOTAL REVENUES	55,224,697	53,932,787	(1,291,910)	(2.3%)	164,867,092	164,867,092	-

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

% OF YEAR ELAPSED: 33.3%

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	27,062,088	26,546,302	(515,786)	(1.9%)	74,108,160	74,108,160	-
2							
3 Services:							
4 Board of Directors	42,872	51,599	8,727	20.4%	118,733	118,733	-
5 Contracted Vehicle Maintenance	263,169	330,025	66,856	25.4%	1,364,178	1,364,178	-
6 Property Maintenance	407,328	448,136	40,808	10.0%	1,757,000	1,757,000	-
7 Professional Services	861,601	1,220,229	358,628	41.6%	5,998,730	5,998,730	-
8 Technical Services	2,642,431	1,548,957	(1,093,474)	(41.4%)	10,436,017	10,436,017	-
9 Other Services	936,960	744,343	(192,616)	(20.6%)	4,341,939	4,341,939	-
10 Materials & Supply:							
11 Fuel and Lubricants	617,860	872,193	254,333	41.2%	3,526,864	3,526,864	-
12 Bus Parts and Materials	674,347	591,276	(83,070)	(12.3%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	99,138	113,585	14,448	14.6%	1,093,563	1,093,563	-
14 Timetables and Tickets	-	13,119	13,119	100.0%	224,134	224,134	-
15 Office Supplies / Printing	89,692	62,218	(27,474)	(30.6%)	405,194	405,194	-
16 Other Materials and Supply	63,740	39,569	(24,171)	(37.9%)	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	160,642	146,015	(14,627)	(9.1%)	669,200	669,200	-
20 Other Utilities	340,669	307,554	(33,115)	(9.7%)	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,627,587	425,632	19.3%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	213,491	401,641	188,150	88.1%	600,000	600,000	-
23 Workers' Compensation	907,341	1,631,679	724,338	79.8%	3,756,275	3,756,275	-
24 Taxes and License Fees	207,812	268,949	61,137	29.4%	967,142	967,142	-
25 Leases and Rentals	26,913	17,841	(9,072)	(33.7%)	81,900	81,900	-
26 Promotional and Legal Advertising	22,550	125,486	102,936	456.5%	1,252,443	1,252,443	-
27 Training and Business Travel	57,570	62,788	5,217	9.1%	675,125	675,125	-
28 Dues and Membership	48,366	77,311	28,945	59.8%	188,467	188,467	-
29 Postage and Other	51,499	40,493	(11,006)	(21.4%)	217,442	217,442	-
30							
31 Total District Operated Buses	38,000,032	38,288,895	288,863	0.8%	118,684,861	118,684,861	-
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	6,480,931	6,750,343	269,411	4.2%	21,123,100	21,123,100	-
35 Coastside Services	517,290	563,970	46,680	9.0%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	68,695	62,239	(6,457)	(9.4%)	229,300	229,300	-
37 La Honda - Pescadero	-	-	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	9,987	49,915	39,928	399.8%	72,000	72,000	-
39 CUB Related Wages & Benefits	123,176	129,044	5,868	4.8%	505,717	505,717	-
40 CUB Related Other Support	32,980	31,476	(1,503)	(4.6%)	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	243,271	227,775	(15,496)	(6.4%)	200,000	200,000	-
43 Total Contracted Bus Service	8,377,923	9,070,366	692,443	8.3%	25,524,117	25,524,117	-
44							
45 TOTAL MOTOR BUS	46,377,955	47,359,261	981,306	2.1%	144,208,978	144,208,978	-

OPERATING EXPENSES
FISCAL YEAR 2022
OCTOBER 2021

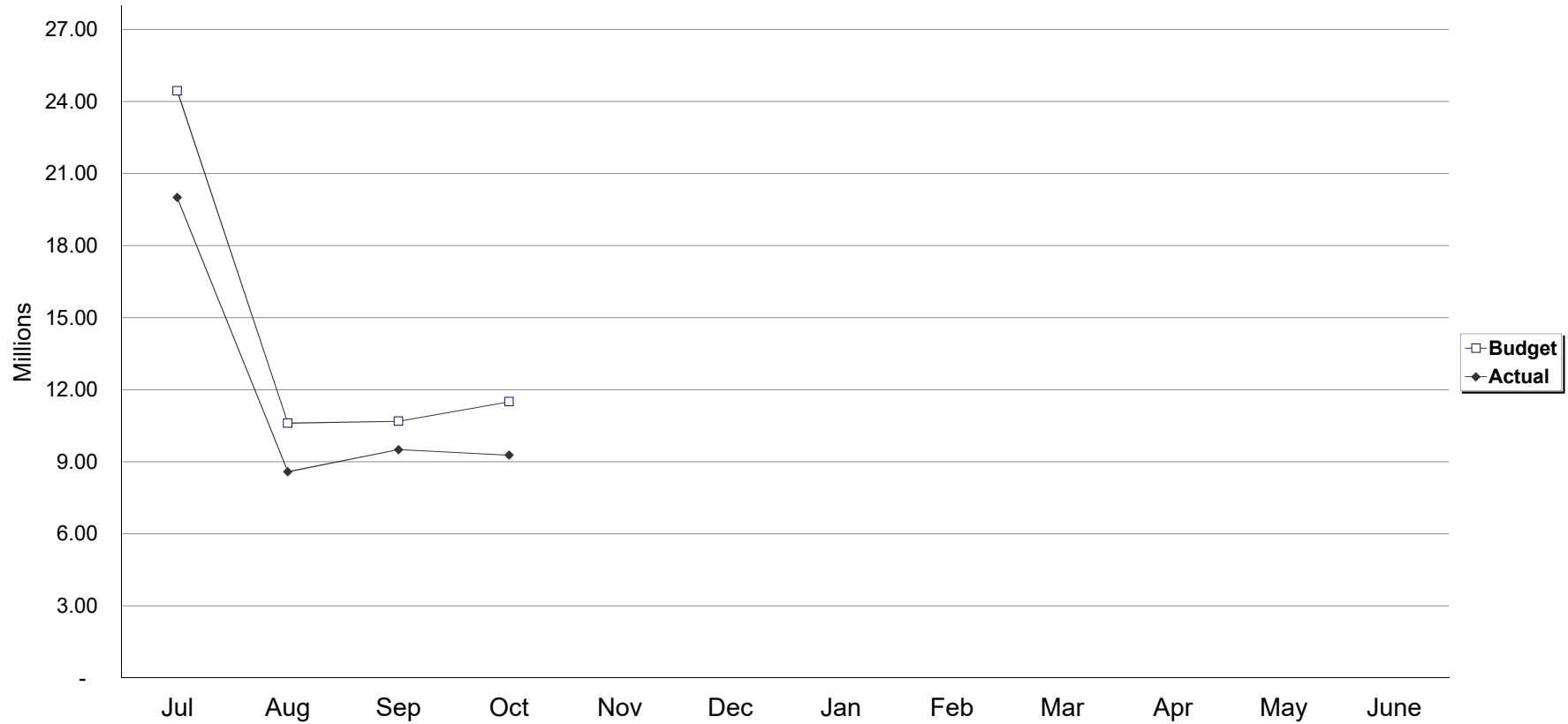
% OF YEAR ELAPSED: **33.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	2,248,342	2,525,238	276,896	12.3%	7,675,510	7,675,510	-
ADA Sedans / Taxi Service	629,019	763,717	134,698	21.4%	2,212,350	2,212,350	-
Coastside ADA	381,284	405,380	24,096	6.3%	1,500,000	1,500,000	-
ADA Related Wages & Benefits	938,090	780,830	(157,260)	(16.8%)	2,768,826	2,768,826	-
ADA Related Other Support	317,545	522,929	205,384	64.7%	2,332,603	2,332,603	-
ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
ADA Claims Reserves & Payments	(44,195)	-	44,195	100.0%	200,000	200,000	-
TOTAL ADA PROGRAMS	5,213,929	6,054,620	840,691	16.1%	17,877,833	17,877,833	-
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	2,958,962	-	(2,958,962)	(100.0%)	-	-	-
Total Caltrain Service	2,958,962	-	(2,958,962)	(100.0%)	-	-	-
OTHER SUPPORT							
SamTrans Shuttle Service	620,626	475,403	(145,223)	(23.4%)	2,331,500	2,331,500	-
Shuttle Related Wages & Benefits	26,149	22,357	(3,792)	(14.5%)	91,806	91,806	-
Dumbarton M.O.W.	1,900	-	(1,900)	(100.0%)	161,975	161,975	-
Maintenance Multimodal Facilities	25,177	21,146	(4,031)	(16.0%)	195,000	195,000	-
Total Other Support	673,852	518,905	(154,946)	(23.0%)	2,780,281	2,780,281	-
TOTAL MULTI-MODAL PROGRAMS	3,632,814	518,905	(3,113,908)	(85.7%)	2,780,281	2,780,281	-
TOTAL OPERATING EXPENSES	55,224,697	53,932,787	(1,291,911)	(2.3%)	164,867,092	164,867,092	-

SAN MATEO COUNTY TRANSIT DISTRICT

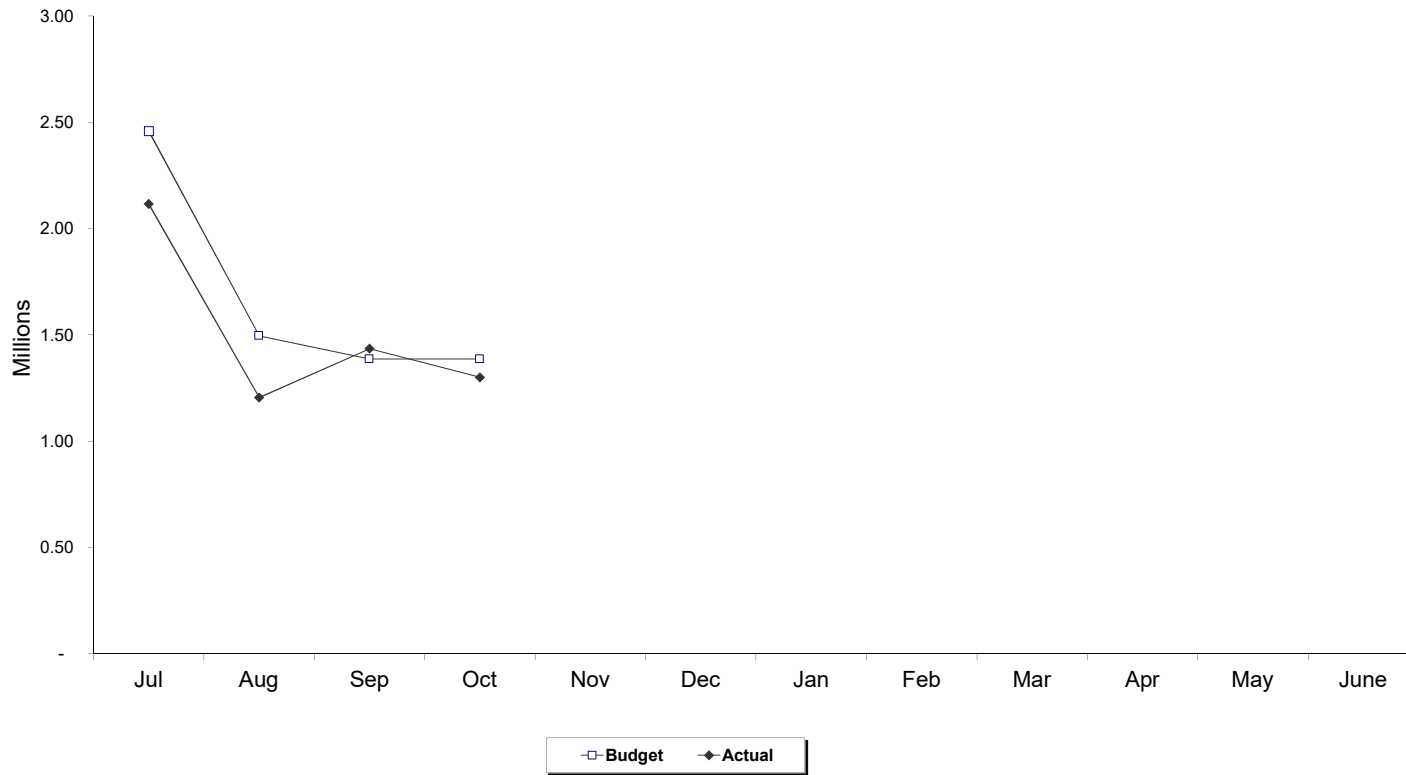
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



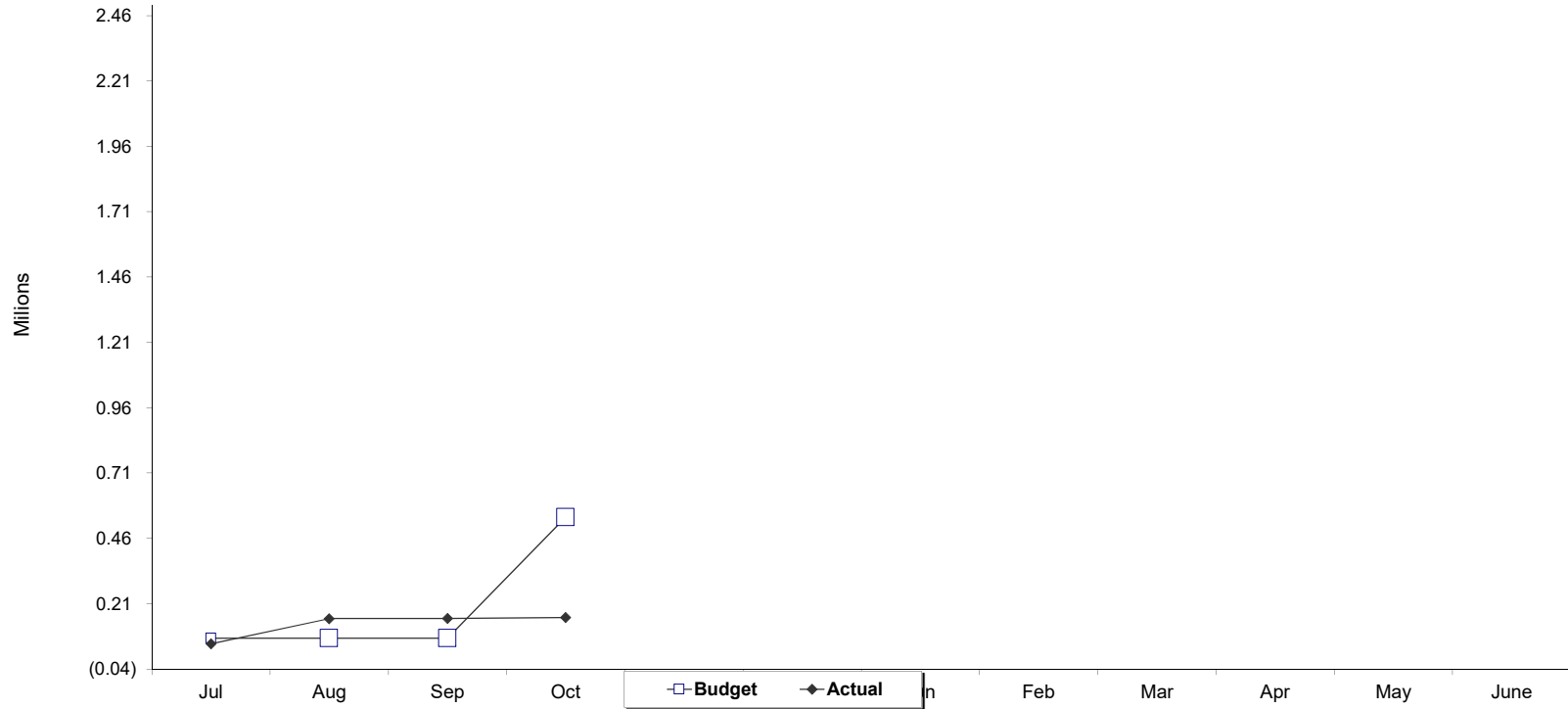
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520	10,602,197	10,684,425	11,495,009								
Actual	20,005,399	8,580,360	9,500,571	9,272,931								
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717	45,729,142	57,224,151								
Actual	20,005,399	28,585,759	38,086,330	47,359,261								
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890								
Variance %	18.2%	18.4%	16.7%	17.2%								

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



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

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	77,345	77,345	77,345	540,945								
Actual	56,004	152,622	153,378	156,901								
CUMULATIVE EXPENSES												
Budget	77,345	154,690	232,035	772,980								
Actual	56,004	208,626	362,004	518,905								
Variance - F(U)	21,341	(53,936)	(129,969)	254,075								
Variance %	27.6%	(34.9%)	(56.0%)	32.9%								

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

10/31/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	84,658,455.12
Bank of America Checking (Restricted)	10,196,452.88
Wells Fargo	570.00
LAIF	74,999,885.93

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	184,618,676.27
MMF - US Bank Custodian Account	10,349,149.64

Debt Service Reserves Held By Trustee	7,997,363.99
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TOTAL 372,820,553.83

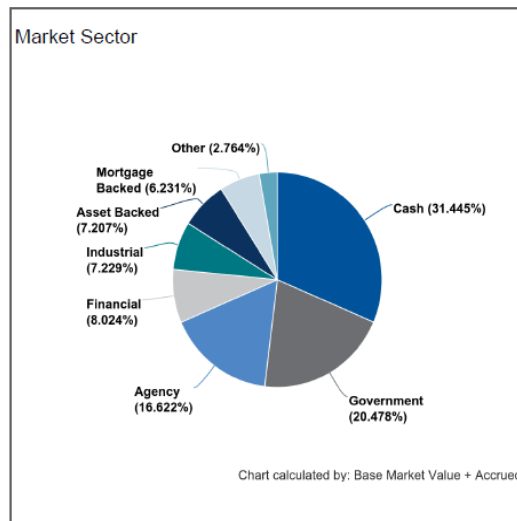
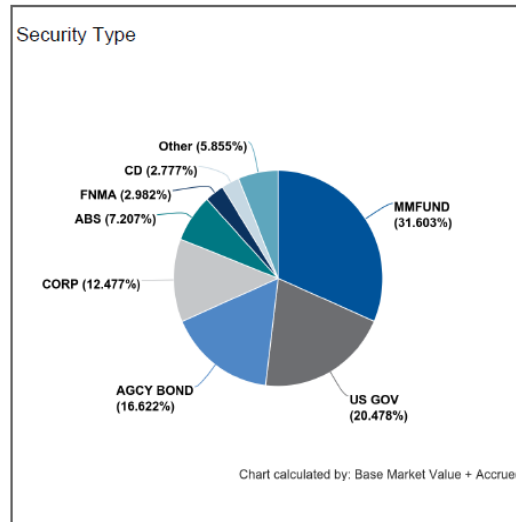
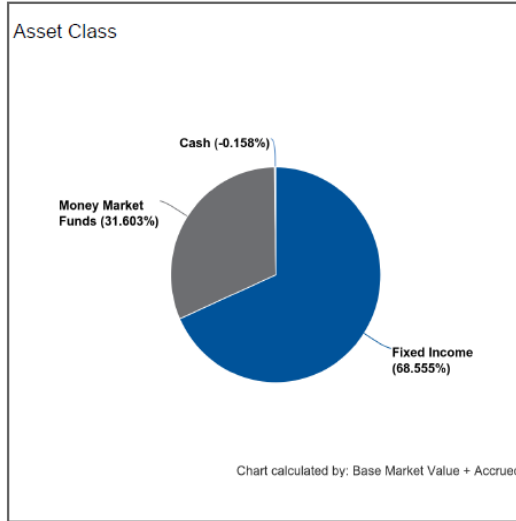
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	-426,235.09
MMFund (incl LAIF)	85,349,035.57
Fixed Income	185,044,911.36
Duration	2.007
Convexity	-0.027
WAL	1.518
Years to Final Maturity	2.185
Years to Effective Maturity	1.517
Yield	0.642
Book Yield	0.779
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	27.769%
Other	22.941%
United States	20.478%
Federal Home Loan Mortgage Corporation	16.175%
Federal National Mortgage Association	5.971%
U.S. Bancorp	4.531%
Apple Inc.	1.108%
Bank of America Corporation	1.028%
---	100.000%

