



## AGENDA

### BOARD OF DIRECTORS MEETING

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).**

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAwUpSVUg3L1V5U1RoUXFrzd09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@samtrans.com](mailto: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](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, OCTOBER 7, 2020**

**2:00 PM**

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. CONSENT CALENDAR

#### **MOTION**

- a. Approval of Minutes of the Board of Directors Meeting of September 2, 2020

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

- b. Acceptance of Statement of Revenues and Expenses for the Period Ending June 30, 2020
- c. Acceptance of Statement of Revenues and Expenses for the Period Ending August 31, 2020
- d. Approval of the 2021 Board of Directors Calendar

**4. 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.*

**5. REPORT OF THE CHAIR**

**6. REPORT OF THE GENERAL MANAGER/CEO**

**7. BOARD MEMBER REQUESTS/COMMENTS**

**8. RECESS TO COMMITTEE MEETINGS**

**A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE\***

**(M. Fraser, Chair, R. Guilbault, J. Powell)**

1. Call to Order

**MOTION**

2. Proclamation Designating October as Disabilities Awareness Month
3. Approval of Minutes of Community Relations Committee Meeting of September 2, 2020

**INFORMATIONAL**

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Multimodal Ridership Report – August 2020
8. Mobility Management Report – ADA Paratransit
9. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE\***

**(J. Powell, Chair, R. Collins, C. Stone)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of September 2, 2020
3. Authorize an Amendment to the Contract with Conduent Transport Solutions, Inc., for Software and Hardware Maintenance Support Services to Include Clipper 2.0 Onboard Integration Services
4. Adjourn

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

1. Call to Order

**MOTION**

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of September 2, 2020

**INFORMATIONAL**

3. San Mateo County Transit District Shuttle Study Update
4. Regional Means-based Fare Pilot Program
5. Adjourn

**D. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE\***  
(R. Collins, Chair, M. Fraser, P. Ratto)

1. Call to Order

**MOTION**

2. Approval of Minutes of Legislative Committee Meeting of September 2, 2020

**INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

**9. RECONVENE BOARD OF DIRECTORS MEETING**

**10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE**

**MOTION**

- a. Proclamation Designating October as Disabilities Awareness Month

**SUBJECTS DISCUSSED**

- b. Accessible Services Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Multimodal Ridership Report – August 2020
- f. Mobility Management Report – ADA Paratransit

**11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE**

**RESOLUTION**

- a. Authorizing an Amendment to the Contract with Conduent Transport Solutions, Inc., for Software and Hardware Maintenance Support Services to Include Additional Clipper 2.0 Onboard Integration Services and Increase the Total Contract Amount by \$202,911

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

**SUBJECTS DISCUSSED**

- a. San Mateo County Transit District Shuttle Study Update
- b. Regional Means-based Fare Pilot Program

**13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE**

**SUBJECT DISCUSSED**

- a. State and Federal Legislative Update

**14. COMMUNICATIONS TO THE BOARD OF DIRECTORS**

**15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, November 4, 2020 at 2:00 pm, via Zoom teleconference

**16. GENERAL COUNSEL REPORT**

**17. ADJOURN**

## **INFORMATION FOR THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at. Communications to the Board of Directors can be emailed to [board@samtrans.com](mailto: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](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html) for any updates or further instruction.

### **Public Comment**

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### **Accessible Public Meetings/Translation**

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
SEPTEMBER 2, 2020**

**MEMBERS PRESENT:** R. Collins, M. Fraser, C. Groom, R. Guilbault, K. Matsumoto (Chair),  
**(Via Teleconference)** D. Pine, J. Powell, P. Ratto (Vice Chair), C. Stone (arrived at 2:21 pm)

**MEMBERS ABSENT:** None

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

### 1. CALL TO ORDER

Chair Karyl Matsumoto called the meeting to order at 2:02 pm.

### 2. ROLL CALL

Dora Seamans, District Secretary, confirmed that all Board members were present and that Director Charles Stone would be delayed.

Chair Matsumoto announced that Item #4d on the Continuation of Special Counsel Services would be pulled from the consent calendar and be heard after Item 17a for the closed session.

### 3. GENERAL COUNSEL REPORT

**a. Report from Closed Session from August 5 Board Meeting: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Claim of Marie Goulis-Nijessen**

Joan Cassman, Legal Counsel, said that the Board took an action on the claim discussed in the August 5 closed session, authorizing a settlement in the amount of \$925,000.

### 4. CONSENT CALENDAR

- a. Approval of Minutes of the Board of Directors Meeting of August 5, 2020**
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2020**
- c. Acceptance of Capital Projects Quarterly Status Report 4<sup>th</sup> Quarter Fiscal Year 2020**
- d. Continuation of Special Counsel Services**
- e. Authorization to File Claims and Receive Lifeline Transportation Program Funding --  
*Approved by Resolution No. 2020-36***

Chair Matsumoto asked about the large deficit percentage listed for July 2020 in the Statement of Revenues and Expenses. Derek Hansel, Chief Financial Officer, explained that the way they book revenue in the monthly financial statement is accruing sales tax based on historic performance of sales tax revenue on a percentage basis. He added

that looking at month-to-month swings can appear misleading due to the variability of sales tax revenues.

The Board made a motion to approve Items #4a, 4b, 4c, and 4e:

Motion/Second: Guilbault/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto

Noes: None

Absent: Stone

## **5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Andy Chow commended SamTrans service in response to the pandemic.

## **6. REPORT OF THE CHAIR**

Chair Matsumoto said that she had no report.

## **7. REPORT OF THE GENERAL MANAGER/CEO**

Jim Hartnett, General Manager/CEO, said his report was in the packet. He provided an update on service since the resumption of fare collection on August 16.

## **8. BOARD MEMBER REQUESTS/COMMENTS**

There were no requests or comments.

## **9. RECESS TO COMMITTEE MEETINGS**

The Board meeting recessed to Committee meetings at 2:15 pm.

## **10. RECONVENE BOARD OF DIRECTORS MEETING**

Chair Matsumoto reconvened the Board meeting at 4:29 pm.

## **11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE**

Director Marina Fraser reported on the following items:

### **SUBJECTS DISCUSSED:**

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Multimodal Ridership Report – July 2020
- e. Mobility Management Report – Annual Summary

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

### **RESOLUTION:**

- f. Endorsing the “Riding Together: Bay Area Healthy Transit Plan” as a Baseline Set of Measures to Ensure the Health of Transit Riders and Workers During the COVID-19 Pandemic – *Approved by Resolution No. 2020-37*

Motion/Second: Fraser/Stone

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

## **12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE**

Director Josh Powell led the Board on voting on the following items:

RESOLUTIONS:

- a. Adopting Fiscal Year 2021 Operating Budget in the Amount of \$209,396,751 and Fiscal Year 2021 Amended Capital Budget in the Amount of \$11,898,522 – *Approved by Resolution No. 2020-38*

Motion/Second: Stone/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

- b. Awarding a Contract to Jones Lang LaSalle Americas, Inc. for Public-Private Partnership Consulting Services for a Total Not-To-Exceed Amount of \$3,099,425 for a Seven-year Term – *Approved by Resolution No. 2020-39*

Motion/Second: Stone/Ratto

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

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

Director Dave Pine led the Board on voting on the following item:

MOTION:

- a. Dumbarton Rail Corridor Project – Project Status Update and Board Approval of Project Commitment Letter to MTC

Motion/Second: Guilbault/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

## **14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE**

Public Comment:

Roland Lebrun asked about content of SB (Senate Bill) 995. Seamus Murphy, Chief Communications Officer, said he would follow up with him.

Director Ron Collins reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update



## 15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

## 16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Matsumoto announced the time and location of the next meeting as Wednesday, October 7, 2020 at 2:00 pm, with teleconference details to be provided prior to the meeting.

## 17. 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

*The Board adjourned into closed session at 4:39 pm*

*The Board reconvened into open session at 5:37 pm*

Ms. Cassman reported that no action was taken in the closed session on an informational item.

Vice Chair Peter Ratto reconvened the Board meeting since Chair Matsumoto was unable to rejoin the remote meeting due to technical difficulties.

## 4. CONSENT CALENDAR

### d. Continuation of Special Counsel Services

Mr. Mau said that the Board was being asked to authorize additional funding for the law firm of Wagstaffe, Loewenfeldt, Busch & Radwick, LLP, to provide special counsel services relating to the Caltrain business plan, governance, and the November 3 ballot measure.

Motion/Second: Ratto/Guilbault

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

Noes: None

Absent: Matsumoto

## 18. ADJOURN

The Board meeting adjourned at 5:44 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://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](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING  
JUNE 30, 2020**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of June 2020 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through June 30, 2020. 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 June year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$43.3 million higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), CARES ACT Funds (page 1, line 4), SMCTA Measure A (page 1, line 6), Measure W Sales Tax (page 1, line 12) and Investment Income (page 1, line 13). The increases are partially offset by Passenger Fares (page 1, line 1), Operating Grants (page 1, line 5), San Mateo County Measure K & Other (page 1, line 7), and Measure A Sales Tax (page 1, line 11). The accruals for sales tax revenues have been adjusted to reflect the decline due to covid-19 pandemic.

**Year to Date Expenses:** As of June year-to-date actual, the Total Uses of Funds (page 1, line 38) are \$5.8 million higher than the prior year-to-date actual. This is primarily due to increases in Motor Bus expenses (page 1, line 22), Increases in Member Funding for Caltrain (page 1, line 24), increases in District Sales Tax Capital (page 1, line 32) and increases in Measure W Sales Tax Capital (page 1, line 33).

**Other Information:**

Due to the impact of Covid-19 pandemic in the passenger fares, sales tax revenues and other major line items in the financial statements, the forecast column was eliminated from

the reports until more information are available for accurate revenue and expense forecast.

**BUDGET IMPACT**

There is no budget impact for the month of June 2020.

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant  
Jennifer Ye, Manager, General Ledger

650-508-6288  
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SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2020  
JUNE 2020

**UNAUDITED**

% OF YEAR ELAPSED: 100.0%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>SOURCES OF FUNDS</b>					
<b>Operating Revenues</b>					
1 Passenger Fares	15,566,274	11,689,659	(3,876,615)	(24.9%)	15,264,000
2 Local TDA and STA Funds	47,756,454	59,050,458	11,294,004	23.6%	59,746,274
3 Pass through to Other Agencies	741,601	316,000	(425,601)	(57.4%)	316,000
4 CARES ACT Funds	-	2,794,177	2,794,177	100.0%	-
5 Operating Grants	4,456,486	3,170,140	(1,286,347)	(28.9%)	2,810,717
6 SMCTA Measure A	11,088,528	12,879,456	1,790,928	16.2%	12,879,456
7 SM County Measure K & Other	2,500,000	-	(2,500,000)	(100.0%)	-
8 AB434 Funds, TA Funded Shuttle & Other	424,000	392,220	(31,780)	(7.5%)	417,100
9 <b>Subtotal - Operating Revenues</b>	<b>82,533,344</b>	<b>90,292,110</b>	<b>7,758,766</b>	<b>9.4%</b>	<b>91,433,547</b>
<b>Other Revenue Sources</b>					
11 District Sales Tax	100,728,547	91,640,913	(9,087,634)	(9.0%)	91,000,000
12 Measure W Sales Tax	-	44,194,197	44,194,197	100.0%	45,500,000
13 Investment Income	3,494,289	4,412,440	918,151	26.3%	3,600,000
14 Other Interest, Rent & Other Income	8,254,748	7,695,175	(559,573)	(6.8%)	8,068,323
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	24,896,340	24,949,591	53,251	0.2%	41,573,346
16 <b>Subtotal - Other Revenues</b>	<b>137,373,924</b>	<b>172,892,317</b>	<b>35,518,393</b>	<b>25.9%</b>	<b>189,741,669</b>
17 <b>Total Revenues</b>	<b>219,907,267</b>	<b>263,184,426</b>	<b>43,277,158</b>	<b>19.7%</b>	<b>281,175,215</b>
18 <b>Total Sources of Funds</b>	<b>219,907,268</b>	<b>263,184,426</b>	<b>43,277,158</b>	<b>19.7%</b>	<b>281,175,215</b>
<b>USES OF FUNDS</b>					
21 PCJPB, SMCTA & SAMTR Capital W&B	24,896,340	24,949,591	53,251	0.2%	41,573,346
22 Motor Bus	132,311,631	135,089,828	2,778,197	2.1%	148,489,400
23 A. D. A. Programs	17,235,683	16,098,876	(1,136,807)	(6.6%)	20,473,135
24 Caltrain	7,634,400	9,239,456	1,605,056	21.0%	9,239,456
25 Other Multi-modal Programs	2,044,480	2,339,236	294,756	14.4%	2,681,911
26 Pass through to Other Agencies	741,601	316,000	(425,601)	(57.4%)	316,000
27 Land Transfer Interest Expense	77,419.00	-	-	0.0%	45,716
28 <b>Total Operating Expense</b>	<b>184,941,555</b>	<b>188,032,987</b>	<b>3,091,433</b>	<b>1.7%</b>	<b>222,818,964</b>
29					
30 <b>Total Operating Surplus / (Deficit)</b>	<b>34,965,713</b>	<b>75,151,439</b>	<b>40,185,725</b>	<b>114.9%</b>	<b>58,356,252</b>
31					
32 District Sales Tax Capital	6,015,570	8,494,119	2,478,549	41.2%	8,494,119
33 Measure W Sales Tax Capital	-	2,435,000	2,435,000	100.0%	2,435,000
34 <b>Sales Tax Allocation - Capital Program</b>	<b>6,015,570</b>	<b>10,929,119</b>	<b>4,913,549</b>	<b>81.7%</b>	<b>10,929,119</b>
35					
36 <b>Total Debt Service</b>	<b>21,600,028</b>	<b>19,358,210</b>	<b>(2,241,818)</b>	<b>(10.4%)</b>	<b>19,358,210</b>
37					
38 <b>Total Uses of Funds</b>	<b>212,557,153</b>	<b>218,320,317</b>	<b>5,763,164</b>	<b>2.7%</b>	<b>253,106,293</b>
39					
40					
41 <b>NET SURPLUS / (DEFICIT)</b>	<b>7,350,115</b>	<b>44,864,109</b>	<b>37,513,994</b>	<b>510%</b>	<b>28,068,922</b>