Footnotes: 1,2

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



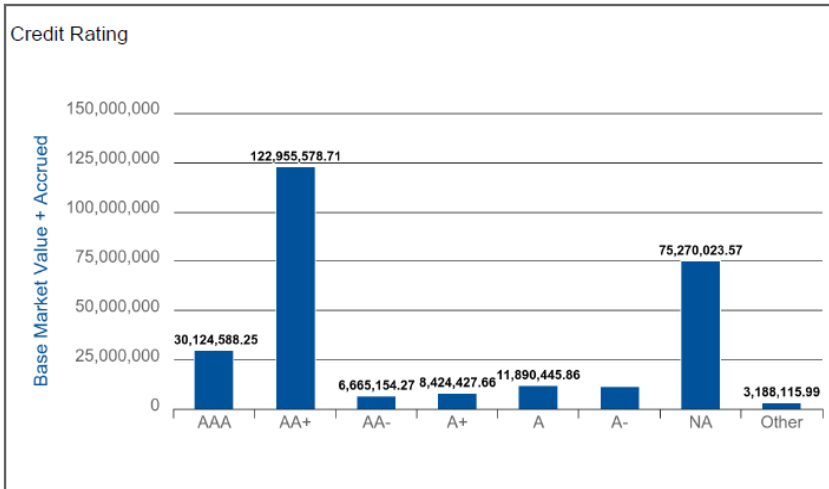


Risk Summary

10/01/2021 - 10/31/2021

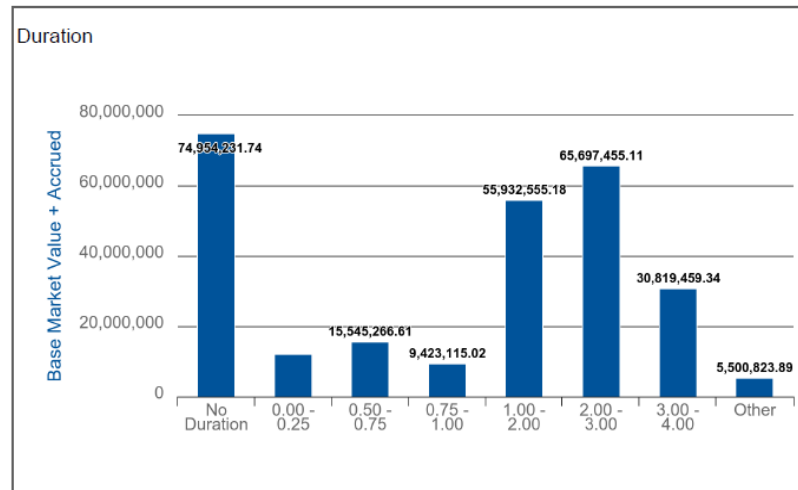
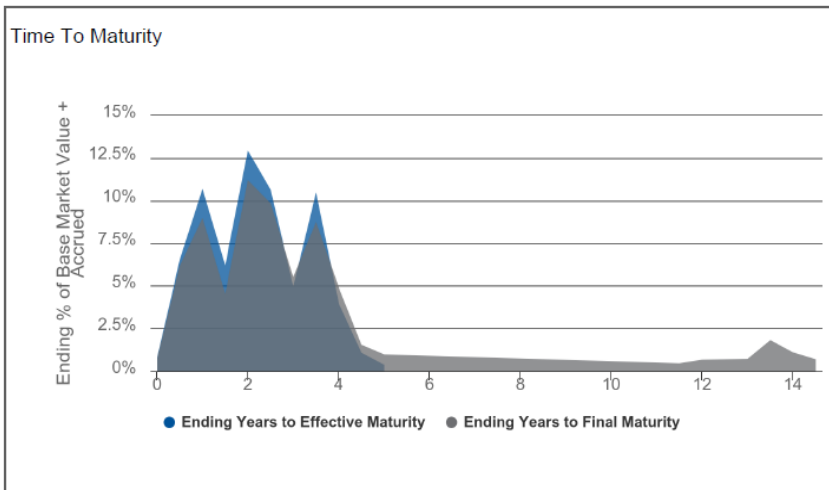
SAM Transit District Agg (136232)

Dated: 11/09/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.101%	3.359%	2.700%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	7.427%	15.410%	15.377%	9.886%	0.180%	0.000%	0.000%	0.000%	0.000%
A	1.943%	1.835%	5.340%	1.532%	1.101%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.923%	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%



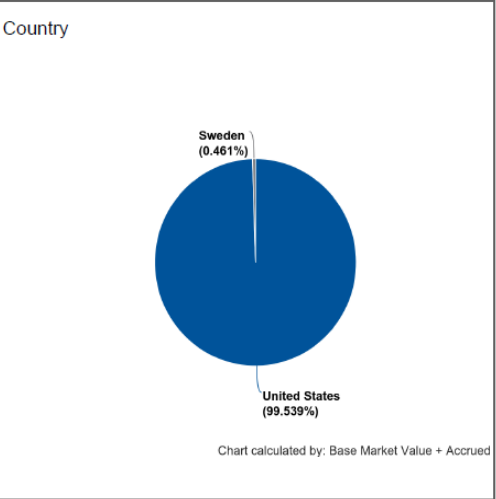
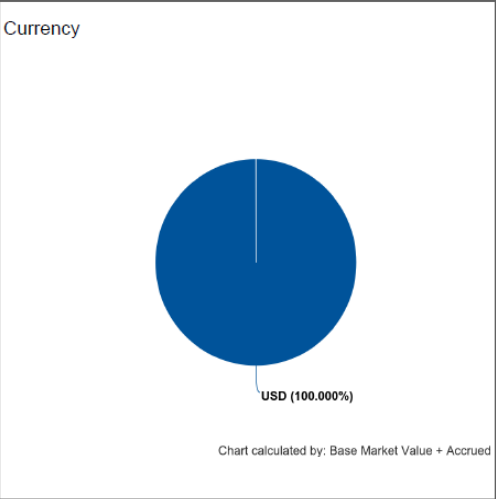
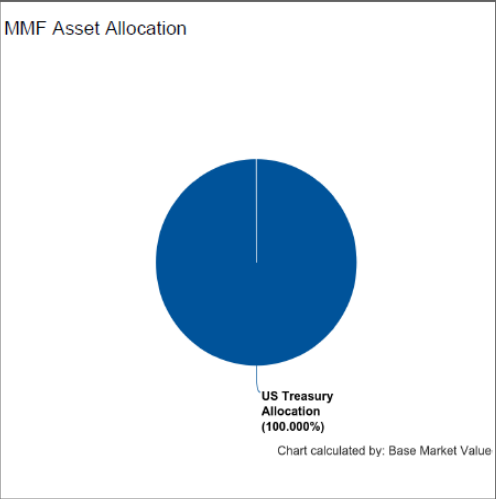
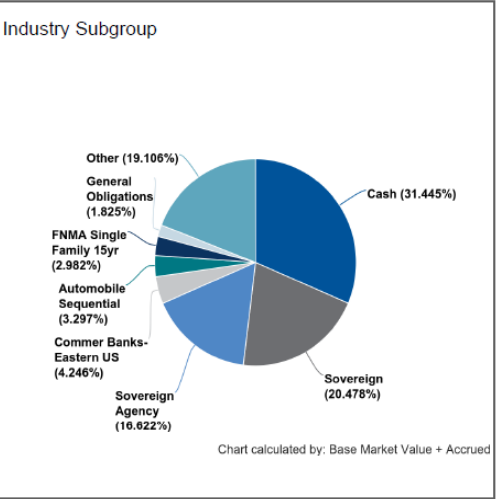
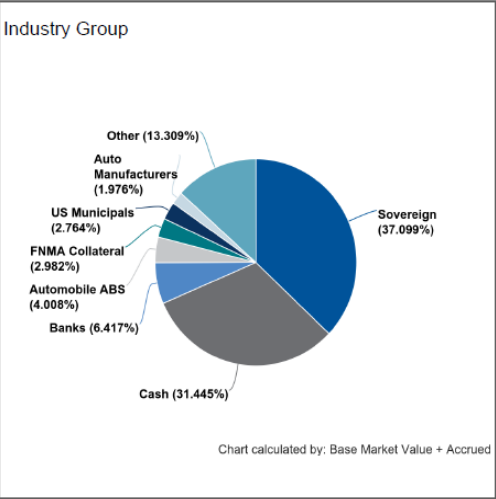
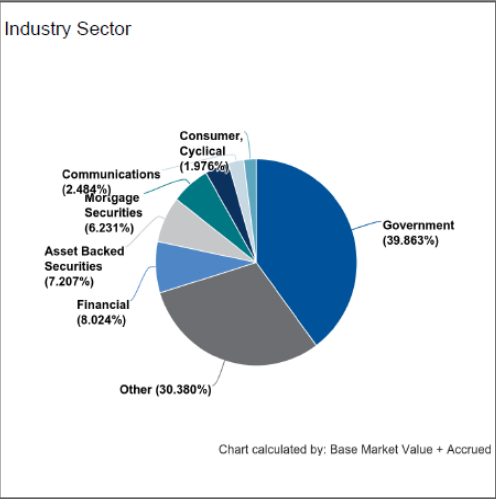


Risk Summary

10/01/2021 - 10/31/2021

SAM Transit District Agg (136232)

Dated: 11/09/2021





Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 10/31/2021
 Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	--	10/31/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND			8,441,313.06		10/31/2021	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: 10/31/2021
Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	368,714.82	368,737.63
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	315,346.67	315,371.87
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,238.98	1,679,303.38	1,680,572.36
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,459,832.49	1,460,193.05
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	39.36	458,633.80	458,673.16
ABS	14313FAD1	CARMX 2018-3 A3	72,539.51	07/25/2018	06/15/2023	72,529.62	100.91	72,909.26	73,010.17
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	450,849.28	450,973.28
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	424,078.09	424,172.53
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	253,823.14	253,861.67
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	880,402.41	880,631.83
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	72.72	383,215.78	383,288.50
ABS	362555AD6	GMCAR 2018-3 A3	52,414.81	07/18/2018	05/16/2023	52,402.58	65.96	52,637.81	52,703.76
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	300,086.95	300,133.70
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	700,075.74	700,206.99
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	399,647.88	399,711.22
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	408,387.63	408,428.97
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	105.73	605,477.22	605,582.95
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,246,897.34	1,247,108.45
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	333,143.02	333,199.60
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,101.57	250,158.24
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	353,090.10	353,187.92
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	97.78	400,564.85	400,662.63
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,444,153.30	1,444,366.70
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	940,170.22	940,354.04
ABS	89238EAD6	TL0T 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	333,552.80	333,603.98
ABS	92290BA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,030,110.58	1,030,258.50
ABS	92348TAA2	VZOT 2020-A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	480,120.21	480,388.71
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	0.00	559,091.78	559,091.78
ABS			16,614,954.32			16,612,638.69	4,216.09	16,584,418.13	16,588,634.21

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	236.11	986,982.00	987,218.11
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	326.56	537,083.80	537,410.36
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	10,923.61	11,007,216.00	11,018,139.61
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	156.25	991,169.00	991,325.25
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	186.11	984,920.00	986,781.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	893.75	1,270,145.50	1,271,039.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,900.00	1,175,056.80	1,177,956.80
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	1,229.86	1,143,535.85	1,144,765.71
AGCY BOND	3135G09J2	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	7,218.75	904,432.50	911,651.25
AGCY BOND	3137EAE6G	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,741.67	950,027.55	951,769.22
AGCY BOND	3137EAE5A	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	868.06	997,316.00	998,184.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,666.67	1,565,300.80	1,566,967.47
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,163.19	2,490,387.50	2,491,550.69
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	404.86	1,095,276.60	1,095,681.46
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	552.08	1,493,559.00	1,494,111.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	514.58	1,270,527.70	1,271,042.28
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	62.50	1,191,170.40	1,191,232.90
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,579.86	1,292,898.10	1,294,477.96
AGCY BOND	3137EAF2A	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	8,166.67	7,951,304.00	7,959,470.67
AGCY BOND			39,550,000.00			39,514,990.87	42,466.15	39,298,309.10	39,340,775.25

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCVUSD	PAYABLE	(559,923.73)	---	10/31/2021	(559,923.73)	0.00	(559,923.73)	(559,923.73)
CASH	CCVUSD	RECEIVABLE	104,531.25	---	10/31/2021	104,531.25	0.00	104,531.25	104,531.25
CASH			(455,392.48)			(455,392.48)	0.00	(455,392.48)	(455,392.48)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	2253CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	14,857.50	910,254.60	925,112.10
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	4,385.67	1,202,726.40	1,207,112.07
CD	2334IVZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	8,182.67	967,412.55	975,595.22
CD	65558LLT7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	3,270.90	962,193.25	965,464.15
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL	950,000.00	09/03/2019	08/26/2022	950,000.00	3,288.58	962,271.15	965,559.73
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	2,030.00	902,673.90	904,703.90
CD			5,850,000.00			5,850,000.00	36,015.32	5,907,531.85	5,943,547.17

CORP (CORPORATE 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	12,835.00	946,971.00	959,806.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,777.94	1,303,818.56	1,306,596.49
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	7,440.00	933,481.80	940,921.80
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	5,312.50	1,000,109.00	1,005,421.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	5,312.50	1,000,109.00	1,005,421.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,718.75	700,076.30	703,795.05
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	5,625.00	936,798.30	942,423.30
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	534.90	324,059.72	324,059.72
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	2,331.60	840,165.50	842,497.10
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	7,550.00	872,252.80	880,002.80
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	5,319.97	1,091,902.90	1,097,222.87
CORP	06051GJRI	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	97.60	398,045.60	398,143.20
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	153.13	387,981.38	388,134.50
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	204.17	517,308.50	517,512.67
CORP	06406RAX5	BANK OF NEW YORK MELLON CORP	1,250,000.00	10/25/2021	10/25/2024	1,249,187.50	177.08	1,246,722.50	1,246,899.58
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	3,861.22	517,911.23	517,911.23
CORP	14913R2DK	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	1,492.29	726,894.43	728,386.72
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	132.19	224,498.03	224,630.21
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	6,604.50	911,912.40	918,516.90
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	6,056.25	908,242.85	914,299.10
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	3,809.38	451,956.60	455,765.98
CORP	24422EQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,833.00	1,726.67	175,966.18	177,692.84
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	429.43	481,533.22	481,962.65
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	2,817.01	970,991.20	970,991.20
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	3,785.63	927,751.50	931,537.13
CORP	38141E123	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	10,876.25	959,329.80	970,206.05
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	5,167.50	488,529.45	493,696.95
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	711.80	937,224.00	937,935.80
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	868.56	328,601.65	329,470.21
CORP	46647PC17	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,991.33	573,931.46	575,922.79
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	8,575.00	950,151.60	958,726.60
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	1,543.75	327,792.08	329,335.83
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	307.22	393,495.84	393,803.06
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	723.19	627,799.74	628,522.93
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	443.44	493,885.76	494,329.19
CORP	892367GT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	1,755.00	459,164.70	460,918.70
CORP	892367GT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	546.00	142,851.24	143,397.24
CORP	892367GT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	526.50	137,749.41	138,275.91
CORP	892367JK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	1,080.63	256,116.90	257,197.53
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	384.64	276,994.76	277,379.40
CORP	91159HXC1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	10,920.00	1,869,694.20	1,880,614.20
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	5,951.25	1,143,289.05	1,143,240.30
CORP			28,567,000.00			29,374,097.67	142,676.75	29,153,665.98	29,296,342.73

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	3132CWM3	FH SB0364	1,323,949.18	06/25/2021	06/01/2035	1,426,555.25	3,861.52	1,413,448.39	1,417,309.91
FHLMC	3133L7L1	FH RC1222	1,525,348.75	10/19/2021	12/01/2034	1,639,749.91	4,448.93	1,633,144.92	1,637,593.85
FHLMC	3137BGK2	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,193.31	1,658.58	688,207.00	689,865.58
FHLMC	3137BM6P6	FHMS K-721 A2	417,417.07	04/09/2018	08/25/2022	420,971.63	1,074.85	422,572.17	423,647.02
FHLMC	3137F62S5	FHMS K-J31 A1	453,088.30	10/29/2020	05/25/2026	455,079.24	214.84	446,695.22	446,910.06
FHLMC	3137FKK39	FHMS K-P05 A	12,657.39	12/17/2018	07/25/2023	12,657.35	33.78	13,107.36	13,141.15
FHLMC	3137FQ3V3	FHMS K-J27 A1	97,639.36	11/26/2019	07/25/2024	97,637.01	170.22	99,160.58	99,330.80
FHLMC			4,480,100.05			4,732,845.70	11,462.73	4,716,335.63	4,727,798.36

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	1,796,979.91	12/29/2020	09/25/2033	1,822,390.33	1,497.48	1,801,241.36	1,802,738.84
FHLMC CMO	3137F7DH5	FHR 5048 B	1,030,570.65	11/30/2020	05/25/2033	1,043,613.80	858.81	1,021,677.72	1,022,536.53
FHLMC CMO			2,827,550.56			2,866,004.13	2,356.29	2,822,919.08	2,825,275.37

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	1,337,980.14	05/18/2021	03/01/2035	1,433,729.34	3,344.95	1,434,826.47	1,438,171.42
FNMA	3140QKRN6	FN CA8400	1,293,795.67	03/22/2021	12/01/2035	1,415,493.33	3,773.57	1,387,319.72	1,391,093.30
FNMA	3140XQX23	FN FM6170	1,195,491.73	06/25/2021	07/01/2025	1,295,614.16	3,984.97	1,274,658.02	1,278,642.99
FNMA	3140X9K46	FN FM5714	1,030,468.14	03/25/2021	11/01/2035	1,122,566.23	3,434.89	1,103,007.48	1,106,442.37
FNMA	3140XALC4	FN FM6622	1,493,530.19	03/29/2021	02/01/2036	1,570,540.34	3,111.52	1,572,843.11	1,575,954.63
FNMA			6,351,265.87			6,837,943.40	17,649.91	6,772,654.80	6,790,304.71

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V334	FIRST AMERUS TRS MM V	1,859,509.28	---	10/31/2021	1,859,509.28	0.00	1,859,509.28	1,859,509.28
MMFUND			1,859,509.28			1,859,509.28	0.00	1,859,509.28	1,859,509.28

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	1,255.45	258,508.80	259,764.25
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	947.24	420,690.50	421,637.74
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,208.08	236,299.70	237,507.78
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,467.67	350,273.00	351,740.67
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,725.67	650,507.00	653,232.67
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,048.33	250,195.00	251,243.33
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,062.88	545,479.00	546,541.88
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	956.25	746,962.50	747,918.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	637.88	400,877.10	401,514.98
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/07/2026	330,000.00	1,151.70	324,881.70	326,033.40
MUNI	650036D0T	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	1,778.67	1,584,288.00	1,586,066.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,009.13	572,212.25	573,220.38
MUNI			6,375,000.00			6,378,878.00	15,248.93	6,341,173.55	6,356,422.48

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	912826R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	248.62	4,157,500.00	4,157,748.62
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	14,857.68	2,120,714.84	2,135,572.52
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	42,245.92	6,029,984.38	6,072,230.30
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	21,480.98	3,066,093.75	3,087,574.73
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,790,761.72	19,828.55	2,957,093.75	2,976,922.30
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	6,495.56	968,703.13	975,198.69
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	11,623.63	1,733,468.75	1,745,092.38
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	132.42	3,015,453.13	3,015,585.55
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	103.25	2,351,031.25	2,351,134.50
US GOV	912828T99	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	8,610.73	2,529,296.88	2,537,907.61
US GOV	912828X47	UNITED STATES TREASURY	1,800,000.00	05/07/2018	04/30/2022	1,742,484.38	93.23	1,816,031.25	1,818,124.48
US GOV	912828X33	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	33,695.65	5,173,437.50	5,207,133.15
US GOV	912828X33	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	9,940.22	1,526,164.06	1,536,104.28
US GOV	912828X33	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	4,380.43	672,546.88	676,927.31
US GOV	912828X33	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,032.61	465,609.38	468,641.98
US GOV	912828X33	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	9,097.83	1,396,828.13	1,405,925.95
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	09/30/2024	908,503.91	5,012.23	875,234.38	880,246.60
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,830.31	2,105.98	2,436,328.13	2,438,434.10
US GOV	912828BA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,496,066.41	712.09	1,486,640.63	1,487,352.72
US GOV	912828BC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	442.26	340,046.88	340,489.13
US GOV			44,200,000.00			44,107,615.26	194,139.87	45,118,207.03	45,312,346.90

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	156,219,987.59			157,679,130.54	466,232.02	158,119,331.95	158,585,563.98

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

CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 10/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	64,774.22	64,778.23
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,099.05	90,106.25
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	480,523.56	480,886.67
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	252,377.82	252,440.15
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	6.84	79,762.40	79,769.24
ABS	14313FAD1	CARMX 2018-3 A3	18,998.44	07/25/2018	06/15/2023	18,995.85	26.43	19,095.28	19,121.71
ABS	14313FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,245.35	130,281.17
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	99,783.08	99,805.30
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,792.32	44,799.12
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	153,328.51	153,368.46
ABS	36255AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	12.28	64,698.77	64,711.05
ABS	36255AD6	GMCAR 2018-3 A3	15,724.44	07/18/2018	05/16/2023	15,720.78	19.79	15,791.34	15,811.13
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,018.84	65,028.97
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,925.18	84,938.63
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	69,724.72	69,731.78
ABS	380140AC7	GMCAR 215 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	18.20	104,221.49	104,239.69
ABS	44891KAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	274,317.42	274,363.86
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	06/993.16	64,639.69	10.98	64,639.69	64,650.67
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,024.38	60,037.98
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	26.89	110,155.33	110,182.22
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,018.11	100,037.66
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,719.20	64,729.13
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,016.10	150,037.65
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	126,347.42	126,418.08
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	11/05/2026	94,987.06	0.00	94,845.93	94,845.93
ABS			2,864,722.89			2,864,280.79	875.23	2,864,245.50	2,865,120.74

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	3130AHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	64.93	271,420.05	271,484.98
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	68.28	112,299.34	112,367.62
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE A	275,000.00	04/24/2020	04/22/2025	274,433.50	42.97	272,571.48	272,614.44
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE A	275,000.00	06/19/2020	06/17/2025	274,430.75	511.81	270,855.00	271,364.81
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE A	275,000.00	08/27/2020	08/25/2025	273,713.00	189.06	268,684.63	268,873.69
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE A	275,000.00	11/12/2020	11/07/2025	274,015.50	664.58	269,283.85	269,948.43
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE A	250,000.00	11/25/2020	11/27/2023	249,715.00	267.36	248,594.75	248,862.11
AGCY BOND	3135G0992	FEDERAL NATIONAL MORTGAGE A	250,000.00	01/11/2019	01/11/2022	249,820.00	2,005.21	251,231.25	253,236.46
AGCY BOND	3137EABR6	FEDERAL HOME LOAN MORTGAGE	275,000.00	05/07/2020	05/05/2023	274,884.50	504.17	275,007.98	275,512.14
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE	275,000.00	06/26/2020	06/26/2023	274,197.00	238.72	274,261.90	274,500.62
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE	350,000.00	07/23/2020	07/21/2025	348,257.00	364.58	342,409.55	342,774.13
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE	800,000.00	08/21/2020	08/24/2023	799,184.00	372.22	796,924.00	797,296.22
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE	340,000.00	09/04/2020	09/08/2023	340,062.09	125.14	338,540.04	338,665.18
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE	460,000.00	09/04/2020	09/08/2023	459,848.20	169.31	458,024.76	458,194.07
AGCY BOND	3137EAEK3	FEDERAL HOME LOAN MORTGAGE	550,000.00	09/25/2020	09/23/2025	548,344.50	217.71	537,530.95	537,748.66
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE	260,000.00	10/16/2020	10/16/2023	259,030.20	13.54	258,086.92	258,100.46
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE	275,000.00	11/05/2020	11/06/2023	274,752.50	334.20	273,497.68	273,831.88
AGCY BOND			5,575,000.00			5,562,978.74	6,153.78	5,519,222.11	5,525,375.89

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(94,987.06)	---	10/31/2021	(94,987.06)	0.00	(94,987.06)	(94,987.06)
CASH	CCYUSD	RECEIVABLE	124,144.45	---	10/31/2021	124,144.45	0.00	124,144.45	124,144.45
CASH			29,157.39			29,157.39	0.00	29,157.39	29,157.39

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	2253CDV0	CREDIT AGRICOLE CORPORATE A	250,000.00	04/04/2019	04/01/2022	250,000.00	4,127.08	252,848.50	256,975.58
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BR	200,000.00	03/23/2021	03/17/2023	200,000.00	730.94	200,454.40	201,185.34
CD	23341VZT1	DNB BANK ASA, NEW YORK BRAN	275,000.00	12/06/2019	12/02/2022	275,000.00	2,368.67	280,040.48	282,409.14
CD	6555KTL1	NORDEA BANK ABP, NEW YORK BI	275,000.00	08/29/2019	08/26/2022	275,000.00	946.84	278,529.63	279,476.47
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANK	275,000.00	09/03/2019	08/26/2022	275,000.00	951.96	278,552.18	279,504.13
CD	86565CKU2	SUMITOMO MITSUI BANKING COR	250,000.00	07/14/2020	07/08/2022	250,000.00	563.89	250,742.75	251,306.64
CD			1,525,000.00			1,525,000.00	9,689.38	1,541,167.93	1,550,857.31

CORP (CORPORATE 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	517.56	242,916.77	243,434.33
CORP	02665WEZ2	AMERICAN HONDA FINANCE CORF	250,000.00	06/28/2019	06/27/2024	249,660.00	2,066.67	259,308.50	261,367.17
CORP	037833D74	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,460.94	275,029.98	276,490.91
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,562.50	260,221.75	261,784.25
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	90.52	54,750.36	54,840.88
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	411.46	148,264.50	148,675.96
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	967.27	198,527.80	199,495.07
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	48.80	199,022.80	199,071.60
CORP	06406RAL1	BANK OF NEW YORK MELLON COF	100,000.00	01/28/2020	10/24/2024	100,440.00	40.83	105,461.70	105,502.53
CORP	06406RAX5	BANK OF NEW YORK MELLON COF	265,000.00	10/25/2021	10/25/2024	264,827.75	37.54	264,305.17	264,342.71
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVI	200,000.00	07/08/2020	07/07/2023	199,888.00	411.67	200,522.60	200,934.27
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	973.51	115,500.02	116,473.53
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	493.33	50,276.05	50,769.38
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	79.69	89,356.68	89,436.37
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	800.63	275,965.92	276,766.55
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,021.18	266,480.50	269,501.68
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	267.25	101,108.20	101,375.45
CORP	46647PBB4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	81.63	99,846.20	99,927.83
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	703.83	202,855.09	203,558.92
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP	250,000.00	02/15/2019	01/23/2024	251,780.00	2,381.94	263,931.00	266,312.94
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	475.00	100,859.10	101,334.10
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	119.58	105,809.41	105,928.99
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	76.15	84,808.67	84,884.81
CORP	892361GT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	487.50	127,545.75	128,033.25
CORP	892361GT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	195.00	51,018.30	51,213.30
CORP	892361GT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	97.50	25,509.15	25,606.65
CORP	91324PEL2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	1,035.00	197,789.40	198,824.40
CORP			4,310,000.00			4,324,526.15	18,904.47	4,362,983.34	4,381,887.81

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	245,744.63	06/25/2021	06/01/2035	264,789.83	716.76	262,357.01	263,073.76
FHLMC	31337LBI1	FH RC1222	274,562.78	10/19/2021	12/01/2034	295,154.98	800.81	293,966.09	294,766.90
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	185,286.50	185,733.04
FHLMC	3137BM6P6	FHMS K-721 A2	120,587.15	04/09/2018	08/25/2022	121,614.03	310.51	122,076.40	122,386.92
FHLMC	3137P6Z55	FHMS K-131 A1	106,860.45	10/29/2020	05/25/2026	106,858.31	50.67	105,352.65	105,403.32
FHLMC	3137FKK39	FHMS K-P05 A	3,595.85	12/17/2018	07/25/2023	3,595.84	9.60	3,723.68	3,733.28
FHLMC	3137FQ3V3	FHMS K-127 A1	25,360.87	11/26/2019	07/25/2024	25,360.26	44.21	25,755.99	25,800.21
FHLMC			951,711.73			1,001,041.22	2,379.10	998,518.33	1,000,897.43

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137FDH5	FHR 5048 B	218,005.33	11/30/2020	05/25/2033	220,764.46	181.67	216,124.13	216,305.80
FHLMC CMO			218,005.33			220,764.46	181.67	216,124.13	216,305.80

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	236,114.14	05/18/2021	03/01/2035	253,011.06	590.29	253,204.67	253,794.96
FNMA	3140QGKN6	FN CA8400	253,234.40	03/22/2021	12/01/2035	277,054.27	738.60	271,539.85	272,278.45
FNMA	3140X2C8	FN FM6170	224,154.70	06/25/2021	07/01/2035	242,927.66	747.18	238,998.38	239,745.56
FNMA	3140X9K46	FN FM5714	184,012.17	03/25/2021	11/01/2035	200,458.25	613.37	196,965.62	197,579.00
FNMA	3140XALC4	FN FM6622	280,036.91	03/29/2021	02/01/2036	294,476.31	583.41	294,908.08	295,491.49
FNMA			1,177,552.32			1,267,927.55	3,272.85	1,255,616.60	1,258,889.46

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	48,327.30	---	10/31/2021	48,327.30	0.00	48,327.30	48,327.30
MMFUND			48,327.30			48,327.30	0.00	48,327.30	48,327.30

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	55,000.00	11/24/2020	07/01/2023	55,000.00	270.78	55,756.80	56,027.58
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	165.22	73,376.25	73,541.47
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH D	60,000.00	12/05/2019	08/01/2024	60,000.00	315.15	61,643.40	61,958.55
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP	55,000.00	09/16/2020	07/01/2025	55,388.85	230.63	55,042.90	55,273.53
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP	75,000.00	09/16/2020	07/01/2025	75,497.25	314.50	75,058.50	75,373.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP	130,000.00	09/16/2020	07/01/2025	130,000.00	545.13	130,101.40	130,646.53
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLL	115,000.00	11/10/2020	08/01/2025	115,000.00	222.24	114,054.70	114,276.94
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	133.88	84,134.70	84,268.58
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK RE	55,000.00	02/04/2021	01/01/2026	55,000.00	191.95	54,146.95	54,338.90
MUNI	650056DT0	NEW YORK ST URBAN DEV CORP R	275,000.00	12/23/2020	03/15/2025	275,000.00	305.71	272,299.50	272,605.21
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	219.38	124,393.75	124,613.13
MUNI			1,105,000.00			1,105,886.10	2,914.56	1,100,008.85	1,102,923.41

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	5,012.23	715,421.88	720,434.10
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	11,456.52	1,635,250.00	1,646,706.52
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	6,086.28	868,726.56	874,812.84
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	1,367.49	203,937.50	205,304.99
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	3,760.59	540,828.13	544,588.71
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	38.16	868,859.38	868,897.53
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	28.06	638,867.19	638,895.24
US GOV	912828T99	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	2,411.01	708,203.13	710,614.13
US GOV	912828X47	UNITED STATES TREASURY	1,000,000.00	05/07/2018	04/30/2022	968,046.87	51.80	1,008,906.25	1,008,958.05
US GOV	912828X33	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	7,076.09	1,086,421.88	1,093,497.96
US GOV	912828X33	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,864.13	439,742.19	442,606.32
US GOV	912828X33	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	842.39	129,335.94	130,178.33
US GOV	912828X33	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,179.35	181,070.31	182,249.66
US GOV	912828X33	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,032.61	465,609.38	468,641.98
US GOV	912828Y0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,474.18	257,421.88	258,896.06
US GOV	912828Y0	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	189.54	145,734.38	145,923.91
US GOV			9,700,000.00			9,632,983.40	46,870.40	9,914,338.94	9,961,206.34

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			27,504,476.96			27,582,873.11	91,241.46	27,849,707.42	27,940,948.87

* 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: 10/01/2021 - 10/31/2021
Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMERUS TRS MM Y	692,579.20	0.000	Buy	---	---	10/31/2021	692,579.20	0.00	692,579.20
31846V534	FIRST AMERUS TRS MM Y	(2,487,156.76)	0.000	Sell	---	---	10/31/2021	(2,487,156.76)	0.00	2,487,156.76
31846V534	FIRST AMERUS TRS MM Y	55,716.91	0.000	Buy	---	---	10/31/2021	55,716.91	0.00	55,716.91
31846V534	FIRST AMERUS TRS MM Y	(608,827.49)	0.000	Sell	---	---	10/31/2021	(608,827.49)	0.00	608,827.49
91282CB4	UNITED STATES TREASURY	150,000.00	0.375	Buy	10/01/2021	10/06/2021	12/31/2025	147,304.69	149.80	(147,454.49)
3137F6Z55	FHMS K-31 A1	(1,165.96)	0.569	Principal Paydown	10/01/2021	10/01/2021	05/25/2026	(1,165.96)	0.00	1,165.96
3137F6Z55	FHMS K-31 A1	(274.99)	0.569	Principal Paydown	10/01/2021	10/01/2021	05/25/2026	(274.99)	0.00	274.99
36255AC1	GMCAR 2021-4 A3	385,000.00	0.680	Buy	10/13/2021	10/21/2021	09/16/2026	384,990.18	0.00	(384,990.18)
36255AC1	GMCAR 2021-4 A3	65,000.00	0.680	Buy	10/13/2021	10/21/2021	09/16/2026	64,998.34	0.00	(64,998.34)
14044CAC6	COPAR 2021-1 A3	460,000.00	0.770	Buy	10/20/2021	10/27/2021	09/15/2026	459,991.31	0.00	(459,991.31)
14044CAC6	COPAR 2021-1 A3	80,000.00	0.770	Buy	10/20/2021	10/27/2021	09/15/2026	79,998.49	0.00	79,998.49
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)
06406RAX5	BANK OF NEW YORK MELLON CORP	1,250,000.00	0.850	Buy	10/21/2021	10/25/2021	10/25/2024	1,249,187.50	0.00	(1,249,187.50)
06406RAX5	BANK OF NEW YORK MELLON CORP	265,000.00	0.850	Buy	10/21/2021	10/25/2021	10/25/2024	264,827.75	0.00	(264,827.75)
3137F7DH5	FIR 3048 B	(23,760.33)	1.000	Principal Paydown	10/01/2021	10/01/2021	05/25/2033	(23,760.33)	0.00	23,760.33
3137F7DH5	FIR 370 A3	(55,291.46)	1.000	Principal Paydown	10/01/2021	10/01/2021	09/25/2033	(55,291.46)	0.00	55,291.46
3137F7DH5	FIR 3048 B	(5,026.22)	1.000	Principal Paydown	10/01/2021	10/01/2021	05/25/2033	(5,026.22)	0.00	5,026.22
912828X47	UNITED STATES TREASURY	(200,000.00)	1.875	Sell	10/25/2021	10/25/2021	04/30/2022	(201,890.63)	(181.86)	203,704.49
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
3137FQ3V3	FHMS K-27 A1	(118,151.70)	2.092	Principal Paydown	10/01/2021	10/01/2021	07/25/2024	(118,151.70)	0.00	118,151.70
3137FQ3V3	FHMS K-27 A1	(30,688.75)	2.092	Principal Paydown	10/01/2021	10/01/2021	07/25/2024	(30,688.75)	0.00	30,688.75
06406FAD5	BANK OF NEW YORK MELLON CORP	(1,400,000.00)	2.200	Sell	10/25/2021	10/25/2021	08/16/2023	(1,440,306.00)	(5,903.33)	1,446,209.33
3140XALC4	FN FM6622	(24,640.30)	2.500	Principal Paydown	10/01/2021	10/01/2021	02/01/2036	(24,640.30)	0.00	24,640.30
3140XALC4	FN FM6622	(4,620.06)	2.500	Principal Paydown	10/01/2021	10/01/2021	02/01/2036	(4,620.06)	0.00	4,620.06
3140K7XA6	FN BP0672	(23,383.93)	3.000	Principal Paydown	10/01/2021	10/01/2021	03/01/2035	(23,383.93)	0.00	23,383.93
3140K7XA6	FN BP0672	(4,126.58)	3.000	Principal Paydown	10/01/2021	10/01/2021	03/01/2035	(4,126.58)	0.00	4,126.58
36255AD6	GMCAR 2018-3 A3	(13,318.67)	3.020	Principal Paydown	10/16/2021	10/16/2021	05/16/2023	(13,318.67)	0.00	13,318.67
36255AD6	GMCAR 2018-3 A3	(3,995.60)	3.020	Principal Paydown	10/16/2021	10/16/2021	05/16/2023	(3,995.60)	0.00	3,995.60
3137BM6P6	FHMS K-721 A2	(11,112.10)	3.090	Principal Paydown	10/01/2021	10/01/2021	08/25/2022	(11,112.10)	0.00	11,112.10
3137BM6P6	FHMS K-721 A2	(3,210.16)	3.090	Principal Paydown	10/01/2021	10/01/2021	08/25/2022	(3,210.16)	0.00	3,210.16
14313FAD1	CARMX 2018-3 A3	(16,734.50)	3.130	Principal Paydown	10/15/2021	10/15/2021	06/15/2023	(16,734.50)	0.00	16,734.50
14313FAD1	CARMX 2018-3 A3	(4,382.84)	3.130	Principal Paydown	10/15/2021	10/15/2021	06/15/2023	(4,382.84)	0.00	4,382.84
3137FKK39	FHMS K-P05 A	(22,561.62)	3.203	Principal Paydown	10/01/2021	10/01/2021	07/25/2023	(22,561.62)	0.00	22,561.62
3137FKK39	FHMS K-P05 A	(6,409.55)	3.203	Principal Paydown	10/01/2021	10/01/2021	07/25/2023	(6,409.55)	0.00	6,409.55
3132CWMM3	FH SB0664	(31,300.58)	3.500	Principal Paydown	10/01/2021	10/01/2021	06/01/2035	(31,300.58)	0.00	31,300.58
3140QK9K6	FN C48400	(7,443.94)	3.500	Principal Paydown	10/01/2021	10/01/2021	12/01/2035	(7,443.94)	0.00	7,443.94
3133L7L81	FH RC1222	1,525,348.75	3.500	Buy	10/08/2021	10/19/2021	12/01/2034	1,639,749.91	2,669.36	(1,642,419.27)
3132CWMM3	FH SB0664	(5,809.85)	3.500	Principal Paydown	10/01/2021	10/01/2021	06/01/2035	(5,809.85)	0.00	5,809.85
3140QK9K6	FN C48400	(1,457.00)	3.500	Principal Paydown	10/01/2021	10/01/2021	12/01/2035	(1,457.00)	0.00	1,457.00
3133L7L81	FH RC1222	274,562.78	3.500	Buy	10/08/2021	10/19/2021	12/01/2034	295,154.98	480.48	(295,635.46)
3140X9K46	FN FM5714	(14,180.15)	4.000	Principal Paydown	10/01/2021	10/01/2021	11/01/2035	(14,180.15)	0.00	14,180.15
3140X9K28	FN FM6170	(55,920.94)	4.000	Principal Paydown	10/01/2021	10/01/2021	07/01/2035	(55,920.94)	0.00	55,920.94
3140X9K46	FN FM5714	(2,532.17)	4.000	Principal Paydown	10/01/2021	10/01/2021	11/01/2035	(2,532.17)	0.00	2,532.17
3140X9K28	FN FM6170	(10,485.18)	4.000	Principal Paydown	10/01/2021	10/01/2021	07/01/2035	(10,485.18)	0.00	10,485.18
		560,238.24						648,349.51	(4,433.89)	(643,916.42)