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**STATEMENT OF REVENUES**  
**FISCAL YEAR 2020**  
**JUNE 2020**

% OF YEAR ELAPSED: **100.0%**

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>					
1 PASSENGER FARES	14,699,628	11,017,092	(3,682,537)	(25.1%)	14,355,000
2					
3 LOCAL (TDA) TRANSIT FUND	39,725,672	45,351,442	5,625,770	14.2%	45,609,233
4					
5 STATE TRANSIT ASSISTANCE	5,939,957	9,502,421	3,562,464	60.0%	10,006,821
6					
7 OPERATING GRANTS	2,075,579	957,871	(1,117,708)	(53.9%)	735,193
8					
9 DISTRICT SALES TAX REVENUE	61,011,082	59,898,334	(1,112,748)	(1.8%)	69,990,847
10					
11 INVESTMENT INTEREST INCOME	3,036,227	3,757,229	721,002	23.7%	3,005,000
12					
13 <b>OTHER REVENUE SOURCES:</b>					
14 Rental Income	1,175,496	2,041,078	865,582	73.6%	1,672,487
15 Advertising Income	1,242,044	1,248,749	6,705	0.5%	1,233,331
16 Other Income	3,405,946	1,315,613	(2,090,334)	(61.4%)	1,881,488
17 <b>TOTAL OTHER REVENUES</b>	<b>5,823,486</b>	<b>4,605,439</b>	<b>(1,218,047)</b>	<b>(20.9%)</b>	<b>4,787,307</b>
18					
19 <b>TOTAL MOTOR BUS</b>	<b>132,311,632</b>	<b>135,089,828</b>	<b>2,778,196</b>	<b>2.1%</b>	<b>148,489,400</b>
20					
21 <b>AMERICAN DISABILITIES ACT:</b>					
22 Passenger Fares Redi-Wheels	866,646	672,567	(194,078)	(22.4%)	909,000
23 Local TDA 4.5 Redi-Wheels	2,090,825	2,533,461	442,636	21.2%	2,471,745
24 Local STA - Paratransit	-	1,663,134	1,663,134	100.0%	1,658,475
25 Operating Grants	2,380,907	2,212,268	(168,639)	(7.1%)	2,075,524
26 Sales Tax Revenue - ADA	4,085,115	3,330,987	(754,129)	(18.5%)	7,723,391
27 Interest Income - Paratransit Fund	458,062	655,211	197,149	43.0%	595,000
28 SMCTA Measure A Redi-Wheels	3,454,128	3,640,000	185,872	5.4%	3,640,000
29 SM County Measure K	2,500,000	-	(2,500,000)	(100.0%)	-
30 Measure M Paratransit	1,400,000	1,391,248	(8,752)	(0.6%)	1,400,000
31 <b>TOTAL ADA PROGRAMS</b>	<b>17,235,683</b>	<b>16,098,876</b>	<b>(1,136,807)</b>	<b>(6.6%)</b>	<b>20,473,135</b>
32					
33 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>					
34					
35 Transfer from SMCTA for Caltrain	6,908,256	7,922,752	1,014,496	14.7%	7,922,752
36 Other Sources - Caltrain	726,144	1,316,704	590,560	81.3%	1,316,704
37 AB434 Funds-SamTrans Shuttle	424,000	392,220	(31,780)	(7.5%)	417,100
38 Employer SamTrans Shuttle Funds	1,031,262	1,267,071	235,810	22.9%	1,594,700
39 Dumbarton Rental Income	-	431,417	431,417	100.0%	286,316
40 Sales Tax Revenue - Gen. Operating Asst.	589,218	248,528	(340,690)	(57.8%)	383,795
41					
42 <b>TOTAL MULTIMODAL</b>	<b>9,678,879</b>	<b>11,578,692</b>	<b>1,899,813</b>	<b>19.6%</b>	<b>11,921,367</b>
43					
44 <b>TOTAL REVENUES</b>	<b>159,226,195</b>	<b>162,767,396</b>	<b>3,541,201</b>	<b>2.2%</b>	<b>180,883,902</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2020  
JUNE 2020**