* 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 payment

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

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

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

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

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

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

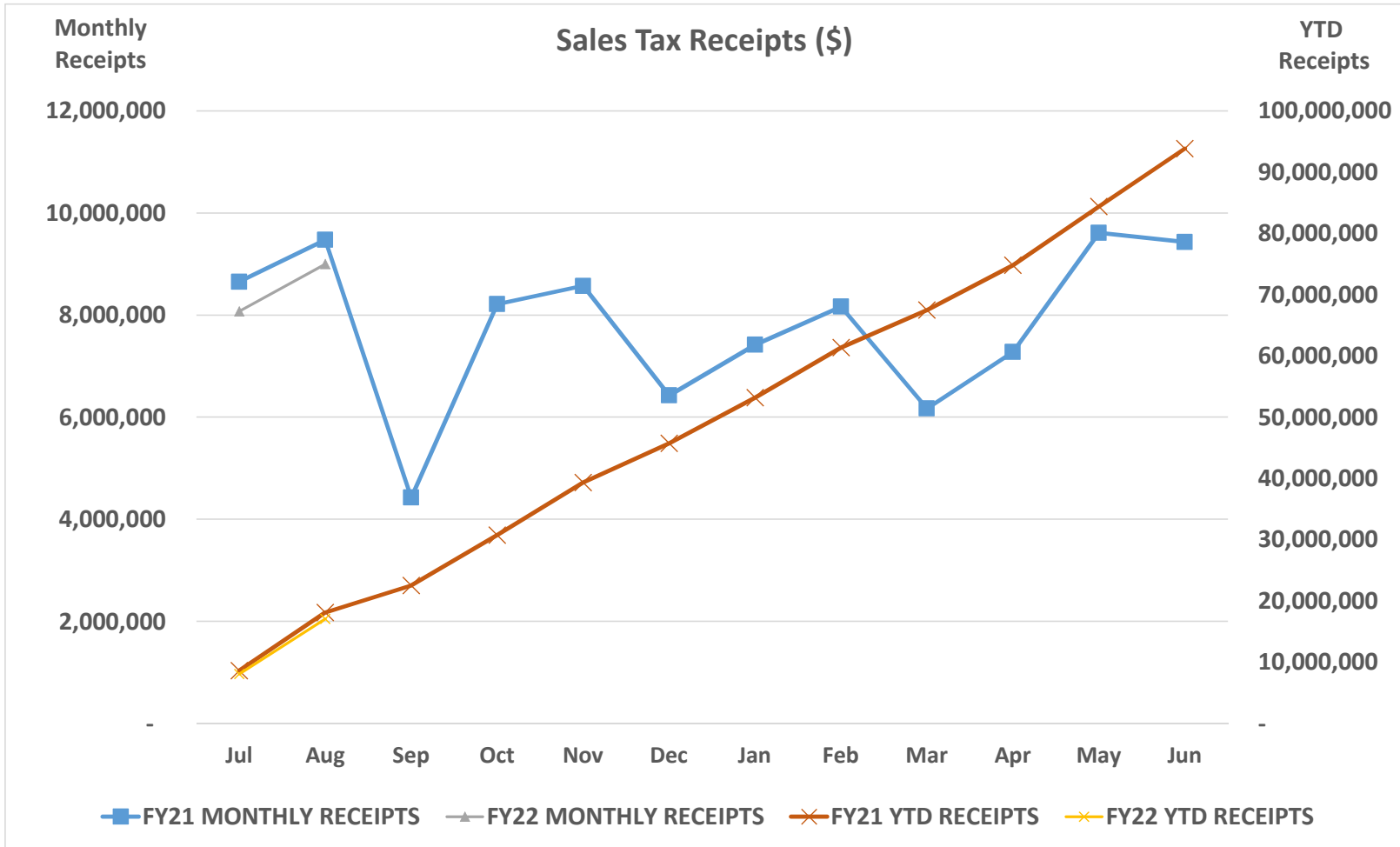
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2022
Measure A Sales Tax
October 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		(100.0%)	22,551,235		(100.0%)
Oct	8,212,521		(100.0%)	30,763,756		(100.0%)
Nov	8,570,674		(100.0%)	39,334,430		(100.0%)
Dec	6,428,114		(100.0%)	45,762,544		(100.0%)
Jan	7,420,385		(100.0%)	53,182,929		(100.0%)
Feb	8,162,508		(100.0%)	61,345,438		(100.0%)
Mar	6,167,874		(100.0%)	67,513,312		(100.0%)
Apr	7,276,146		(100.0%)	74,789,458		(100.0%)
May	9,612,109		(100.0%)	84,401,567		(100.0%)
Jun	9,431,782		(100.0%)	93,833,349		(100.0%)
Total	<u>93,833,349</u>	<u>17,071,733</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting Executive Director

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 1ST QUARTER
FISCAL YEAR 2022**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Gordon Hail, Cost Engineer

650-508-7795



Capital Projects

Quarterly Status Report

1st Quarter FY2022: July 01 – September 30, 2021

Prepared for the December 01, 2021 SamTrans Board Meeting



San Mateo County Transit District



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SamTrans - Capital Program - Budget Status Summary

1st Quarter FY2022 - July 01, 2021 to September 30, 2021

All Costs in \$1,000's

Programs					
	FY2018	FY2019	FY2020	FY2021	FY2022
1. Revenue Vehicles Replacement	\$5,321	\$1,778	\$3,382	\$952	\$34,186
2. Non Revenue Vehicle Support	\$0	\$847	\$164	\$116	\$0
3. Information Technology	\$2,878	\$3,100	\$500	\$3,529	\$431
4. Development	\$1,502	\$750	\$250	\$0	\$500
5. Facilities/Construction	\$7,282	\$1,730	\$10,612	\$7,052	\$5,933
6. Safety and Security	\$0	\$0	\$150	\$0	\$0
7. Contingency	\$250	\$200	\$250	\$250	\$0
Total Board Approved Budget by FY ⁽¹⁾	\$17,233	\$8,405	\$15,308	\$11,899	\$41,050

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

Active Projects

Central Building Refresh
 Central Roof Replacement Project
 FY2018 Tech Refresh
 North and South Base Exterior Painting
 North Base Bus Washer Replacement
 North & South Base IW Line to Brake Pit Replacement
 Onboard Wi-Fi Equipment Retrofit for 225 Buses
 Procurement of 10 Electric Buses Project
 Replace & Upgrade Servers & Out of Warranty Equipment Project
 South Base Bus Washer Walls Rehab
 South Base Natural Gas Line Replacement

Traffic Signal Priority Project
 Upgrade Current District Website
 Wi-Fi at Bases for Video Review Project
 South Base Switchgear Replacement

Projects Completed Within the Last Three Years

Bus Stop Improvement Program
 Central Office Sanitary Sewer Pump Replacement Project
 Facilities Smaller Projects - FY2012
 Linda Mar Park-n-Ride Lot Repaving Project
 Major Bus Components - FY2012
 Non-Revenue Service Support Vehicles Project
 North and South Base Industrial Waste Line Replacement Project
 Purchase a New Bus Simulator
 Replace Paratransit Vehicles
 Replacement of 55 - 2002 NABI Buses Project

Note:

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

**SamTrans Quarterly Report
TRAFFIC LIGHT REPORT**

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

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q4 FY21	Q1 FY22	Q4 FY21	Q1 FY22	Q4 FY21	Q1 FY22	Q4 FY21	Q1 FY22		
<u>Vehicle Replacement Projects:</u>										
021502 - Major Bus Components Project										5
100113 - Procurement of 10 Electric Buses Project										6
<u>Information Technology Projects:</u>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										7
100016 - Wi-Fi at Bases for Video Review Project										8
100247 - FY2018 Tech Refresh										9
100348 - Upgrade Current District Website										10
100534 - Onboard Wi-Fi Equipment Retrofit for 225 Buses										10
<u>Facilities / Construction Projects:</u>										
100058 - Facility Smaller Projects										11
100252 - Central Roof Replacement										12
100255 - Traffic Signal Priority Project										13
100469 - North Base Bus Washer Replacement										14
100470 - N & S Bases IW Line to Brake Pit Replacement										14
100473 - Central Building Refresh										15
100474 - South Base Bus Washer Walls Rehab										15
100476 - North and South Base Exterior Painting										16
100511 - South Base Natural Gas Line Replacement										16
100547 - South Base Switchgear Replacement										16



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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

VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:

021502	Major Bus Components PM - David Harbour	<p>Scope: The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include: engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Purchased major bus components and replacement parts.</p> <p>Next Quarter: (1) Continue to purchase major bus components and replacement parts, as needed.</p>	\$7,327,336	\$7,327,336	\$0	\$7,327,336	\$6,339,695	\$987,641	\$7,327,336	\$0	86.5%	86.5%	07/01/15 07/01/15A	12/31/21 12/31/21
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SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100113	Procurement of 10 Electric Buses PM - David Harbour	<p>Scope: Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p>Issues: None.</p> <p>Key Activities</p> <p>This Quarter: (1) SamTrans Executive Team continued working with legal to mitigate the continuing issues and problems with the electric buses. (2) Samtrans is in negotiations with Proterra.</p> <p>Next Quarter: (1) SamTrans' Executive Team continues working with legal to mitigate the continuing issues and problems with the electric buses. (2) Samtrans to continue negotiations with Proterra. .</p> <p>Note: Schedule has been delayed due to Covid-19 impact and technical issues with the buses.</p>	\$10,926,668	\$10,926,668	\$0	\$10,926,668	\$3,257,205	\$7,669,463	\$10,926,668	\$0	29.8%	67.0%	02/01/18 / 02/01/18A	11/30/20 / 03/31/22

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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

INFORMATION TECHNOLOGY PROJECTS:

021505	Replace & Upgrade Servers & Out of Warranty Equipment Project PM - Ed Kelly	<p>Scope: This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities This Quarter: (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p>Next Quarter: (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p> <p>Notes: Adjustments in the project expenses in PeopleSoft reduced the total for this quarter.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,862,224	\$2,216,776	\$7,079,000	\$0	69%	69%	07/01/14 / 07/01/14A	12/31/21 / 12/31/21
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SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100016	Wi-Fi at Bases for Video Review PM - Karambir Cheema	<p>Scope: The project scope will primarily be as follows:</p> <ol style="list-style-type: none"> 1. Install and test Wi-Fi equipment at North Base and South Base. 2. Specify software configuration based on stakeholder consensus. 3. Install, configure, and test servers, including: <ol style="list-style-type: none"> a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video. b. Database server, which runs Microsoft SQL server and houses data for the server application. 4. Install and configure client application on specified computers. 5. Configure all new Wi-Fi equipped DVRs to communicate with the application server. <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Installed mSET workstations. (2) Deployed mSET workstations.</p> <p>Next Quarter: (1) Continue mSET workstation rollouts.</p> <p>Issues: (1) Project completion is now estimated at December 31, 2021. PM is extending the forecasted finish date to fund any procurements required to complete this project.</p>	\$690,499	\$690,499	\$0	\$690,499	\$596,994	\$93,505	\$690,499	\$0	86.5%	86.5%	03/26/18 / 03/26/18A	06/30/20 / 12/31/21

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100247	FY2018 Tech Refresh PM - Ed Kelly	<p>Scope: To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p>Next Quarter: (1) Continue replacement of District's IT equipment on an as needed basis.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$756,525	\$546,951	\$1,303,476	\$0	58.0%	58.0%	07/01/18 / 07/01/18A	12/31/21 / 12/31/21

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100348	Upgrade Current District Website PM - J.Lipps	<p>Scope: To complete a website re-design and development that includes, design and development, hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p>Issues: The Scope has been changed from one central website to three separate sites, one for each agency. This change is causing the schedule delay.</p> <p>Key Activities:</p> <p>This Quarter: (1) Met three times with FivePaths and discussed the direction of their GTFS/Mapping features. (2) Held a separate meeting with the Agency's GTFS stakeholders from both SamTrans and Caltrain to get feedback on the map designs. (3) Met with the CalMod team to discuss the planned migration to the new site. (4) Direction was given to proceed with a plan to convert our web materials to ADA compliance and a meeting was held to determine initial steps.</p> <p>Next Quarter: (1) Continue to meet contractor regularly.</p> <p>Note: The Website Project has been linked to a Branding Project and the timeline pushed back. The purpose of this relates to both contracts being the same vendor and overlapping tasks relating to research and implementation of a brand into a website.</p>	\$600,000	\$600,000	\$0	\$600,000	\$496,083	\$104,917	\$600,000	\$0	82.5%	82.5%	06/01/19 / 06/01/19	03/31/21 / 03/31/22
100534	Onboard Wi-Fi Equipment Retrofit for 225 Buses PM - Karambir Cheema	<p>Scope: This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.</p> <p>Issues: None</p> <p>Key Activities:</p> <p>This Quarter: (1) Routers installation were completed.</p> <p>Next Quarter: (1) Inspect the routers.</p> <p>Note: CVAD/AVL which is tied to this project due to configuration and using one SIM card for both functionalities has pushed the completion date to December 2021.</p>	\$1,572,180	\$1,572,180	\$0	\$1,572,180	\$1,057,793	\$514,387	\$1,572,180	\$0	67.3%	67.3%	09/09/20 / 09/09/20A	06/30/21 / 12/31/21

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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

FACILITIES / CONSTRUCTION PROJECTS:

100058	Facility Smaller Projects PM - Greg Moyer	<p>Scope: This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Performed maintenance or repairs work, as needed.</p> <p>Next Quarter: (1) Continue with maintenance and repairs work, as needed.</p>	\$2,540,000	\$2,540,000	\$0	\$2,540,000	\$1,848,518	\$691,482	\$2,540,000	\$0	72.8%	72.8%	07/01/19 / 07/01/19A	12/31/21 / 12/31/21
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SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100252	Central Roof Replacement PM - Greg Moyer	<p>Scope: Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p>Issues: None.</p> <p>This Quarter: (1) Design criteria and delivery method are under discussion with GEC/Design consultant. (2) GEC/Design consultant to conduct outreach to specialized firms.</p> <p>Next Quarter: (1) GEC/Design consultant to conduct outreach to specialized firms.</p> <p>Note: (1) Schedule was re-baselined this quarter. (2) Construction will be weather-dependent; scheduling is indeterminate at this time. (3) Central roofing is sectional in nature; a comprehensive design will involve specialized skills and additional time.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$13,598	\$1,261,402	\$1,275,000	\$0	1.1%	1.1%	09/01/19 / 09/01/19A	01/31/24 / 01/31/24

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100255	Traffic Signal Priority Project PM - Robert Tam	<p>Scope: This project will implement Traffic Signal Priority (TSP) technology for SamTrans buses traveling on El Camino Real in San Mateo County (State Highway 82). This will improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections. SamTrans will build on the existing El Camino Real Smart Corridor Project, implemented by Caltrans and the City/County Association of Governments of San Mateo County (C/CAG), and deploy wayside antennas at intersections and transponders aboard buses as the primary TSP detection technology to provide maximum communication precision.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Completed closeout of the project. (2) Released the PO encumbrances.</p> <p>Next Quarter: (1) Project is completed.</p> <p>Note: This will be the last status report for this project.</p>	\$3,907,000	\$3,907,000	\$0	\$3,907,000	\$1,989,000	\$521,000	\$2,510,000	\$1,397,000	79.2%	100.0%	01/01/18 / 01/01/18A	09/30/21 / 07/29/21A

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100469	North Base Bus Washer Replacement PM - Jeffrey Thomas	<p>Scope: The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.</p> <p>Issues: Project staff of 1 FTE was short (0.5 FTE) for Jan-Sept 2020 and vacant (0 FTE) for Oct-Dec 2020. Facilities has re-gained project staff on a contract basis in the first week of January 2021. Multiple projects are being reviewed and prioritized to restore vital services at their earliest opportunity.</p> <p>Key Activities: This Quarter: (1) Facilities amended draft bid documents to better match with District's Resident Engineer's Manual. (2) Procurement in draft bid production; bid/award timeframes are yet unknown. Next Quarter: (1) Procurement continue draft bid production and public issuance.</p>	\$935,000	\$935,000	\$0	\$935,000	\$23,027	\$911,973	\$935,000	\$0	2.5%	2.5%	08/01/19 / 01/01/20A	12/31/21 / 10/31/22
100470	N & S Base IW Line to Brake Pit Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.</p> <p>Issues: The scheduled North Base Industrial Waste Line Replacement has met small incremental delays in design/planning phase and again at the submittal review phase. The net impact of collective delays and staffing changes is 90 days (2nd week of June 2021) for substantial completion and 120 days (2nd week of July 2021) for final complete.</p> <p>Key Activities: This Quarter: (1) District staff and General Contractor processed three change orders. (2) Project team and Contractor are in process with close-out documents. Next Quarter: (1) Continue the closeout process.</p>	\$780,000	\$780,000	\$0	\$780,000	\$598,862	\$181,138	\$780,000	\$0	76.8%	76.8%	07/01/19 / 12/01/19A	03/31/21 / 10/31/21

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100473	Central Building Refresh PM - Greg Moyer	<p>Scope: This project is for Central Building improvements. It includes 20+ building improvements for Central Office and Garage.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Design criteria and delivery method are under discussion with GEC/Design consultant. (2) GEC/Design consultant to conduct outreach to specialized firms.</p> <p>Next Quarter: (1) GEC/Design consultant to conduct outreach to specialized firms.</p> <p>Note: (1) Design and construction both involve retrofit to existing elevators; work herein is very specialized. (2) Existing elevator motors will be refurbished one at a time; construction will be prolonged due to sequencing and long-lead times. (3) Schedule was re-baselined this quarter.</p>	\$1,849,200	\$1,849,200	\$0	\$1,849,200	\$427,286	\$1,421,914	\$1,849,200	\$0	23.1%	23.1%	07/01/20 / 07/01/20A	02/28/24 / 02/28/24
100474	South Base Bus Washer Walls Rehab PM - Jeffrey Thomas	<p>Scope: This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls during reconstruction.</p> <p>Issues: None</p> <p>Key Activities:</p> <p>This Quarter: (1) Proposal remaining work was in progress by Consultant in July 2021. (2) GEC/Design Consultant continued design work.</p> <p>Next Quarter: (1) GEC/Design Consultant continue with final design.</p> <p>Note: Project staffing was vacant/short during 2019-20.</p>	\$350,000	\$350,000	\$0	\$350,000	\$12,574	\$337,426	\$350,000	\$0	3.6%	3.6%	07/01/19 / 08/01/20	06/30/22 / 11/30/22

SamTrans - Major Capital Project - Quarterly Report - Q1 FY2022 July 01, 2021 to September 30, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100476	North and South Base Exterior Painting PM - Greg Moyer	<p>Scope: This project is to paint exterior portions of North and South bases.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Began finalizing bid documents for procurement and public bidding.</p> <p>Next Quarter: (1) Finalize bid documents for procurement and public bidding.</p> <p>Note: (1) Painting is weather dependent and work schedules will span two years 'as needed.'</p>	\$1,140,000	\$1,140,000	\$0	\$1,140,000	\$1,545	\$1,138,455	\$1,140,000	\$0	0.1%	0.1%	03/01/21 / 03/01/21A	10/31/24 / 10/31/24
100511	South Base Natural Gas Line Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the existing natural gas distribution system at South Base. The existing gas distribution system has been leaking and localized repairs have been completed but the gas system is to a point where total replacement is necessary to fully operate the South Base Bus Maintenance Building. The project includes on-call General Engineering Contractors (GEC's) to provide 35%, 65%, 95%, and 100% plans, specifications, and drawings (PS&E), bid support and design support during construction and construction.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) Project lifecycle documents were compiled for final review and closeout of this contract.</p> <p>Next Quarter: (1) This will be the last Quarterly report for this project.</p>	\$1,070,000	\$1,070,000	\$0	\$1,070,000	\$466,785	\$33,215	\$500,000	\$570,000	93.4%	100%	11/01/19 / 05/26/20A	11/22/20 / 07/31/21
100547	South Base Switchgear Replacement PM - Greg Moyer	<p>Scope: South Base switchgear replacement.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Design continued; further development by design consultant with review/input by District staff. (2) Designer and District staff conferring with PG&E on local capacity issue</p> <p>Next Quarter: (1) Design continues; further development by design consultant with review/input by District staff.</p> <p>Note: (1) Schedule was re-baselined this quarter.</p>	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$26,238	\$973,762	\$1,000,000	\$0	2.6%	2.6%	10/01/19 / 10/01/19A	11/30/23 / 11/30/23

Fiscal Year 2020 Capital Budget - Amendment 1

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

Fiscal Year 2020 Capital Budget (Cont)

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

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

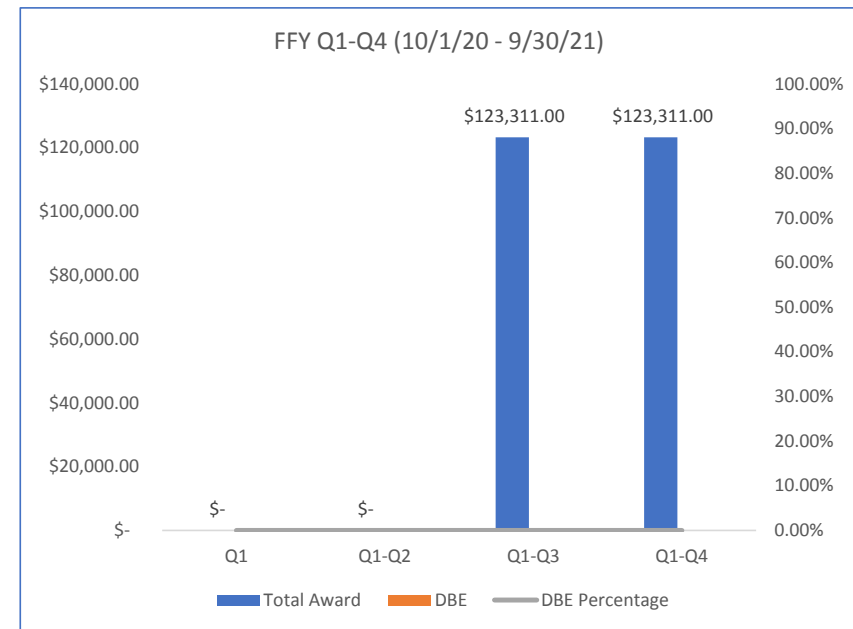
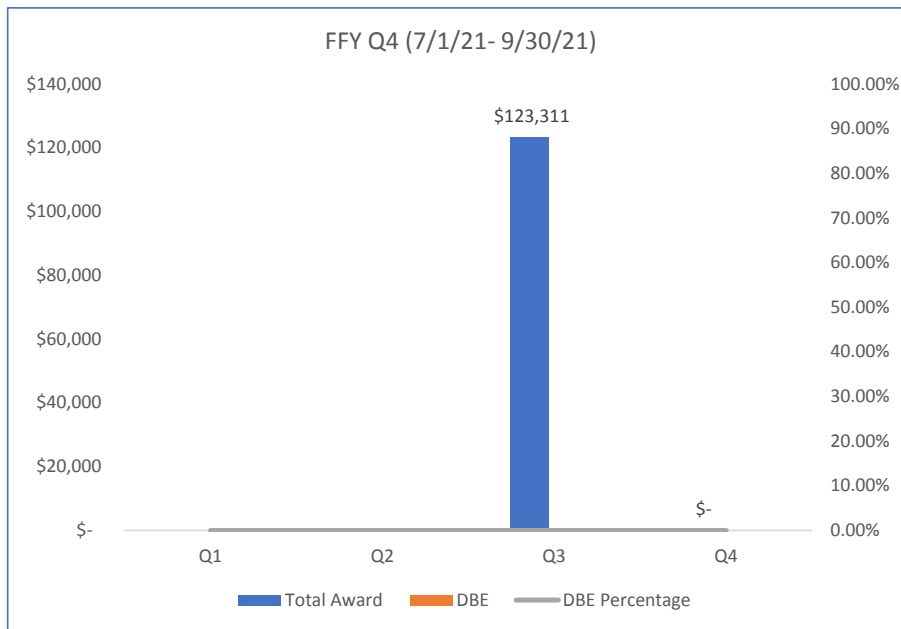
Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19, FY20 & FY21)	720,700	6,606,636	7,327,336
1.4	100353	Maintenance support equipment	230,800	195,020	425,820
			S/T	951,500	6,801,656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

San Mateo County Transit District

Fiscal Year 2022 Capital Budget

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19, FY20, FY21 & FY22)	311,347	7,327,336	7,638,683
1.2	100353	Maintenance support equipment	320,226	425,820	746,046
1.3	100461	Para Transit (Cutaway) Revenue Vehicle Procurement	3,457,280	1,732,640	5,189,920
1.4	TBD	Replacement of (10) 2017 Redi-Wheels Minivans	874,384	-	874,384
1.5	TBD	Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses	29,222,557	-	29,222,557
S/T			34,185,794	9,485,796	43,671,590
Information Technology					
3.1	TBD	Automatic Passenger Counter (APC) Validation	431,250	-	431,250
S/T			431,250	-	431,250
Facilities/Construction					
4.1	100058	Facilities Smaller Projects	920,000	2,540,000	3,460,000
4.2	100548	North Base 200 Operations Building Replacement	575,000	1,000,000	1,575,000
4.3	TBD	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	1,789,832	1,428,000	3,217,832
4.4	TBD	EV Chargers for Non-Revenue Vehicles (6 total)	575,000	-	575,000
4.5	TBD	TAM Maturity and Development Assessment	55,200	-	55,200
4.6	TBD	Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation)	1,926,250	-	1,926,250
4.7	TBD	Transit Oriented Development (TOD) Project Initiation Funds	92,000	-	92,000
S/T			5,933,282	4,968,000	10,901,282
Planning/Development					
5.1		Capital Program and Project Development	250,000	-	250,000
5.2		Capital Program Management	250,000	-	250,000
S/T			500,000	-	500,000
Total FY2022 Budget			41,050,326	14,453,796	55,004,122

SamTrans Award



Note: There was no Federal Awards for Q1, Q2 and Q4 for SamTrans.

Definition of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Performance Status (Traffic Light) Criteria

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: ACCEPTANCE OF QUARTERLY FUEL HEDGE UPDATE

ACTION

Staff proposes the Board to review, accept, and enter into the record the report providing an update on the implementation of a fuel hedge strategy for the District.

SIGNIFICANCE

The purpose of this report is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for the District.

Under this program, the staff will continue to work with Linwood Capital, LLC in order to:

- Accumulate new fuel hedge contracts for the upcoming fiscal year as market conditions allow
- Maintain the size of the hedge in order to protect District's fuels budget against volatile price movements in the diesel fuel market.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The Program implemented for the District is designed to minimize large budget variances resulting from the volatility of diesel fuel prices. An effective hedging strategy can increase budget certainty and facilitate more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as that relates to the District's annual budget.

- As of September 30th, the hedge program realized net gains of \$112,660.44 for the time period July 2021 through September 2021.
- Additionally, the hedge currently reflects unrealized gains of \$548,532.60 (+\$0.37/gallon on all gallons through December 2022). This assumes projected consumption of 100,000 gallons per month through December 2022.

- Approximately 70.00% (63.91% after tax) of the anticipated fuel usage of 100,000 gallons per month through December 2022 is hedged at an average expected price of \$1.77/gallon, excluding taxes and fees (\$2.38 including taxes and fees) versus a currently planned budget estimate of \$2.30/gallon, excluding taxes and fees.
- The remaining un-hedged gallons through December 2022 have a projected cost of \$2.30/gallon before taxes and fees and \$2.95/gallon after taxes and fees as of 9/30/2021.
- Weighted average projected cost of all gallons net of hedging as of 09/30/2021 is \$1.96/gallon without taxes and fees – \$2.59/gallon with taxes and fees through December 2022.

Prepared by: Ashok Deshmukh

Acting Manager, Treasury

650-508-6405

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Bruce Thompson
Manager of Fare Program Operations

SUBJECT: **CONTINUATION OF THE SAFE HARBOR TRANSIT TICKET PROGRAM**

ACTION

Staff proposes that the Board authorize the continuation of the Safe Harbor Transit Ticket Program (Program) through December 2022.

SIGNIFICANCE

Continuation of the Program will permit the San Mateo County Transit District (District) to provide a valuable service to Safe Harbor Shelter clients, allowing them safe, no-cost travel to jobs and resource centers throughout San Mateo County (County). Safe Harbor is located adjacent to the District's North Base Maintenance and Operations Facility along North Access Road. The current Program is scheduled to conclude at the end of December 2021.

In 2021, Safe Harbor case managers continued the new distribution procedure implemented in 2019 that includes collecting used Day Passes from the beneficiaries before reissuing new tickets. Due to COVID-19, ticket distribution through the Program has been far below the projected cost for calendar year 2021. The Board of Directors' (Board) last action on the Program was the approval of a one-year continuation, through December 2021. After reviewing the ticket distribution procedure and evaluating ticket usage by Program beneficiaries, staff is recommending to continue free Day Pass distribution through Safe Harbor for another year.

BUDGET IMPACT

There is a minimal impact on the District's budget because many of the participants do not have the means to purchase bus tickets, and would therefore likely not buy tickets if this program did not exist. The value of the complimentary bus tickets is approximately \$20,000 annually based on the number of tickets distributed during 2021.

BACKGROUND

Public transportation is a vital link in helping homeless persons reach the resources they need to raise their level of self-sufficiency and transition to a stable housing situation. The District has partnered with County organizations to fill that need.

Safe Harbor Shelter clients are provided a Day Pass that allows them unlimited rides on SamTrans local buses.

Safe Harbor Shelter is a 105-bed emergency homeless shelter operated by Samaritan House. The shelter was created to help fill the gap in short-term emergency housing options available in the County. Homeless County residents aged 18 years and older are permitted to enter the shelter on a first-come, first-served basis. The shelter is operated in collaboration with the County's Human Services Agency.

STRATEGIC INITIATIVE

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

Prepared By: Bruce Thompson, Manager, Fare Programs
Operations

650-551-6106

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACT TO PROVIDE FINANCIAL AUDIT SERVICES**

ACTION

Staff proposes the Board:

1. Award a contract to Eide Bailly, LLP (Eide Bailly) of Menlo Park, California to provide Financial Audit Services (Services) for a not-to-exceed amount of \$385,101 for a five-year term.
2. Authorize the Acting General Manager/CEO, or designee, to approve additional financial auditing services provided at the hourly rates quoted in Eide Bailly's proposal, up to an additional not-to-exceed amount of \$100,000, if it is in the best interest of the San Mateo County Transit District (District).
3. Authorize the Acting General Manager/CEO, or designee, to execute a contract with Eide Bailly in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will ensure continuation of professional, independent financial audit services as required by the District's enabling legislation, the United States Office of Management and Budget, and the Federal Transit Administration.

BUDGET IMPACT

Funding for the Services is included in the Fiscal Year 2022 Operating Budget, and will be included in future operating budgets.

BACKGROUND

The District and the San Mateo County Transportation Authority (TA) issued a joint Request for Proposals (RFP 21-S-T-P-076) to provide the Services on July 16, 2021. The solicitation was advertised on the District's and TA's websites, and notices were sent to interested firms. The District received two proposals:

- Eide Bailly, LLP, Menlo Park, California
- Maze & Associates Accountancy Corporation, Pleasant Hill, California

A Selection Committee (Committee), comprised of qualified staff representing the District and TA, reviewed and scored the proposals in accordance with the following weighted criteria:

- | | |
|---|-----------|
| • Approach to Providing Services | 15 points |
| • Company Qualifications, Experience & References | 25 points |
| • Qualifications & Experience of Key Personnel | 35 points |
| • Reasonableness of Cost | 25 points |

Following the initial proposal review, the Committee found both firms were responsive and within the competitive range and invited the two firms to proceed in the evaluation and selection process including interviews. Upon completion of interviews, and reviewing and rescoring of the two proposals, the Committee determined that Eide Bailly is best-positioned to meet the District's needs as detailed in the RFP Scope of Work and identified Eide Bailly LLP as the highest-ranked proposer. Staff subsequently conducted a price analysis and determined Eide Bailly's negotiated cost proposal to be fair and reasonable. Therefore, staff recommends award of this contract to Eide Bailly.

Eide Bailly is the District's incumbent for financial audit services and has demonstrated its in-depth knowledge of public transit audit requirements and procedures and extensive experience preparing comprehensive financial statements and reports for public transit and other government clients.

Procurement Administrator: Linda Tamtum, PA II	650-508-7933
Project Manager: Jennifer Ye, Acting Director, Accounting	650-622-7890

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO EIDE BAILLY, LLP
TO PROVIDE FINANCIAL AUDIT SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$485,101 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) and the San Mateo County Transportation Authority (TA) jointly issued Request for Proposals (RFP) 21-S-T-P-076 to provide Financial Audit Services (Services); and

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

WHEREAS, a Selection Committee (Committee) comprised of qualified District and TA staff reviewed and scored the proposals according to the evaluation criteria set forth in the RFP, then conducted interviews with both firms, and determined Eide Bailly, LLP (Eide Bailly) of Menlo Park, California to be the highest consensus ranking firm; and

WHEREAS, staff conducted successful negotiations with Eide Bailly and determined Eide Bailly will perform the Services at fair and reasonable prices; and

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract to Eide Bailly for provision of the Services for a five-year term for a total not-to-exceed amount of \$485,101, which includes \$100,000 for supplemental audit services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District (Board) hereby awards a contract to provide Financial Audit

Services to Eide Bailly LLP for a five-year term for a total not-to-exceed amount of \$385,101; and

BE IT FURTHER RESOLVED that the Board authorizes the Acting General Manager/CEO, or designee, to approve additional financial auditing services provided at the hourly rates quoted in Eide Bailly's proposal, up to an additional not-to-exceed amount of \$100,000, if it is in the best interest of the San Mateo County Transit District; and

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

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

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACT WITH HOBBS INVESTMENTS, INC. DBA AM-TRAN TO
PROVIDE MAIL COURIER SERVICES**

ACTION

Staff proposes that the Board:

1. Award a contract to Hobbs Investments, Inc. dba Am-Tran (Am-Tran) of San Mateo, California to provide mail courier services (Services) for a not-to-exceed amount of \$284,334 for a five-year term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Am-Tran in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will ensure the continuation of a dedicated contractor for providing daily courier service for pick-up, distribution, and delivery of postal and interoffice mail between various San Mateo County Transit District (District) sites and legal offices.

BUDGET IMPACT

Funds for this contract are included in the current adopted operating budget and will be included in future years' operating budgets.

BACKGROUND

A joint Request for Proposals (RFP 22-S-J-S-017) to provide the Services was issued on September 1, 2021, by the District and the Peninsula Corridor Joint Powers Board (JPB). The solicitation was advertised on the District's and JPB's websites. Solicitation notices were sent to interested firms, including Small Business Enterprises (SBE) and Disadvantaged Business Enterprises (DBE). The District received five proposals:

- Am-Tran, San Mateo, CA
- Careful Courier, San Francisco, CA
- Gold-Rush Express Delivery, San Jose, CA
- Modern Express Courier, Oakland, CA
- Precision Material Management, Buena Park, CA

A Selection Committee (Committee), comprised of qualified staff representing the District and the JPB, reviewed and scored the proposals in accordance with the following weighted criteria:

- | | |
|---|-----------|
| • Approach to Scope of Services | 25 points |
| • Company Qualifications, Experience & References | 25 points |
| • Qualifications & Experience of Key Personnel | 25 points |
| • Reasonableness of Cost | 25 points |
| • Small Business Enterprise Preference | 5 points |

A five-point preference was available to the proposer with the highest SBE utilization. The Office of Civil Rights evaluated the proposed SBE participation from the five proposers, all of which are certified SBE firms that pledged 100% SBE participation. Accordingly, each proposer received five preference points.

Following the initial proposal review, the Committee found three firms were responsive and within the competitive range, and invited the three firms to proceed in the evaluation and selection process. Upon completion of evaluations, reviews, best and final offers, and rescoring of the three firms' proposals, the Committee determined that Am-Tran is best-positioned to meet the District's needs as detailed in the RFP scope of work, and identified Am-Tran as the highest-ranked proposer.

Am-Tran is the District's incumbent for providing mail courier services, which it has provided in accordance with District requirements and in a timely fashion. The Project Manager completed reference checks and found Am-Tran to be in good standing with its clients. Staff conducted a price analysis and determined Am-Tran's best and final cost proposal to be fair and reasonable. Therefore, staff recommends award of this contract to Am-Tran.

Prepared By: Sujiv Kumar, Procurement Administrator II	650-551-6114
Project Manager: Lisa Chan, Customer Experience Specialist	650-551-6131

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO HOBBS INVESTMENTS, INC. DBA AM-TRAN
TO PROVIDE MAIL COURIER SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$284,334 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) jointly issued Request for Proposals (RFP) 22-S-J-S-017 to provide mail courier services (Services); and

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

WHEREAS, a Selection Committee comprised of qualified District and JPB staff reviewed and scored the proposals according to the evaluation criteria set forth in the RFP; and

WHEREAS, following further evaluation of the three firms found to be in the competitive range, Hobbs Investments, Inc. dba Am-Tran (Am-Tran) of San Mateo, California was determined to be the consensus highest ranked proposer; and

WHEREAS, staff conducted successful negotiations with Am-Tran and determined Am-Tran possesses the necessary qualifications and requisite experience to successfully provide the Services, and will perform the requested Services at fair and reasonable prices; and

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) award a contract to Am-Tran for provision of the Services for a five-year term for a not-to-exceed total of \$284,334.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Hobbs Investments, Inc. dba Am-Tran to provide mail courier services for a five-year term at a not-to-exceed total of \$284,334; and

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

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

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACT TO FURNISH AND SERVICE SHOP SUPPLIES**

ACTION

Staff proposes the Board:

1. Award a contract to Kimball Midwest of Columbus, Ohio to furnish and service shop supplies (Services) for a not-to-exceed amount of \$253,832 for a five-year term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Kimball Midwest in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will ensure the continuation of a dedicated contractor for furnishing and servicing essential shop supplies required for vital upkeep of SamTrans buses at the North Base and South Base facilities. Such items include primary electrical wire, wire ties, drill bits and bench lubricants used to support the repair and maintenance of transit buses. The scope of the contract also will include stocking and inventory services for the contracted supplies. Although Kimball Midwest's headquarters is located in Columbus, Ohio, it will service this contract out of its Reno, Nevada distribution warehouse.