% OF YEAR ELAPSED: **100.0%**

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>DISTRICT OPERATED BUSES</b>					
1 Motor Bus Wages & Benefits	74,632,641	74,601,918	(30,722)	0.0%	77,852,914
2					
3 Services:					
4 Board of Directors	48,929	95,241	46,312	94.7%	132,116
5 Contracted Vehicle Maintenance	1,107,100	1,289,280	182,180	16.5%	1,335,519
6 Property Maintenance	1,489,368	1,652,224	162,856	10.9%	1,791,144
7 Professional Services	6,928,934	4,005,089	(2,923,845)	(42.2%)	5,668,743
8 Technical Services	7,492,365	8,621,345	1,128,980	15.1%	10,634,075
9 Other Services	823,765	3,894,054	3,070,288	372.7%	3,785,419
10 Materials & Supply:					
11 Fuel and Lubricants	3,545,884	2,846,466	(699,419)	(19.7%)	3,774,941
12 Bus Parts and Materials	1,799,454	1,811,826	12,372	0.7%	2,129,863
13 Uniforms and Driver Expense	424,711	399,996	(24,714)	(5.8%)	656,813
14 Timetables and Tickets	96,621	123,836	27,215	28.2%	283,500
15 Office Supplies / Printing	571,625	487,450	(84,175)	(14.7%)	615,104
16 Other Materials and Supply	123,605	159,529	35,924	29.1%	147,800
17					
18 Utilities:					
19 Telephone	517,072	587,610	70,538	13.6%	712,500
20 Other Utilities	1,147,348	1,254,117	106,768	9.3%	1,271,530
21 Insurance	1,578,647	1,541,609	(37,038)	(2.3%)	1,524,531
22 Claims Reserves and Payments	2,666,010	1,421,776	(1,244,234)	(46.7%)	2,455,563
23 Workers' Compensation	800,793	2,667,005	1,866,212	233.0%	3,732,568
24 Taxes and License Fees	970,690	802,190	(168,500)	(17.4%)	919,556
25 Leases and Rentals	186,302	91,593	(94,709)	(50.8%)	191,926
26 Promotional and Legal Advertising	792,763	613,436	(179,327)	(22.6%)	1,460,867
27 Training and Business Travel	344,366	337,503	(6,863)	(2.0%)	869,793
28 Dues and Membership	120,941	127,516	6,575	5.4%	172,143
29 Postage and Other	146,458	216,876	70,418	48.1%	184,780
30					
31 <b>Total District Operated Buses</b>	<b>108,356,391</b>	<b>109,649,484</b>	<b>1,293,093</b>	<b>1.2%</b>	<b>122,303,709</b>
32					
33 <b>CONTRACTED BUS SERVICES</b>					
34 Contracted Urban Bus Service	20,957,938	20,676,396	(281,542)	(1.3%)	21,551,200
35 Coastsid e Services	1,616,067	1,594,447	(21,620)	(1.3%)	1,738,200
36 Redi Coast Non-ADA	216,667	226,679	10,013	4.6%	263,700
37 La Honda - Pescadero	51,713	51,156	(557)	(1.1%)	55,130
38 SamCoast - Pescadero	97,545	74,130	(23,415)	(24.0%)	143,700
39 CUB Related Wages & Benefits	317,961	375,922	57,961	100.0%	499,764
40 CUB Related Other Support	56,060	119,611	63,550	113.4%	118,500
41 CUB Insurance	459,969	459,119	(850)	(0.2%)	597,097
42 CUB Claims Reserves & Payments	181,320	1,862,883	1,681,563	100.0%	1,218,400
43 <b>Total Contracted Bus Service</b>	<b>23,955,240</b>	<b>25,440,344</b>	<b>1,485,104</b>	<b>6.2%</b>	<b>26,185,691</b>
44					
45 <b>TOTAL MOTOR BUS</b>	<b>132,311,631</b>	<b>135,089,828</b>	<b>2,778,197</b>	<b>2.1%</b>	<b>148,489,400</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2020  
JUNE 2020**

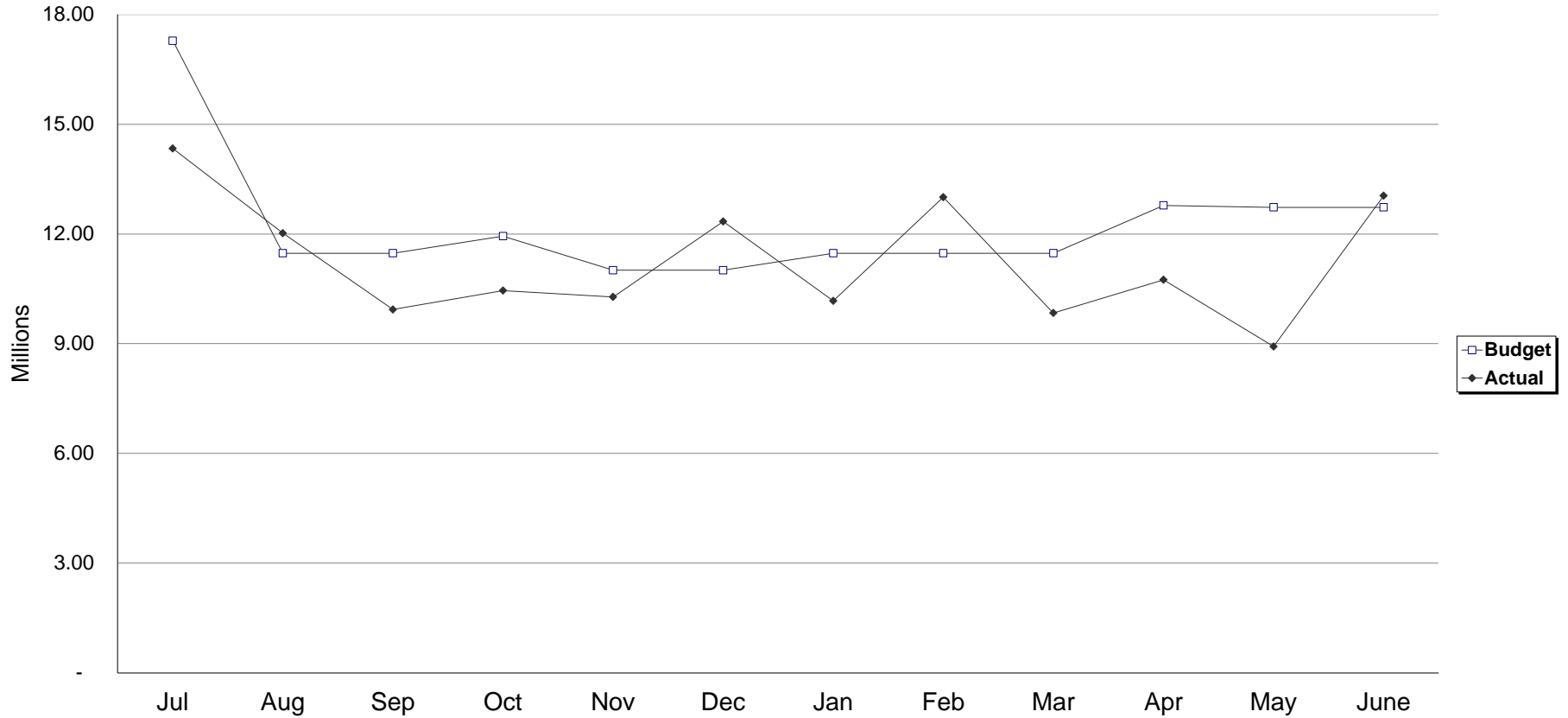
% OF YEAR ELAPSED: 100.0%

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
46 <b>AMERICAN DISABILITY ACT PROGRAMS</b>					
47					
48 Elderly & Disabled/Redi-Wheels	5,108,254	5,611,495	503,240	9.9%	6,832,050
49 ADA Sedans / Taxi Service	5,431,433	4,601,748	(829,685)	(15.3%)	5,834,100
50 Coastside ADA	1,828,431	1,648,098	(180,333)	(9.9%)	1,921,400
51 ADA Related Wages & Benefits	3,013,900	2,661,044	(352,855)	(11.7%)	2,567,107
52 ADA Related Other Support	1,662,666	1,544,111	(118,555)	(7.1%)	2,673,214
53 ADA Insurance	419,948	383,104	(36,844)	(8.8%)	426,864
54 ADA Claims Reserves & Payments	(228,949)	(350,723)	(121,774)	100%	218,400
55					
56 <b>TOTAL ADA PROGRAMS</b>	<b>17,235,683</b>	<b>16,098,876</b>	<b>(1,136,807)</b>	<b>(6.6%)</b>	<b>20,473,135</b>
57					
58					
59 <b>MULTI-MODAL TRANSIT PROGRAMS</b>					
60					
61 <b>CALTRAIN SERVICE</b>					
62 Peninsula Rail Service	7,634,400	9,239,456	1,605,056	21.0%	9,239,456
63 <b>Total Caltrain Service</b>	<b>7,634,400</b>	<b>9,239,456</b>	<b>1,605,056</b>	<b>21.0%</b>	<b>9,239,456</b>
64					
65 <b>OTHER SUPPORT</b>					
66 SamTrans Shuttle Service	1,532,017	1,954,799	422,782	27.6%	2,128,700
67 Shuttle Related Wages & Benefits	68,755	63,346	(5,409)	100%	89,095
68 Dumbarton M.O.W.	261,252	151,821	(109,431)	100%	286,316
69 Maintenance Multimodal Facilities	182,456	169,271	(13,186)	100%	177,800
70 <b>Total Other Support</b>	<b>2,044,480</b>	<b>2,339,236</b>	<b>294,756</b>	<b>14.4%</b>	<b>2,681,911</b>
71					
72					
73 <b>TOTAL MULTI-MODAL PROGRAM</b>	<b>9,678,880</b>	<b>11,578,692</b>	<b>1,899,812</b>	<b>19.6%</b>	<b>11,921,367</b>
74					
75					
76 <b>TOTAL OPERATING EXPENSES</b>	<b>159,226,195</b>	<b>162,767,396</b>	<b>3,541,201</b>	<b>2.2%</b>	<b>180,883,902</b>

# SAN MATEO COUNTY TRANSIT DISTRICT

## MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

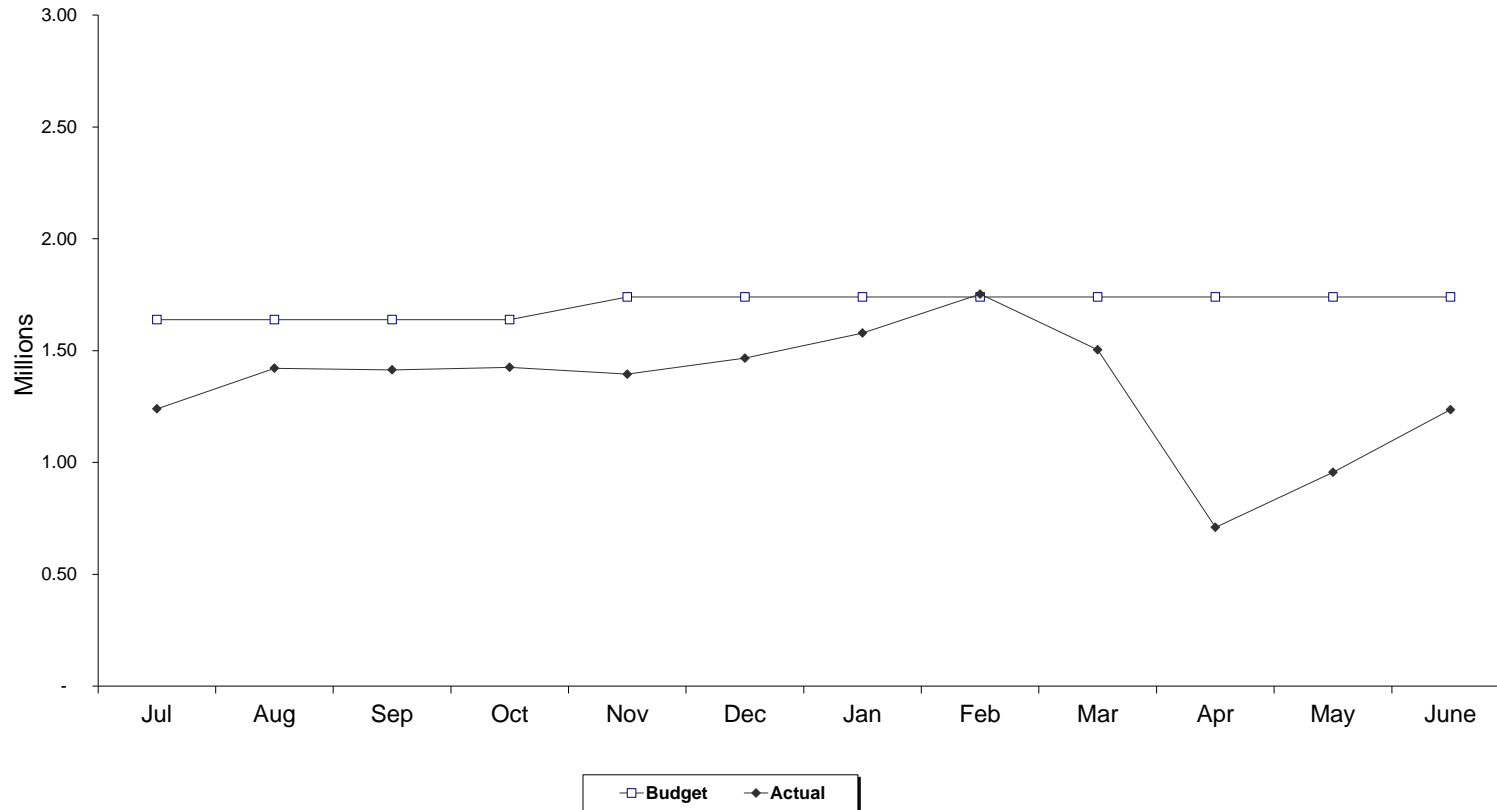
### FISCAL YEAR 2020



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	17,281,484	11,473,720	11,473,720	11,938,461	11,008,979	11,473,720	11,473,720	11,473,720	12,781,050	12,729,090	12,729,090	12,652,643
Actual	14,335,970	12,020,594	9,934,437	10,452,200	10,279,078	12,340,779	10,169,345	13,003,720	9,839,623	10,747,461	8,920,887	13,045,734
<b>CUMULATIVE EXPENSES</b>												
Budget	17,281,484	28,755,205	40,228,924	52,167,385	63,176,365	74,650,085	86,123,806	97,597,526	110,378,576	123,107,667	135,836,757	148,489,399
Actual	14,335,970	26,356,563	36,291,001	46,743,201	57,022,279	69,363,058	79,532,402	92,536,122	102,375,745	113,123,206	122,044,093	135,089,827
Variance - F(U)	2,945,514	2,398,641	3,937,924	5,424,185	6,154,086	5,287,028	6,591,404	5,061,404	8,002,831	9,984,461	13,792,664	13,399,572
Variance %	17.04%	8.34%	9.79%	10.40%	9.74%	7.08%	7.65%	5.19%	7.25%	8.11%	10.2%	9.02%