BUDGET IMPACT

Funds for this contract are included in the current adopted operating budget and will be included in future years' operating budgets.

BACKGROUND

The San Mateo County Transit District (District) issued an Invitation for Bids to Furnish and Service Shop Supplies, solicitation number 22-S-M-019, on September 17, 2021. The solicitation was advertised on the District's website. Additional outreach was conducted through direct email to potential firms, including Small Business Enterprises

(SBE) and Disadvantaged Business Enterprises (DBE). Bids were due on October 11, 2021, and the District received one bid:

Company	Bid Amount
Kimball Midwest of Columbus, Ohio	\$253,832

Staff determined that the District received only one bid because very few companies are in the business of furnishing and servicing of shop supplies, and as such, the availability of contractors to provide such services is extremely limited. Kimball Midwest is not a certified SBE and has no subcontractors; thus, it did not receive any bid preference under the SBE Preference.

Kimball Midwest is the District's incumbent contractor for shop supplies, which it has provided in accordance with the District's requirements and in a timely fashion. Staff conducted a price analysis and determined Kimball Midwest's bid to be fair and reasonable. Therefore, staff recommends award of this contract to Kimball Midwest.

STRATEGIC INITIATIVE

No strategic initiatives apply to the award of this contract.

Prepared By: Sujiv Kumar, Procurement Administrator II
Project Manager: Natalie Chi-Rasmussen, Project Manager

650-551-6114
650-508-6418

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO KIMBALL MIDWEST
TO FURNISH AND SERVICE SHOP SUPPLIES
FOR A NOT-TO-EXCEED AMOUNT OF \$253,832 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB), 22-S-M-019, to furnish and service shop supplies; and

WHEREAS, in response to the IFB, the District received one bid from Kimball Midwest of Columbus, Ohio (Kimball Midwest); and

WHEREAS, staff and legal counsel have reviewed Kimball Midwest's bid, found it to be responsive to the solicitation, and determined that Kimball Midwest is a responsible bidder; and

WHEREAS, staff conducted a price analysis and finds Kimball Midwest's prices to be fair and reasonable; and

WHEREAS, the Acting General Manger/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract to Kimball Midwest to furnish and service shop supplies for a total not-to-exceed amount of \$253,832 for a five-year term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District (Board) hereby awards a contract to Kimball Midwest to furnish and service shop supplies for a five-year term at a total not-to-exceed amount of \$253,832; and

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

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

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



MEMORANDUM

BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

**BOD ITEM #7
DECEMBER 1, 2021**

Date: November 24, 2021
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

October 2021 Summary

In October 2021 SamTrans provided 602,507 total trips establishing the ninth consecutive month of ridership increases. SamTrans achieved an average ridership growth of nearly 7.8 percent from January 2021 to September 2021. The total ridership increase from September (596,671 trips) to October was 1 percent.

COVID-19

Masks remain a requirement until January 2022, as required by the Transportation Security Administration (TSA) on all public transit vehicles.

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 other locations. The District continues with a hybrid in-person work schedule. Effective October 1, 2021, the District implemented the following vaccination requirements:

- Fully vaccinated – Testing not required with proof of vaccination.
- Not fully vaccinated – Testing required once a week through the District's healthcare provider.

Autonomous Future in San Mateo County Virtual Workshop

The TA and SamTrans held a joint virtual workshop on November 17, 2021 to better understanding how autonomous technologies may impact travel and mobility in San Mateo County. Progress toward autonomous personal and shared autonomous transit vehicles (AV/SAV) has been steadily increasing over the past decade but local jurisdictions are often not sure about how they should prepare for the transition to a driverless future that may include autonomous transit and driverless cars. The TA Board Chair, Emily Beach, and the SamTrans Board Chair, Charles Stone, welcomed over 75 participants to the event which included elected officials for jurisdictions across San Mateo County, local agency staff, and members of the public. The event featured two panels which covered AV/SAV deployments and lessons learned for San Mateo County agencies to consider as they look toward how AV/SAVs may be integrated into the fabric of our local communities. The first panel featured private companies

including Zoox, Via, Nuro, and Cruise while the second panel featured public agencies with pilot projects including the Santa Clara Valley Transportation Authority, Utah Transit Authority, Connecticut Department of Transportation, and Contra Costa Transportation Authority. The workshop culminated with small group breakout session and prioritization activity to better understand what participants considered potential next steps for San Mateo County agencies to be taking toward considering AV/SAV policies, funding, and potential pilots.

The three-hour workshop was recorded and is available to view through the following link:
https://samtrans.zoom.us/rec/share/ss67Y2GvC6FR_E6I9fJJOUYNygdHR1T-T4gSYQMZSJawGF9yA67BjzBq_3xWNYc4.o-JryEE_mEL0z2K7

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 ran between April and September. Beginning October 2021, a revised survey is being administered, and will run through March 2022. Before the pandemic, 76 percent of employers said a typical employee commuted five or more days a week. As of October, employers expect only 20 percent of those historical commuters to continue the same travel pattern. Although this represents a higher share compared to September, this is still a significant decrease in commuters in a post-pandemic work environment. Approximately 52 percent of employers have started bringing non-essential employees back to the workplace, this is up from 45 percent in September. Public opinion about COVID safety on public transit ranging from concerned to very concerned is down to 63 percent compared to 76 percent in September. Almost one third of employers are operating with a modified work schedule; additional employers are expected to increase participation in modified return to work policies.

SamTrans Operation Safety (S.O.S.)

The Bay Area has experienced increased traffic as companies commence return to work modified work schedules, schools are back in session, and more people are returning to a more active lifestyle out of their homes. The result is more vehicles on the road, worsening traffic conditions, and more aggressive drivers rushing to their destinations.

- The new Safety Campaign focuses on “Scan Ahead and Cover Your Breaks at Intersections.”
 - Recognize the hazard, understand the defense and act correctly in time.
 - Scan ahead and be prepared to yield the right of way.
 - Always stay alert and focused.
 - Cover the break until you can see the intersection is clear and begin accelerating.

In October, the SamTrans exceeded the 100,000 MBPA goal with two Preventable Accidents and an average of 254,924 miles between preventable accidents. SamTrans’ performance inclusive of its contracted services, achieved 121,460 MBPA for the month of October with six preventable accidents.

SamTrans Mobile App Update for Q1 FY2022

SamTrans mobile app was launched in September 2018 and sells paratransit and most fixed routes products except monthly passes. During the first quarter of FY2022, SamTrans mobile app usage and sales revenue experienced additional growth. The table below highlights the this performance trend.

	Q1 FY22	Q4 FY21		Q1 FY21	
	Actuals	Actuals	% ▲	Actuals	% ▲
App Downloads	2,954	2,235	32%	1,500	97%
New accounts	3,242	2,253	44%	1,120	189%
Tickets Sold	28,928	23,085	25%	8,769	230%
Revenue \$'s	\$63,040	\$53,383	18%	\$21,126	198%

Data source: Bytemark app performance report
 Note: Data as of 11/15/2021 and does not contain refunds.

Human Capital Investment

	<u>Oct. 2021</u>		<u>YTD FY 2022</u>		<u>YTD FY 2021</u>	
	Hours	Days	Hours	Days	Hours	Days
New Bus Operator Trainees	2,760	345	9,208	1,151	3,366	421
VTT/DMV mandated training	352	44	1,088	136	900	113
Bus Operator retraining	89	11	481	60	1,009	126
Maintenance training	342	43	965	121	1,257	157
Other	11	1	14	2	0	0
Total Hours	3,554	444	11,756	1,470	6,532	817

Training Class #168 started on September 29, 2021. Fifteen Bus Operator Trainees are scheduled for graduation on December 10, 2021.

Cyber Security Training

The San Mateo County Transit District is committed to protect its employees and business systems from Cybercrime. During the month of October, the District joined hundreds of other agencies and private companies in recognizing Cybersecurity Awareness Month. The theme for 2021 was 'Do Your Part. #BeCyberSmart', helping to empower individuals and organizations to own their role in protecting their part of cyberspace. The IT Department implemented several advance measures for pro-active threat notifications.

During the month, IT rolled out a cybersecurity awareness training program. The training modules included sections on identifying the various types of cybercrime, identifying phishing attempts, and creating effective passwords. The District also sent out a series of awareness tips via email throughout the month. After the month-long program, the District's IT Department will continue sending regular updates and conduct ongoing simulated phishing campaigns to keep employees on the lookout for potential threats.



BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

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

WEDNESDAY, DECEMBER 1, 2021 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of November 3, 2021
3. Motion to Make Appointments to the Measure W Citizens Oversight Committee

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Mobility Management Report – ADA Paratransit Services
8. Monthly Performance Report – October 2021
9. 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
NOVEMBER 3, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Stone

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

1. CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 3:39 pm.

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

Motion/Second: Ratto/Groom

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

Noes: None

Absent: Stone

3. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Services, said that MTC (Metropolitan Transportation Commission) is updating their coordinated plan, and accepting comments from both the PCC and the District.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said the PCC has delivered feedback on the MTC coordinated plan and put together an educational video on riders' frequently asked questions.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Chair, Citizens Advisory Committee, provided a brief summary of the October 27 meeting.

6. QUARTERLY DASHBOARD REPORT – APRIL-JUNE 2021

David Olmeda, Chief Operating Officer, Bus, summarized the report.

7. MONTHLY PERFORMANCE REPORT – SEPTEMBER 2021

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

8. ADJOURN

The meeting adjourned at 3:45 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: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **MOTION TO MAKE APPOINTMENTS TO THE MEASURE W CITIZENS
OVERSIGHT COMMITTEE**

ACTION

Staff proposes that the Committee recommend the Board make the following appointments to the Measure W Citizens Oversight Committee (COC) for a three-year term running January 1, 2022 through December 31, 2024:

- Julie Lind Rupp: Representing Organized Labor
- Ethan Mizzi: Representing Youth Transit Riders
- Michael Wooley-Ousdahl: Representing Private Sector Employers
- Irving Torres: Resident of County Supervisorial District 1
- Rich Hedges: Resident of County Supervisorial District 2

SIGNIFICANCE

The San Mateo County Transit District's (District) voter-approved Measure W sales tax calls upon a 15-member Citizen's Oversight Committee to "ensure tax proceeds are invested in a way that is consistent with the Congestion Relief Plan." The COC currently has five positions with terms that will expire at the end of 2021:

- Representative of Organized Labor
- Representative of Youth Transit Riders
- Representative of Private Sector Employers
- Resident of County Supervisorial District 1
- Resident of County Supervisorial District 2

Board action today will fill all five vacancies.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

As specified in Measure W, the COC includes one member each:

- From the District's Citizens Advisory Committee (CAC)
- From the San Mateo County Transportation Authority's CAC

- From the Caltrain CAC (representing San Mateo County)
- From the City/County Association of Governments of San Mateo County's Bicycle and Pedestrian Advisory Committee
- Representing private-sector employers
- Representing organized labor
- Representing an environmental or sustainability related organization
- Representing people with disabilities
- Representing youth transit riders
- Representing the senior community
- From each of the County's five Supervisorial Districts.

The Board of Directors (Board) adopted a COC appointment process pursuant to Resolution 2020-02 and appointed the first set of 15 COC members on December 2, 2020, with initial terms of one, two or three years. The five COC seats that were assigned initial one-year terms will be vacant at the end of 2021.

Application Process

A month-long application process conducted in accordance with Resolution No. 2020-02 officially opened on September 21, 2021. The recommended COC appointees were selected by staff and Executive Team members following an open, online application process facilitated via the SamTrans website. A mail-in option was available for applicants wishing to submit printed copies and applications were available in Spanish and Simplified Chinese.

Applicants specified which of the five open seats they were applying for and their qualifications for the position. Applicants were encouraged to apply for any/all seats they were eligible to fill, ranking their choices if multiple seats were selected. Current COC members were eligible to re-apply for their own seats and/or other open seats.

Outreach and Promotion

On September 21, a Press Release was issued to promote the COC and recruit new applicants. Promotion efforts also included multiple posts on SamTrans social media pages (Facebook and Twitter) and direct outreach to current COC members, county staff and other stakeholders.

Six applicants applied for the five open positions.

Prepared By: Amy C. Linehan, Public Affairs Specialist

650-418-0095

**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 October 2021 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of October 12, 2021 Meeting**

ATTENDANCE:

Members:

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

Guests:

Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Richard Weiner, Nelson\Nygaard; Charles Posejpal, First Transit/Redi-Wheels; Henry Silvas, SamTrans; David Scarbor, SamTrans; Sophie Gabel-Scheinbaum, Urban Planning Partners; Nicolette Chan, City of San Mateo

Absentees:

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

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:33pm. The meeting was held via Zoom conference call service and a roll call taken.

APPROVAL OF SEPTEMBER MINUTES:

Sammi Riley moved to approve the September meeting minutes; Sandra Lang seconded the motion; Dinae Cruise abstained; the minutes were approved.

PRESENTATION: San Mateo Walks to Transit - Sophie Gabel-Scheinbaum, Urban Planning Partners Inc.

Nicolette Chan, City of San Mateo, introduced the [San Mateo Walks to Transit project](#) that aims to identify transit-connected pedestrian improvements in San Mateo and ensure a safe, connected, and comfortable path of travel to transit.

Improvements could include lighting, median islands, crosswalks, trees and landscaping, longer crossing times, accessible curb ramps, wider sidewalks, flashing pedestrian beacons, and audible pushbuttons. The community is being surveyed to establish priorities. Sophie Gabel-Scheinbaum asked the Council for thoughts and suggestions for improvements around the three Caltrain stations (San Mateo, Hillsdale, Hayward Park) and El Camino Real. This included trouble spots as well as favorite walking routes. Several members contributed their thoughts.

Anyone with specific questions or feedback is welcome to reach out to Sophie (sgabelscheinbaum@up-partners.com) or Nicolette Chan (nchan@cityofsanmateo.org). In addition, input is being gathered via an online survey on the website that is open until October 31st. Adoption of the final Plan is anticipated in June 2022.

COMMITTEE REPORTS:

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

See page 9.

Grant/Budget Review – Sammi Riley, Chair

No report.

Education – Sammi Riley, Chair

Next meeting is on November 5, 2021.

Executive – Benjamin McMullan, Chair

The committee met on October 5th. Ben reported that:

- Tina Dubost joined the meeting to provide an update following consumer concerns about bus cleanliness.
- Minor changes had been made to the bylaws. Tina had requested that SamTrans Legal Dept. review the change. The bylaws will be sent to the full PCC at the end of the month for vote at the November meeting
- The search for a Nominations/Membership Committee chair continues; the role description will be sent to Supervisor Groom's office.
- The MTC presentation at the next PCC meeting was discussed.

Nominations/Membership – TBD, Chair

The Nominations/Membership committee chair is currently vacant.

CONSUMER COMMENTS

Sammi Riley reported that the ride payment app is much improved and provides clear information for the rider and driver.

OPERATIONAL REPORTS

Tina reported that community meetings on the results of the Reimagine SamTrans project are being held to receive comments on the recommended new network.

Free trips for COVID vaccinations are still being provided and the face mask requirement has been extended until January of 2022.

Performance Report

Tina reviewed the preliminary data for September. Total trips served continue to increase with the number of individuals riding remaining fairly steady. The number of subscription trips is steady and there is an increase in advance reservations. Late cancels and no shows are increasing but at a low level. They have resumed sending out letters about no shows and late cancels.

Average weekday ridership was 513 (478 in August.) On time performance was excellent at 95%. Productivity is still below the standard. The number of taxi trips is steady.

COMMENT STATISTICS REPORT

Tina reviewed the data for August. Comments were received mostly through reports rather than comment cards with more policy- than service-related comments.

SAFETY REPORT

Charles Posejpal reported 1 preventable incident in September.

LIAISON REPORTS

Agency – Dao Do

Dao reported that they will be sending a survey to agencies to discover any issues. She asked for information on agencies that use Redi-Wheels so that they can be contacted. Rosener House has a small number of participants currently. Dao asked that the drivers remind the riders and their families that masks are required.

Mike asked how many people are going to agencies in person now and if it would be useful for the Education Committee to provide a presentation or information on how to contact the PCC. Dao thought that less than half participants have returned and that she could send information to the families. Tina mentioned that the agency service is very different from the regular service.

ERC – Mike Levinson

No update but still waiting to hear about the new IVR system.

Commission on Disabilities (CoD) – Ben McMullan

No update at this time.

Center for Independence (CID) – Ben McMullan

CID is working with the County Aging and Adult Services to become an aging and disability resource connection. This is an enhanced information and referral system so that consumers can receive needed information from any access point. More information on this will follow. Tina offered assistance on transit information.

Commission on Aging (CoA) – Kathy Uhl

Kathy reported that:

1. The Commission is updating their Help at Home brochure that covers primarily seniors and disability issues. Any updates can be sent to her.
2. They are encouraging cities within the county to become "Age Friendly" cities. There are three cities classified currently with 3 more in the process. Many of the items discussed in the meeting would be valuable additions.
3. They are compiling an emergency preparedness resource geared towards seniors and disabled seniors to help them think ahead in the case of an emergency. Any individual or agencies interested in receiving copies of the resource can contact the CoA.

Coastside Transportation Committee (CTC) – Tina Dubost

Information about the Reimagine SamTrans meetings was distributed to the CTC. Ridership on the coast is variable but they are continuing to provide consumers with needed rides.

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

The CAC met in September:

- They approved a motion to approve a resolution regarding AB369.
- They received an update from Caltrain on the South San Francisco Caltrain Station. The work has been completed; there are three ADA ramps and two staircases. The temporary passenger loading platform will be demolished and a new one will be on an upper level. Sandra brought up the issue of lighting in the parking lot. The station opening will be November.
- The Citizens Oversight Committee is meeting today (10/12/21) to receive the final report on 2018 expenditures proceeds of the San Mateo County Transit District Measure W.

OTHER BUSINESS

Consumer Corps Report

Jane had prepared an abbreviated report for 3Q21 and will send it to the PCC members. 118 reports were recorded, which is higher than the previous quarter but still lower than the pre-pandemic levels. There are two new Consumer Corps members. 99% of rides met or exceeded expectations. Only 34% saw comment cards on the buses.

Sammi reported that she hasn't seen comment cards on the buses she has ridden. She will report bus numbers that don't have the cards to First Transit.

The meeting was adjourned in memory of Marilyn Golden who was remembered as a strong advocate and resource for the disabled community.

The next meeting will be on November 9th at 1:30pm. The meeting adjourned at 3:05pm.

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

A roll call was taken. The minutes from the September PAL meeting were included in the meeting packet. Ben McMullan moved to approve; Sammi Riley seconded the motion; Dinae Cruise abstained; the minutes were approved with no corrections.

Local Advocacy

Presentation: MTC Coordinated Plan – Drennen Shelton, MTC

Drennen Shelton updated the Council on the [Coordinated Public Transit-Human Services Transportation Plan](#) (the Coordinated Plan). This is a blueprint on how MTC prioritizes funding for the transportation needs and challenges of older adults, people with disabilities, and low-income populations. It is updated every

four years so that agencies can implement projects and fund the highest needs in the region and provide recommendations. Recommendations in the 2018 plan were that:

1. Each county implement a Mobility Management program
2. Each county find ways to improve paratransit
3. Solutions be found for areas where transit is less available
4. The region implement a means-based transit fare program (Clipper Start)
5. Formalized equity policies be created around future and shared mobility programs

Drennen asked the PCC members to share any everyday transportation problems and possible solutions. Information will be gathered through the end of the year. Suggestions can be sent to dshelton@bayareametro.gov. The PCC agreed to have issues for the 2022 Coordinated Plan listed as a standing item at PCC monthly meetings so that more ideas can be generated.

Questions were raised about same-day service and one-seat service for paratransit. Richard reported that same day service for paratransit service is being implemented in Alameda County and numerous other locations in the country. Drennen reported that the Transformation Action Plan contains an initiative to fund a one-seat pilot with an agency in the region. In addition, same day service is recommended in the Coordinated Plan.

Kathy Uhl asked if there was an update to the 2018 plan recommendations. Drennen reported that county-specific updates are not provided. Mike thought it would be useful to have a contact list on who to ask in San Mateo County to correct specific problems. Tina mentioned that some gaps are ongoing issues that don't have solutions but need to be continually addressed.

Transit Recovery Update

Tina reported that the "All Aboard Bay Area" campaign occurred in August and September. The SamTrans website now includes information about face masks, cleaning of buses, schedule changes, school services, and "touchless" ticketing with the Clipper app, SamTrans Mobile and the Clipper Start program for low-income riders.

A pulse survey conducted in August found that:

- Increasing service frequency would encourage 35% to ride more often.
- People are still very concerned about COVID.
- 49% expect to ride at least one day a week or more; 29% have adopted a new "normal" schedule – about 50% are riding once a week, 24% don't know when they will get their new normal.

The Bay Area Council conducted a return-to-transit employer survey on commuting. Before the pandemic, approximately 75% said a typical employee commuted five days a week; only about 15% of these commuters are expected to return to these travel

plans which means fewer commuters. 64% of employers thought it would be 5-6 months before they are back to normal.

The next PAL meeting will be on November 9, 2021.

ADA Paratransit Services

Board of Directors
Community Relations Committee Item #7

December 1, 2021

ADA Paratransit

ADA History

COVID calendar

Ridership

Vehicle Revenue Miles

Service Performance

Customer Satisfaction

Fleet data

Finances

Future projects

Summary



ADA History

1976 - Commenced Paratransit service

1980 - 44,595 total trips

1988 - TA Measure established \$25 million corpus trust

1990 - Americans with Disabilities Act signed by President George H. W. Bush

1990 - 74,841 trips

2000 - 195,000 trips

2001 - Implemented zero denial

2003 - Ridership increased to 311,000

2005 - Paratransit customers ride fixed-route bus free at all times

2010 - 321,071 trips

2018 - 354,680 trips

8.9 million trips since 1976



COVID Calendar

- March 17, 2020 County Shelter-in-place (SIP) Order
- June 6, 2020 easing of SIP
- California economy reopened June 15, 2021
- Social distancing ended June 21, 2021
- TSA mask mandate extended through January 18, 2022

Ridership (000)

	<u>FY2019</u>	<u>FY2021</u>	
SamTrans *	188.0	98.6	
Contractor **	31.8	8.1	
Taxi	<u>119.5</u>	<u>14.6</u>	
Total Trips	339.3	121.3	64% decrease
Dialysis Trips	31.2	26.2	16% decrease
Other Medical Trips	32.8	14.9	55% decrease
Free rides on buses	487.7	152.6	

* Vehicles owned and maintained by SamTrans, operated by the contractor

** Vehicles owned, maintained and operated by the contractor

Ridership - Registrants

		<u>Registrants</u>	
		<u>FY 2019</u>	<u>FY 2021</u>
Regular Fare	\$4.25	71%	71%
Fare Assistance	\$1.75	29%	29%

		<u>Ridership</u>	
		<u>FY 2019</u>	<u>FY 2021</u>
Regular Fare	\$4.25	53%	57%
Fare Assistance	\$1.75	47%	43%



Ridership - Adult Day Care Agencies

<u>Agency</u>	<u>Average Trips/Month</u>	
	<u>FY 2019</u>	<u>FY 2021</u>
• Rosener House	1,125	0
• San Carlos ADHC	443	69
• Senior Day	19	0
• Senior Focus *	1,983	0
• SSF ADHC	58	0
• Senior Coastsiders	158	0
• Coastsiders ADHC	<u>1,468</u>	<u>0</u>
Total Trips	63,043	69



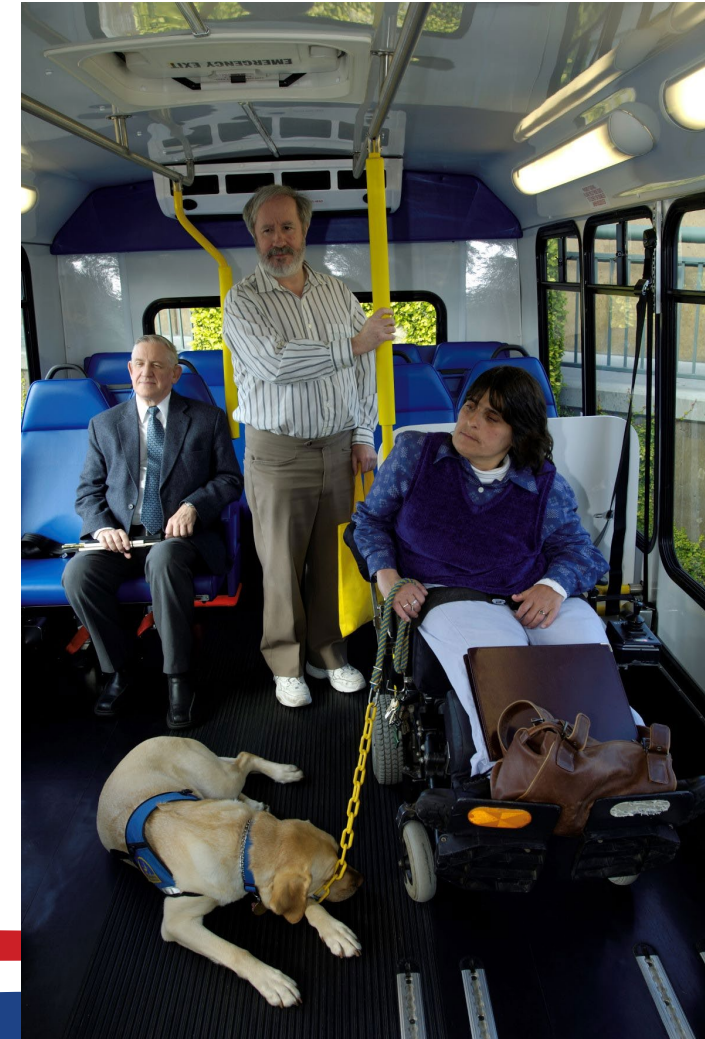
* Closed permanently during COVID

Vehicle Revenue Miles (000)

	<u>FY2019</u>	<u>FY2021</u>
Redi-Wheels	1,241.3	819.1
RediCoast	372.5	170.2
Taxi	<u>1,127.0</u>	<u>200.0</u>
Total	2,740.8	1,189.2

Average Miles per Trip

	<u>FY2019 (miles)</u>	<u>FY2021 (miles)</u>
Redi-Wheels	6.60	8.30
RediCoast	11.72	20.97
Taxi	9.43	13.70
Total	8.24	10.13



Service Performance

- On-time Performance

	<u>FY 2019</u>	<u>FY 2021</u>
Redi-Wheels	91.0%	97.2%
RediCoast	97.1%	95.5%

OTP Goal 90.0%

- Miles Between Service Calls

District Vehicles	46,217	34,031
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MBSC Goal 25,000 miles

Fleet Data

- 46 SamTrans cutaways
- 24 SamTrans minivans
- 13 First Transit sedans and minivans
- 21 Taxi sedans and minivans
- 12 MV cutaways (Coastside)



Finances - ADA Operating Cost

	<u>FY 2019</u>	<u>FY 2021</u>	
Expense (\$000)	\$17,235.7	\$15,080.1	
Total trips	337,424	121,380	
Average cost/trip	\$51.08	\$124.24	143% increase
Ave cost/bus trip	\$12.46	\$28.12	126% increase

Finances - Funding Sources (\$000)

	<u>FY 2019</u>	<u>FY 2021</u>	<u>FY 2022</u>
▪ Passenger fares	\$866.6	\$250.0	\$430.0
▪ Local TDA 4.5	\$2,090.8	\$1,970.0	\$1,814.4
▪ Local STA	\$0.0	\$475.8	\$635.7
▪ Operating Grants	\$2,380.9	\$2,268.3	\$2,584.1
▪ Sales Tax Revenue	\$4,085.1	\$4,713.8	\$6,913.0
▪ Interest Inc Trust Fund	\$458.1	\$585.2	\$365.0
▪ TA Measure A	\$3,454.1	\$3,200.0	\$3,785.6
▪ County Measure K	\$2,500.0	\$0.0	\$0.0
▪ Measure M	<u>\$1,400.0</u>	<u>\$1,617.1</u>	<u>\$1,350.0</u>
▪ Total	\$17,235.7	\$15,080.1	\$17,877.8

Finances - Contracts (\$000)

- **Redi-Wheels First Transit**
 - FY 2022 Budget \$9,887.8 (FY22)
 - Expiration December 31, 2024
 - 3 option years remain
- **RediCoast MV**
 - FY 2022 Budget \$1,500.0 (FY22)
 - Expiration October 31, 2022, no option years
- **Certification testing**
 - FY 2022 Budget \$900.0 (FY22)
 - Expiration May 31, 2026

Customer Satisfaction

- Beautiful service! I really like Redi-Wheels! I would like to keep this transportation service forever! Thank you
- (Driver) is a unique human being who excels in being "generous" with his time and behavior helping challenged customers. He is a real person - no fake. Genuine "nice guy"! He has made a difference in my life every time I have met him on my ride. Thank you.



Customer Satisfaction

- Redi-Wheels is a very good transportation services and a big help for old people like me (98 years old). I appreciate very much the service it gives. All personnel are very respectful and kind.



Customer Satisfaction

- This card is in no way a big enough thank you as you have been there for my mom. I can't tell you enough how you have made our lives work through the years. By first, when my mom was unable to drive, you gave her independence. As her health deteriorated you always worked to get her to dialysis and protected her in her travels to dialysis during the height of COVID. Always with a smile in your hearts. Thank you for helping us make a change to our ride schedules and for always taking care of "our precious cargo".
- I appreciate the extraordinarily kind and intelligent people you have working the phones. The best I've ever spoken to! Interviewers, appointment people.

Future Projects

- Reservations, Scheduling, and Dispatching Software
- Same day service
- Payment at time of reservation

Summary

- Total ridership decreased 64% from FY 2019 to FY 2021
- Vital transportation service for medical care
- Service quality and reliability is good
- Customers are satisfied with the service
- Prepared for when normal service levels return
- Exploring ways to improve and expand service

**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 | OCTOBER 2021**

ACTION

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

SIGNIFICANCE

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 56.1 percent in the month of October 2021 compared to October 2020. Similarly, the total monthly ridership increased by 45.7 percent.

When comparing October 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for all SamTrans modes is 50.6 percent lower, and 53.5 percent lower compared to October 2019.

Caltrain: Average weekday ridership increased by 201.4 percent in the month of October 2021 compared to October 2020. Similarly, the total monthly ridership increased by 207.9 percent.

When comparing October 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for Caltrain is 82.63 percent lower, and 83.4 percent lower compared to October 2019.

Other SamTrans' Key Performance Indicators:

- In October 2021, there were 6 preventable accidents, a decrease of 6 accidents compared to October 2020. The goal is to have one or fewer preventable accidents per every 100,000 miles; SamTrans (including Contracted services) had 0.82 accidents per 100,000 miles.
- OTP for October 2021 was below SamTrans' OTP goal of 85.0 percent at 79.8 percent. OTP decreased by 6.5 percent compared to October 2020.
- In October 2021, there were 210 DNOs (trips or schedules that did not operate) – 113 more than in September 2021.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Oct-19	Oct-20	Oct-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	39,585	13,964	22,979	64.6%	37,040	12,656	20,788	64.3%
Paratransit	1,146	395	548	38.7%	1,149	388	532	37.2%
Shuttles	12,768	1,564	1,328	-15.1%	12,095	1,533	1,253	-18.3%
Total	53,499	15,923	24,855	56.1%	50,283	14,577	22,572	54.8%

SAMTRANS Total Ridership								
Mode	Oct-19	Oct-20	Oct-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	1,053,972	397,112	601,532	51.5%	3,813,413	1,422,382	2,215,621	55.8%
Paratransit	29,914	10,395	14,166	36.3%	115,634	40,419	55,157	36.5%
Shuttles	292,881	34,537	28,573	-17.3%	1,063,808	132,811	107,681	-18.9%
Total	1,376,767	442,044	644,271	45.7%	4,992,855	1,595,612	2,378,459	49.1%

CALTRAIN Average Weekday Ridership								
Mode	Oct-19	Oct-20	Oct-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	70,360	3,873	11,673	201.4%	71,199	3,616	10,330	185.7%

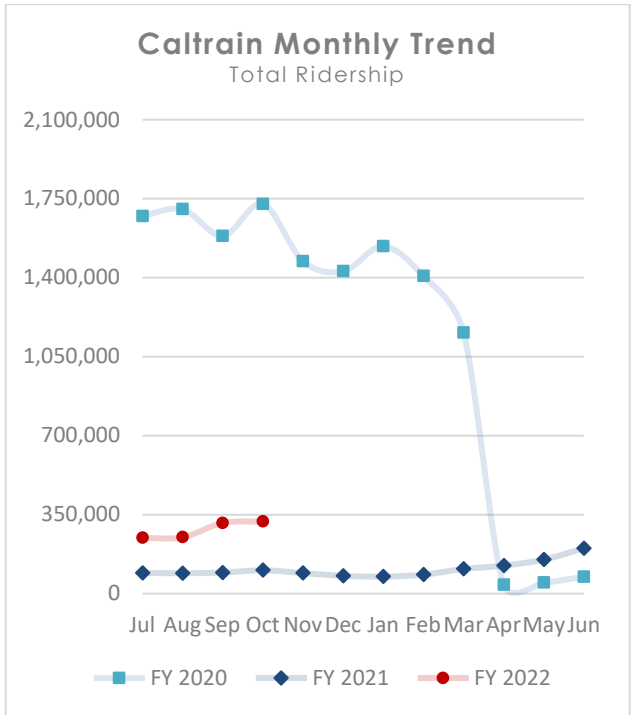
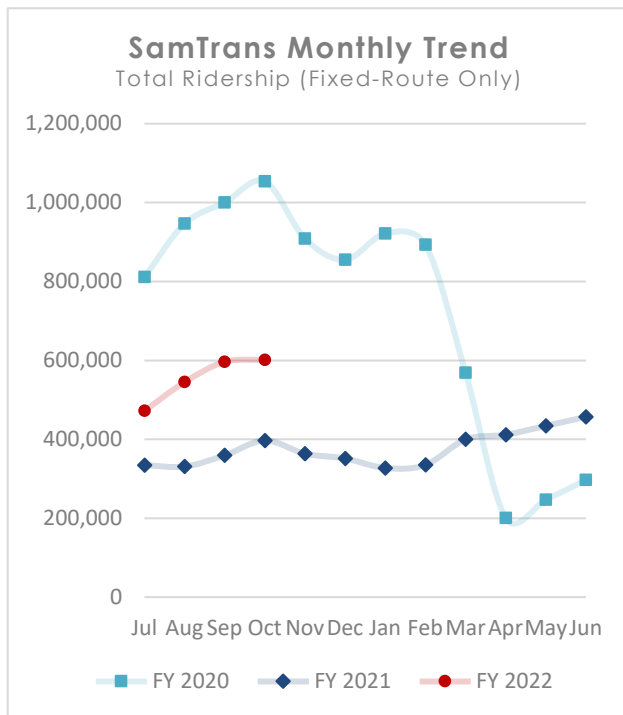
CALTRAIN Total Ridership								
Mode	Oct-19	Oct-20	Oct-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,726,436	103,686	319,258	207.9%	6,687,275	379,413	1,128,521	197.4%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Oct-19	Oct-20	Oct-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	152	52	58	11.8%	148	57	53	-6.5%
BART (San Mateo County)	46,809	5,195	12,268	136.2%	46,902	4,600	11,006	139.3%

OTHER MODES in San Mateo County Total Ridership								
Mode	Oct-19	Oct-20	Oct-21	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	3,501	1,138	1,214	6.7%	12,885	4,973	4,608	-7.3%
BART (San Mateo County)	1,218,014	138,570	334,100	141.1%	4,739,584	481,513	1,200,910	149.4%

Important Notes:

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Oct-19	Oct-20	Oct-21
Adult	544,817	251,971	339,641
Youth	245,634	22,830	107,504
Eligible Discount	265,986	122,157	155,362
Total	1,056,437	396,958	602,507

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	Oct-19	Oct-20	Oct-21
On-Time Performance	77.8%	86.3%	79.8%
Preventable Accidents	17	12	6
Service Calls	28	22	22
Trips Scheduled	47,476	36,142	38,782
Did Not Operate DNOs	274	9	210

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	Oct-19	Oct-20	Oct-21
Revenue Hours (Sched.)	58,367	48,628	46,098
Revenue Miles (Sched.)	629,684	510,712	525,071
Total Fleet Miles (Actual)	889,786	676,556	728,759

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 121,460 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Oct-19	Oct-20	Oct-21
On-Time Performance (RW)	91.8%	97.9%	95.2%
On-Time Performance (RC)	95.2%	95.2%	95.6%
Preventable Accidents (RW)	1	1	0
Preventable Accidents (RC)	1	0	0
Service Calls (RW)	0	4	3
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 33,125 Miles between Service Calls this month.

Notes: KPIs include the third party contractor performance.

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

PARATRANSIT Fleet Key Performance Indicators			
KPI	Oct-19	Oct-20	Oct-21
Revenue Miles (RW)	203,805	86,148	115,461
Revenue Miles (RC)	34,747	16,334	14,754
Fleet Miles (RW)	218,125	101,424	129,925
Fleet Miles (RC)	39,550	20,139	18,936

RW = Redi-Wheels
RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Oct-19	Oct-20	Oct-21
Complaints	227	68	98
Accessibility	17	11	10
Compliments	13	4	22
Service Requests	45	22	29
Reports Total	302	105	159

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 September (171) to October (159).

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

- Reimagine Stakeholder county-wide communications campaign
 - Community Based Organization (CBO) outreach and stakeholder engagement
 - Four multilingual community meetings
 - Onboard and bus stop advertising
 - Digital and print advertising and social media
 - VMS messaging
- "Drive with Us" Bus Operator Recruitment Campaign
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans Reaches Three-year Agreement with Teamsters"
- Press Release: "SamTrans Recognizes Hispanic Heritage Month"
- Press Release: "SamTrans to Hold Four Reimagine SamTrans Public Meetings"

Digital Communications Report:

The month of October was more active when compared to the previous month. Our biggest focal points were Reimagine phase 3, beginning on October 7th. This consisted of constant messaging throughout all our social platforms.

October 2021 Highlights:

- Reimagine Phase 3
- 2 Instagram lives- English and Bilingual

SamTrans.com Report:

SamTrans.com traffic climbed to 81,000 sessions, up slightly from 79,900 in Sept. The pandemic low was 43,000 in April 2020.

Website Replacement Project:

The web team continues to work on maps, calendars, and other customer-facing features for SamTrans. We continue to meet with departments to review content for the new website.

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



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, DECEMBER 1, 2021 – 2:45 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

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

INFORMATIONAL

3. State and Federal Legislative Update
4. 2022 Draft Legislative Program
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
NOVEMBER 3, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Stone

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

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:59 pm.

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

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Stone

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She said there is chance to have a vote this week on the infrastructure package. She said the Build Back Better package would still need to be passed by the Senate. She said the CR (continuing resolution) and the appropriations bill have been postponed until December 3.