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES- BUDGET VS ACTUAL**  
**FISCAL YEAR 2020**

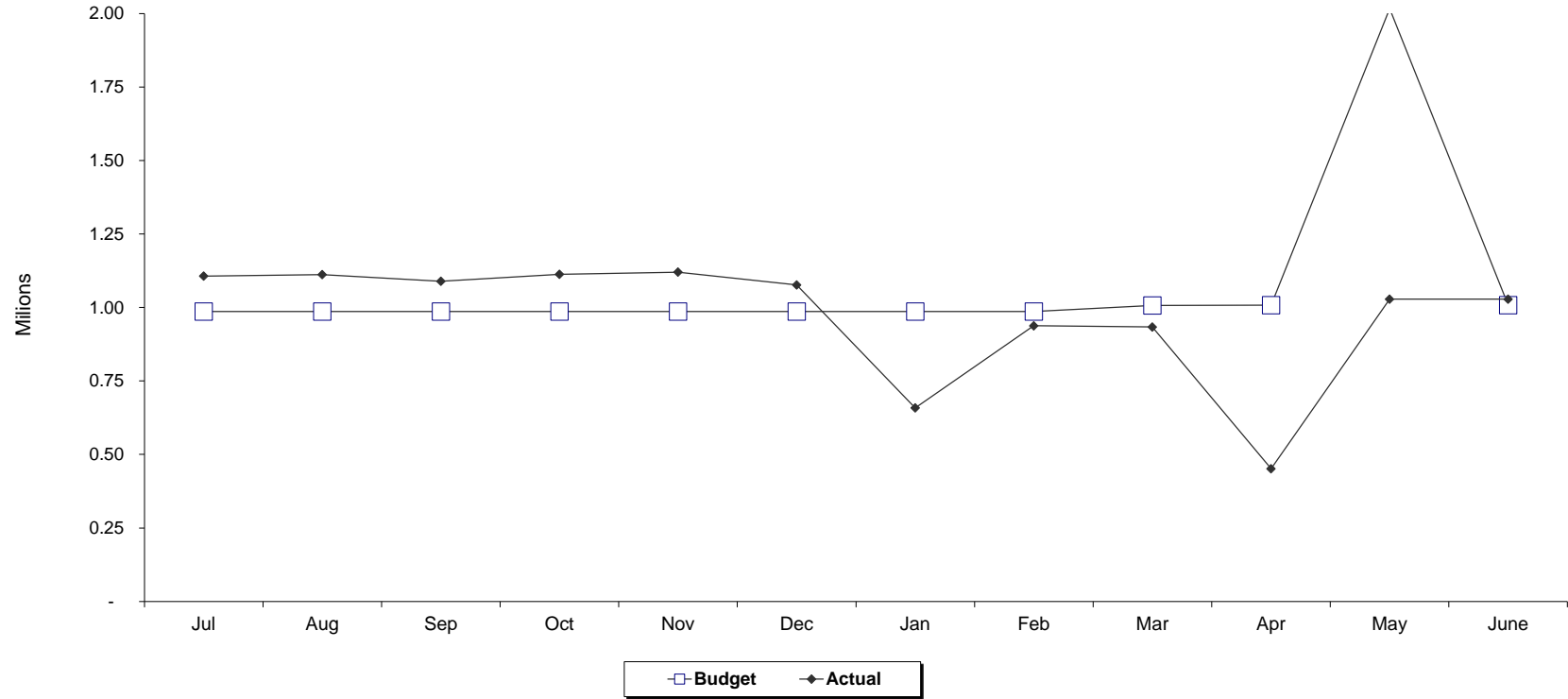


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	1,638,782	1,638,782	1,638,782	1,638,782	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751
<b>Actual</b>	1,239,506	1,421,472	1,414,210	1,425,262	1,394,710	1,466,173	1,578,670	1,752,686	1,503,970	710,024	956,359	1,235,833
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	1,638,782	3,277,564	4,916,346	6,555,128	8,294,879	10,034,630	11,774,381	13,514,132	15,253,882	16,993,633	18,733,384	20,473,135
<b>Actual</b>	1,239,506	2,660,978	4,075,188	5,500,450	6,895,161	8,361,333	9,940,004	11,692,690	13,196,660	13,906,684	14,863,043	16,098,876
<b>Variance - F(U)</b>	399,276	616,586	841,158	1,054,678	1,399,718	1,673,297	1,834,377	1,821,442	2,057,222	3,086,950	3,870,342	4,374,259
<b>Variance %</b>	24.36%	18.81%	17.11%	16.09%	16.87%	16.68%	15.58%	13.48%	13.49%	18.17%	20.66%	21.37%

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2020



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	986,253	986,253	986,253	986,253	986,253	986,253	986,253	986,253	1,007,086	1,008,086	2,016,172	1,008,086
Actual	1,106,649	1,111,913	1,089,259	1,112,801	1,120,481	1,076,752	658,406	937,558	933,530	451,136	1,028,131	1,028,131
<b>CUMULATIVE EXPENSES</b>												
Budget	986,253	1,972,506	2,958,758	3,945,011	4,931,264	5,917,517	6,903,770	7,890,022	8,897,108	9,905,195	10,913,281	11,921,367
Actual	1,106,649	2,218,561	3,307,820	4,420,621	5,541,102	6,617,853	7,276,259	8,213,817	9,147,347	9,598,483	10,550,561	11,578,692
Variance - F(U)	(120,396)	(246,056)	(349,062)	(475,610)	(609,838)	(700,337)	(372,490)	(323,795)	(250,238)	306,712	362,719	342,675
Variance %	(12.2%)	(12.5%)	(11.8%)	(12.1%)	(12.4%)	(11.8%)	(5.4%)	(4.1%)	(2.8%)	3.1%	3.3%	2.87%

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF JUN 30, 2020**

	6/30/2020
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u></b>	
Bank of America Checking	\$ 64,197,841.82
Bank of America Checking (Restricted)	7,969,120.66
Wells Fargo	0.00
LAIF	74,910,069.58
 <b><u>INVESTMENT FUNDS</u></b>	
Investment Portfolio (Market Values+ Accrued interest)*	124,617,091.49
MMF - US Bank Custodian Account	10,261,583.17
 <b>Debt Service Reserves Held By Trustee</b>	 1,598,898.44
<b>TOTAL</b>	<b><u><u>283,554,605.16</u></u></b>