4. ADJOURN

The meeting adjourned at 4:11 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Jessica Epstein, Government and
Community Affairs Manager

650-400-6451

Holland & Knight

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T 202.955.3000 | F 202.955.5564 Holland & Knight LLP | www.hklaw.com

SamTrans Federal Transportation Report *As of November 18, 2021*

Reconciliation Remains Moving Target

- On October 28, President Biden and Democratic leadership in Congress [revealed](#) a new framework for the Build Back Better social spending package. The total cost of the package is \$1.7 trillion, down from the initial \$3.5 trillion proposal following intense negotiations.
- Key priorities include:
 - Extending and expanding the Child Tax Credit
 - Investments in renewable energy and climate change mitigation
 - Expanding the Premium Tax Credit, preventing Medicaid lockouts, and expanding Medicare
 - The construction of affordable housing and reduction of housing costs, including through the Earned Income Tax Credit.
 - Increasing corporate tax rates
- Notably, a number of progressive policy priorities have been excluded from the package. Paid family leave, higher corporate income taxes, the expansion of Medicare to include dental and visual coverage, and the establishment of a clean energy standard for utilities have been dropped.
- The House released a draft of accompanying bill text for the package, which can be found [here](#), and a section by section summary can be found [here](#). A fact sheet detailing specific provisions in the bill benefitting the state of Arizona can be found [here](#).
- However, the “deal” appears to have hit a snag over the weekend. Leadership had planned for the House Rules Committee to consider the bill on Monday, November 1, but announced Sunday evening that they would be pulling it to make additional changes.
- The delay makes a vote this week more difficult. Lawmakers continue to disagree on prescription drug pricing, Medicare expansion, immigration, and paid leave. An added wrinkle is the lack of finalized legislative text, which prevents the Congressional Budget Office (CBO) from scoring the bill and its effect on the federal deficit.
- Many progressives have expressed disdain for the framework released by President Biden, with Senate Budget Committee Chair Bernie Sanders (D-VT) stating that the bill has "major gaps". Many progressives cited an unwillingness to vote for the package given the originally imposed deadline.

- Meanwhile, the Congressional Progressive Caucus, led by Rep. Pramila Jayapal (D-WA), continues to state the caucus will not vote on the reconciliation bill before legislative text is released and publically agreed to by Sens. Joe Manchin (D-WV) and Kyrsten Sinema (D-AZ).
- Majority Leader Chuck Schumer (D-N.Y.) is hopeful that he can bring budget reconciliation to the floor the week of November 15.

Transportation Provisions in New Reconciliation Bill Framework

- Outlined below are transportation provisions that are currently included in the reconciliation bill. As noted, the bill is still being negotiated and many provisions are subject to change.
 - **Affordable housing and transit**
 - \$9.75 billion for improving transit connections for low-income neighborhoods.
 - Republicans have pushed back against this, saying it is “double-dipping” against the infrastructure bill, in violation of President Joe Biden’s promise that Democrats wouldn’t use the reconciliation bill to boost spending levels agreed to in the bipartisan infrastructure deal.
 - House Transportation Chair [Peter DeFazio](#) (D-OR) insists that this is a separate program, jointly administered by DOT and HUD.
 - **Community climate incentive grant program**
 - \$4 billion program to help cities and states reduce greenhouse gas emissions from road travel.
 - \$50 million for the Federal Transit Administration (FTA) to create incentives, rules and guidance for states to reduce greenhouse gas emissions.
 - Requires states to set performance targets to reduce emissions, with “incentives” for good performance and “consequences” for poor performance.
 - **Neighborhood access and equity grant program**
 - \$4 billion to “mitigate or remediate negative impacts” of infrastructure (highways) built in low-income communities.
 - Similar to “Reconnecting Communities” in the infrastructure bill.
 - **Traffic safety clearinghouse**
 - \$47.5 million for NHTSA to establish safe traffic standards in states and at nonprofit educational institutions.
 - **High speed rail**
 - \$10 billion for Passenger Rail Improvement, Modernization and Emissions Reduction program (PRIME) grants, a new rail program for high-speed rail projects.
 - **Alternative fuel and low-emission aviation technology program**

- \$300 million for a DOT program that supports investments for sustainable and low-emissions aviation technologies and fuels.
- **Port infrastructure and supply chain resilience**
 - \$600 million for the Maritime Administration to support supply chain resilience and increase port efficiency, in addition to environmental research and remediation.
- **FHWA grants for the use of low-carbon transportation materials**
 - \$900 million in Federal Highway Administration (FHWA) grants for low-carbon materials
 - These funds cannot be used for building additional highway capacity for single-occupancy vehicles.

Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization

- The Infrastructure Investment and Jobs Act (which includes a surface transportation reauthorization), or IJJA, was approved by the House late last week, and delivered to the White House. It was signed into law by President Biden on November 15.
- The bill was approved in a bipartisan 228-206 vote, after several procedural hurdles and delays, including intense negotiations involving President Biden and Speaker Pelosi with moderate and progressive Democrats. The final vote on the bill was held six weeks after the House first debated it, and after two short-term highway and transit extensions in the past two months.

The new law includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, drinking water and clean water, the electric grid, and other programs.

Road Fatalities Increased By 18% in 2021, According to NHTSA

- The National Highway Traffic Safety Administration (NHTSA) released a [report](#) on October 28, revealing that highway fatalities spiked in early 2021, increasing by 18 percent since 2020. This is the largest increase in highway-related deaths since 2006.
- NHTSA cited [research](#) that suggests individuals were more likely to speed and travel without seatbelts post-pandemic, as well as more likely to travel in general in comparison to 2020.
- Department of Transportation (DOT) Secretary Buttigieg announced that, in response to rising fatality rates, DOT would establish the first National Roadway Safety Strategy, which will seek to identify areas of improvement for DOT enforcement and establish steps to reduce highway fatality rates.

Surface Transportation Programs Extended

- On October 28, the House and Senate passed a one-month extension (until December 3) of surface transportation funding authorizations (FAST Act) as the House has not yet passed the bipartisan infrastructure bill that includes the surface transportation authorization bill.

Tool Developed to Measure Highway Project Pollution

- A new tool designed by RMI allows transportation agencies to measure the amount of pollution and potential traffic emanating from proposed highway expansions as Congress discusses infrastructure investments.
- Developers argue that RMI will allow for greater transparency in the planning of infrastructure projects. Further details regarding the tool can be found [here](#).

Changes Suggested to FTA Grant Program

- American Public Transportation Association (APTA) recommended that the FTA should “undertake a zero-based review” of all requirements for one of its major grant programs.
- The FTA is now accepting feedback on its Capital Investment Grants Program. The APTA sent its [written comments](#) to FTA Administrator Nuria Fernandez last week saying that both Congress and the agency have layered requirements on the program, causing “a less than clear process” that they should reform.
- APTA also said that many FTA staff working to review projects are overworked and is urging Congress and the Transportation Department “to support FTA with sufficient funding and authorization to hire the staff necessary to manage the pipeline of proposed CIG projects.”

Senate Democrats Release FY 2022 Funding Bills

- On October 18, Senate Appropriations Chair Patrick Leahy (D-VT) [released](#) the nine remaining fiscal year (FY) 2022 spending bills, almost three weeks into the new fiscal year.
- The panel is unlikely to advance any of the bills before bicameral talks commence on full-year appropriations for many reasons including that the Ranking Member of the Committee, Senator Richard Shelby (R-AL), has publicly complained the bills were not worked on in their traditional bipartisan manner. The Senate Appropriations Committee previously approved three other bills, none of which have been considered by the full Senate. The House has passed nine of its FY 2022 spending bills.

- Congressional leadership and the White House have not reached an agreement on top-line spending levels for all 12 bills. The federal government is currently funded under a continuing resolution (CR) that expires on December 3.
- On November 2, House Appropriations Chairwoman Rosa DeLauro (D-CT), gathered top negotiators including House Appropriations Committee Ranking Member Kay Granger (R-TX), Senate Appropriations Chair Patrick Leahy (D-VT) and Ranking Member Richard Shelby (R-AL) for a meeting to kick-start discussions on the spending bills.
- This meeting comes in preparation for the looming December 3 deadline when the continuing resolution (CR) expires, initiating a government shutdown if funding is not extended. Lawmakers also must weigh the need to extend or eliminate the debt ceiling at the same time, to avoid a credit default and disastrous economic consequences. |
- To date, Senate Republicans have avoided entering into bipartisan appropriation discussions, citing a need to agree on National Defense Authorization Act (NDAA) funding before deciding how to distribute remaining funds. Senate Appropriations Committee Ranking Member Shelby also stated that a bipartisan funding deal would be difficult to reach given the pileup of legislative priorities including Biden's infrastructure package and the debt ceiling.
- The chart below outlines updated spending numbers following the release of the Senate Appropriations Committee bill for the Department of Transportation, Housing, and Urban Development (THUD).

**FY 2022 TRANSPORTATION
FEDERAL FUNDING PRIORITIES**

	FY 2021 Enacted	FY 2022 President's Request	FY 2022 House	FY 2022 Senate
Department of Transportation	\$86.7 B	\$87 B	\$105.7 B	
RAISE	\$1 B	\$1 B	\$1.2 B	\$1.09 B
• Planning Grants	\$30 M		\$40 M	\$35 M
Federal Aviation Administration (FAA)	\$18 B	\$18.5 B	\$18.9 B	\$11.4 B
• Airport Improvement Program (AIP)	\$400 M	\$10 B	\$400 M	\$603 M
Federal-Aid Highways (FAST Act levels)	\$46.37 B	\$46.37 B	\$61.14 B	\$49.9 B
• Highway Infrastructure (funded from General Fund vs. HTF)	\$2 B	---	\$592 M	\$2.83 B
Federal Motor Carrier Safety Grants	\$419.8 M	\$387.8 M	\$506.2 M	\$393 M
National Highway Traffic Safety Administration (NHTSA)	\$989 M	\$1.02 B	\$1.3 B	\$998.86 M
• Highway Traffic Safety Grants	\$623 M	\$623 M	\$855.5 M	\$623 M
Federal Railroad Administration (FRA)	\$2.8 B	\$4 B	\$4 B	\$3.71 B
• Amtrak – Northeast Corridor	\$700 M	\$1.3 B	\$1.2 B	\$968 M
• Amtrak – National Network	\$1.3 B	\$1.4 B	\$1.5 B	\$1.7 B
• Magnetic Levitation Technology Deployment (MAGLEV) Program	\$2 M	---	\$5 M	---
• Federal-State Partnership for State of Good Repair	\$200 M	---	---	\$220 M
• Consolidated Rail Infrastructure Safety (CRISI) Grants	\$375 M	\$375 M	\$500 M	\$552 M
• Passenger Rail Improvement, Modernization, and Expansion (PRIME) Grants	---	\$625 M	\$625 M	---
Federal Transit Administration (FTA)	\$13 B	\$13.5 B	\$15.5 B	\$13.45 B
• Transit Formula Grants (FAST Act levels)	\$10.2 B	\$10.2 B	\$12.2 B	\$10.8 B
• Transit Infrastructure (funded from Treasury vs. HTF)	\$516 M	\$550 M	\$580 M	\$756 M
• Capital Investment Grants	\$2 B	\$2.47 B	\$2.47 B	\$2.24 B
○ New Starts	\$1.17 B	\$1.28 B	\$1.28 B	\$1.42 B
○ Core Capacity	\$525 M	\$442 M	\$442 M	\$450 M
○ Small Starts	\$200 M	\$303 M	\$303 M	\$250 M
○ Expedited Project Delivery Pilot Program	\$100 M	---	\$100 M	\$100 M
MARAD Port Infrastructure Grants	\$230 M	\$230 M	\$300 M	\$240 M

Global Electric Vehicle Groups Call for New Cars to Plug In by 2030

- Electric vehicle advocacy groups from 28 countries, including the United States, Canada, Mexico and many European nations, are calling for all new cars to have a plug by 2030 and to be fully zero-emission by 2035 at the latest.
- World leaders are meeting to discuss solutions to climate change in Glasgow, Scotland, including this one, at the 2021 United Nations Climate Change Conference.
- During this meeting, President Joe Biden pledged to reduce U.S. carbon emissions by 50 percent to 52 percent below 2005 levels by 2030 and become a "net-zero emissions economy" by no later than 2050.
- The Global EV Drivers' Alliance, a coalition of 44 electric vehicle drivers' groups in 28 countries, announced during this summit a call for all new cars and light-duty vehicles sold in their countries to have a plug by 2030 and to be fully zero-emission by 2035.
 - "A shift to electric transport is essential to quickly reduce greenhouse gas emissions, reduce dangerous climate change, improve local air quality and people's health in cities around the world," said Joel Levin, chair of GEVA and executive director of Plug In America. "With the rapid improvements in EV technology and the new cars and vans coming into the market, it is entirely achievable."

House T&I Hearing on Cybersecurity and Infrastructure

- On Thursday, November 4, the House Committee on Transportation and Infrastructure (T&I) will hold a [hearing](#) entitled, "The Evolving Cybersecurity Landscape: Industry Perspectives on Securing the Nation's Infrastructure".
- Witnesses have not yet been announced by the committee.

Round-Up of Open Grant Opportunities

- [American Rescue Plan \(ARP\) Additional Assistance](#): \$2,207,561,294 available. Applications due by November 8, 2021.
- [FY 2021 Competitive Funding Opportunity: Route Planning Restoration Program](#): \$25 million available. Applications due by November 15, 2021.
- [Fiscal Year 2021 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Program](#): \$409,590,000 available. Applications due by November 19, 2021.
- [FY21-CRS-Consolidated Rail Infrastructure and Safety Improvements](#): \$361,978,796 available. Applications due by November 29, 2021.
- [FY 2021 Competitive Funding Opportunity: Innovative Coordinated Access and Mobility Pilot Program](#): \$3.5 million available. Applications due by December 6, 2021.

SamTrans Earmarks Submitted for Consideration:

As of November 18, 2021

Please note, negotiations on the inclusion of Congressionally Directed Spending (earmarks) in a variety of key federal legislative packages continues to evolve. Earmarks have not be included in the Senate’s version of the surface transportation reauthorization package, which was folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). The IIJA was signed into law on November 15, 2021. On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. The House and Senate passed a Continuing Resolution (CR) through December 3, 2021.

THUD Appropriations

Senate:

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

Additional Earmarks of Note:

THUD Appropriations

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

Surface Transportation Reauthorization (House T&D):

TA funded projects:

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

Other projects:

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



November 15, 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 – December 2021**

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. The Legislature released the [2022 Tentative Legislative Calendar](#) in late-October establishing the deadlines for 2022. Two notable deadlines: 1) all two-year bills still in the house of origin must move to the other house by January 31 and; 2) February 18 marks the bill introduction deadline for new bills. The Calendar also notes which holidays the Legislature will take during the session in 2022 and confirms that August 31 will be the final day of the 2021-22 Legislative Session.

As you may be aware, Assembly Member Chiu (D-San Francisco) was appointed by San Francisco Mayor Breed to serve as San Francisco City Attorney. Mr. Chiu was sworn in as City Attorney on November 1, creating a vacancy in the 17th Assembly District. Governor Newsom announced that the special election to fill begin with the primary on February 15 and the election on April 19, 2022.

Bills of Interest

Per the discussion above on the upcoming two-year bill deadline, below are Bills of Interest that must move to the other house by January 31 if they are to remain active in 2022:

AB 629 (Chiu) Seamless Bay Area – Two-Year Bill

This bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service and require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would also require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023 and would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the

Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***Please note this bill will need a new author.***

AB 467 (Mullin) Part-Time Transit Lanes – Two-Year Bill

This bill would create a new part-time transit lane program at the California Department of Transportation (Caltrans) and authorize the use of highway shoulders for bus operations. The program would incorporate guidance from Caltrans, the California State Transportation Agency (CalSTA), and the California Highway Patrol (CHP). The bill requires Caltrans, in consultation with CalSTA & CHP, to develop guidelines for the program. The guidelines are required to identify a speed limit for the operation of transit buses participating in the program but can be no more than 35 miles per hour or 15 miles per hour above the speed of traffic. Additionally, the guidelines must specify minimum highway shoulder width & signage requirements, as well as protocols for transit vehicles to safely yield to emergency, maintenance, and disabled vehicles occupying the lanes.

ACA 1 (Aguiar-Curry) Lower Vote Threshold for Local Measures – Two-Year Measure

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. ***SamTrans SUPPORTS this bill.***

PEPRA and 13(c)

In August 2019, the Amalgamated Transit Union, International, joined by various ATU locals, filed in federal court a new lawsuit against the United States Department of Labor (USDOL) related to California's Public Employees' Pension Reform Act of 2013. The lawsuit, which calls for declaratory and injunctive relief, contested USDOL's 2019 determination, which provided for the continued certification of federal grants for California transit agencies over ATU's PEPRA-based objections.

The lawsuit had been moving through the United States District Court for the Eastern District of California and resolution had been expected by mid-2021. Unfortunately, in early 2021, USDOL began to signal that it might change its position regarding the continued certification of federal grants owed to California transit agencies.

On October 28, 2021, USDOL released a new determination, formally nullifying their 2019 determination and arguing that “...PEPRA effectively precludes certification under Section 13(c) for those transit agencies subject to its reforms,” noting “...PEPRA’s impact on transit workers’ collective bargaining rights is material and significant even if it does not eliminate collective bargaining over pension benefits altogether or alter collective bargaining procedures.” Implementation of the new determination is currently being contested by the State of California, with the support of the California Transit Association, and has been rebuked publicly by [California Governor Gavin Newsom](#) and [United States Senators Feinstein and Padilla](#). More concretely, the State of California is preparing a motion to stay implementation of the October 28 determination, which will be filed by November 19, 2021, and has filed a cross-complaint that allows the lawsuit to proceed to resolution.

In the near-term we expect the following: USDOL will not act on the certification of California transit grants through December 21, 2021 (*this means that USDOL will neither certify grants nor deny certification*), as the Court reviews the State of California’s motion to stay implementation of USDOL’s October 28 determination. 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 from California transit grants until the Court issues a ruling on the State of California’s cross-complaint.

Grants for Zero-Emission Buses and Infrastructure

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

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

Funding that transit agencies are eligible for in FY 2021-22 is approximately \$900 million more than in previous years.

As of the drafting of this report, the suballocation to HVIP from Clean Trucks, Buses & Off-Road Freight for Fiscal Year 2021-22 is pending in the [Proposed Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#), which is expected to be approved by ARB on November 19; the suballocations to the Zero-Emission Transit Fleet Infrastructure Deployment Program and Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project from the Clean Transportation Program have not been identified, though the [2021-23 Investment Plan Update for the Clean Transportation Program](#) has been released. The Plan is expected to be adopted by the CEC on November 15.

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](#) (draft)

Status: Funding for Cycle 5 to open on November 19

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 September 30, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program’s](#) (TIRCP) Cycle 5 formal [draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021 and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. Grant applications will be due in March 2022, with awards in June 2022.

The CTC is hosting 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 September 7, the California Department of Transportation (Caltrans) released [draft guidelines](#) 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. Caltrans will host a workshop on the draft guidelines on [November 18 from 10:00 am – 12:00 pm](#).

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **2022 DRAFT LEGISLATIVE PROGRAM**

ACTION

This report is for information only. No Board action is required. At the January 5, 2022, meeting, staff will present the final 2022 Legislative Program for Board adoption.

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.

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>In September 2021, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 3, 2021. Congress is expected to pass a Continuing Resolution or omnibus</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>appropriations bill to fund the government for Fiscal Year 2022.</p>	
<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</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.

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 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.

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.

<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 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>	<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>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</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.

<p>expected to be complete in late 2022. Phase 2 began environmental efforts in 2021. The 101/92 project start environmental efforts in 2022.</p>	
<p>Legislative, Regulatory and Administrative Issues</p>	
<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 IIJA, 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 IIJA.</p>	<ul style="list-style-type: none"> • Support efforts to seek federal funds through IIJA for agency projects and plans. • Monitor and review guidance and rulemaking proposals affecting IIJA 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 IIJA 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 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.</p> <p>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.”</p> <p>Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.</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.• Support the State of California in its efforts to respond and address FAA’s requests
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