\* Fund Managed by PFM Investment Advisor

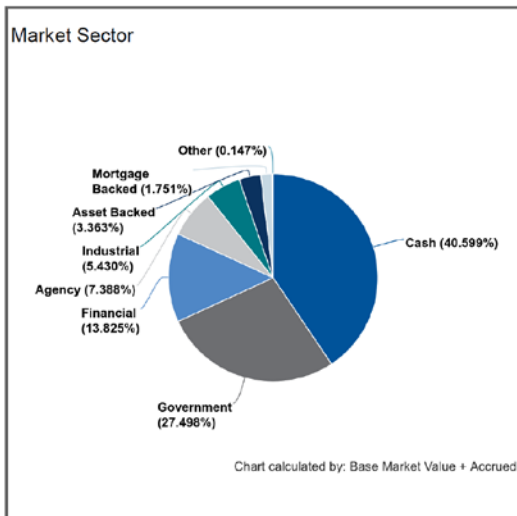
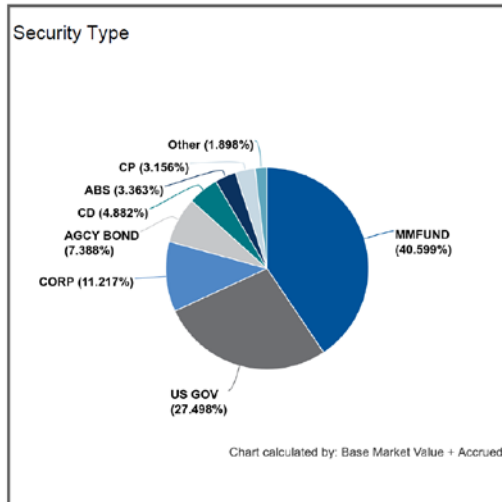
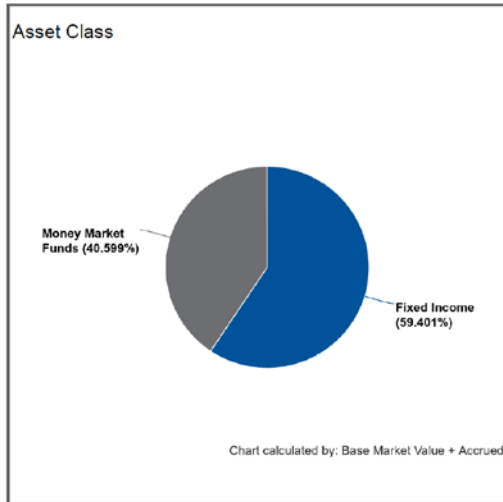
Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
MMFund	85,171,653.46
Fixed Income	124,617,091.49
Duration	1.926
Convexity	-0.190
WAL	1.315
Years to Final Maturity	1.369
Years to Effective Maturity	1.315
Yield	0.568
Book Yield	1.188
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	35.707%
United States	27.498%
Other	21.126%
U.S. Bancorp	4.891%
Federal National Mortgage Association	4.125%
Freddie Mac	2.594%
Federal Home Loan Banks	2.420%
Mitsubishi UFJ Financial Group, Inc.	1.638%
---	100.000%

Footnotes: 1,2

Footnotes:

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

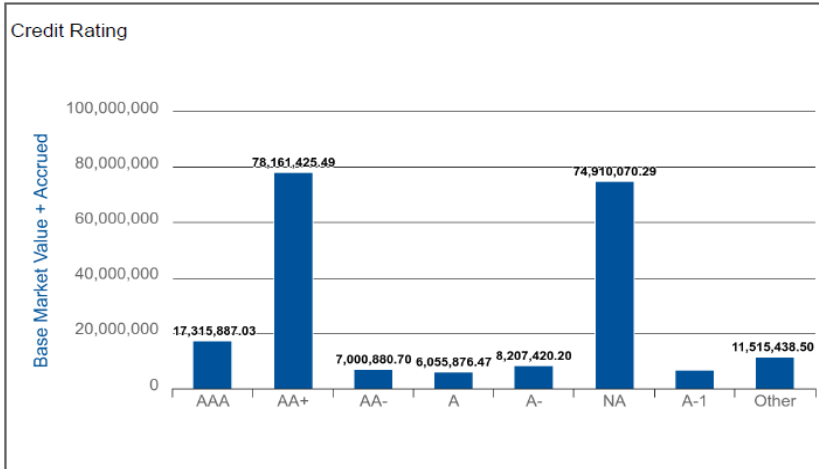


Risk Summary

06/01/2020 - 06/30/2020

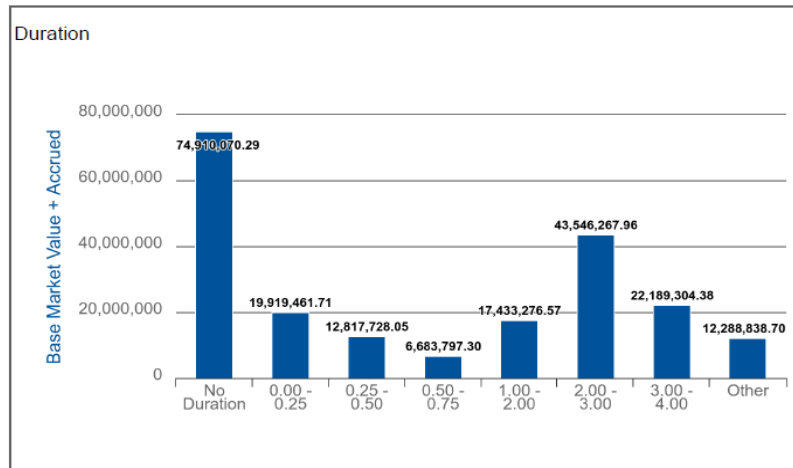
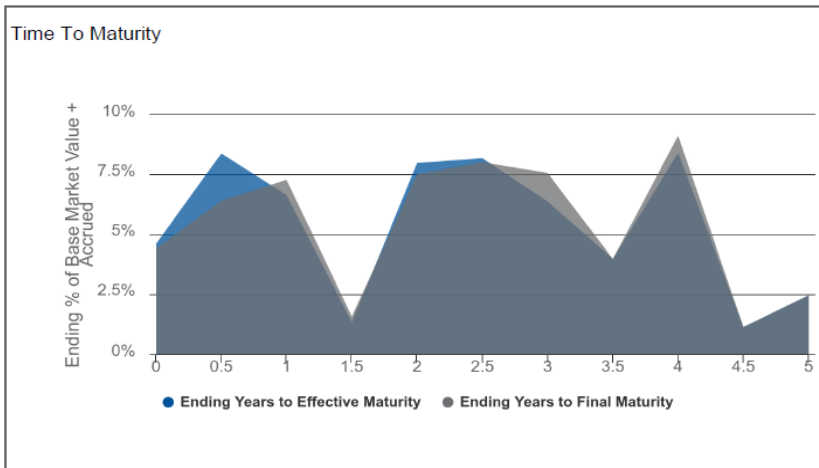
SAM Transit District Agg (136232)

Dated: 08/09/2020



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.671%	0.293%	1.290%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	6.130%	6.285%	16.465%	10.002%	2.265%	0.000%	0.000%	0.000%	0.000%
A	7.195%	1.732%	2.387%	0.575%	0.697%	0.000%	0.000%	0.000%	0.000%
BBB	1.689%	0.000%	0.615%	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%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

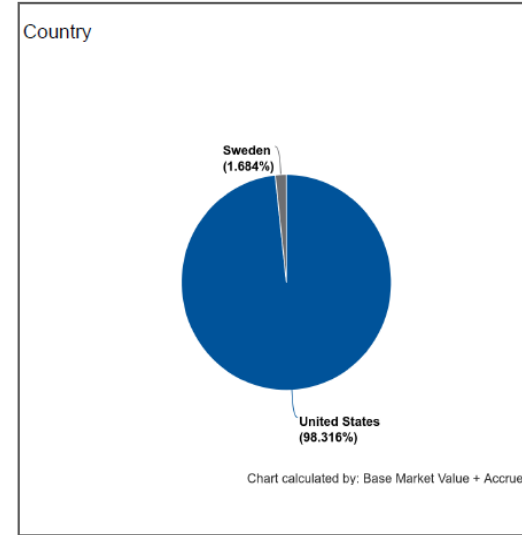
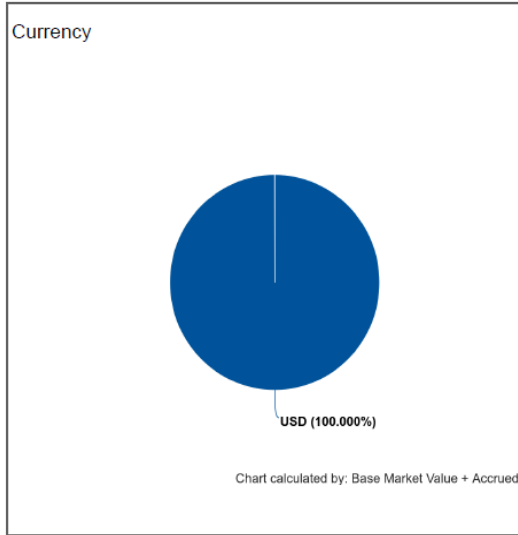
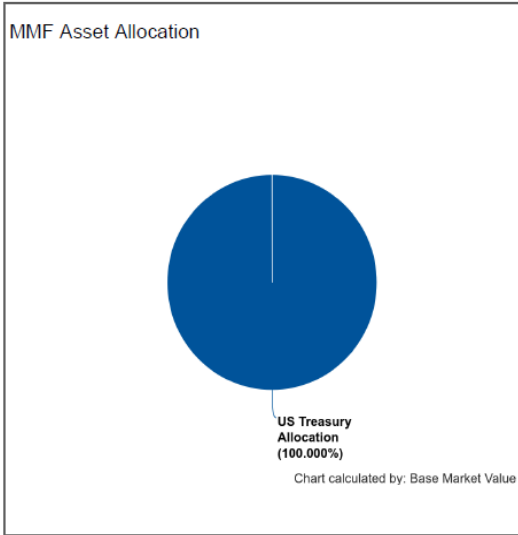
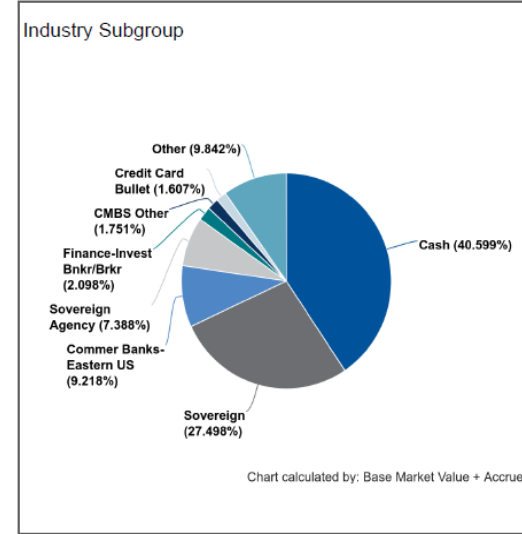
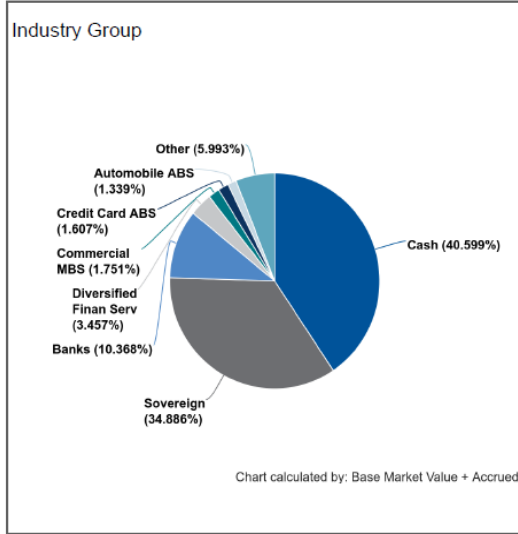
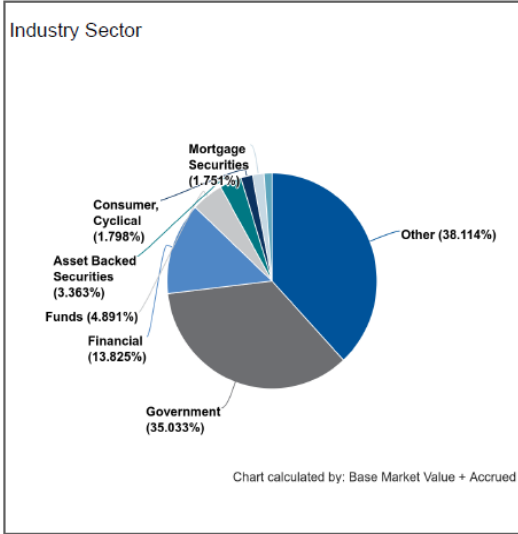


Risk Summary

06/01/2020 - 06/30/2020

SAM Transit District Agg (136232)

Dated: 08/09/2020



clearwater

Report: Master BS by lot - group by Security type  
Account: SAM TR Reimbursement Fund (136225)  
As of: 06/30/2020  
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	8,440,745.17	---	06/30/2020	8,440,745.17	0.00	8,440,745.17	8,440,745.17
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,440,745.17			8,440,745.17	0.00	8,440,745.17	8,440,745.17

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



Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 06/30/2020  
 Base Currency USD

**ABS (ASSET-BACKED SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	422,420.51	04/30/2018	11/15/2022	422,343.79	548.21	427,037.62	427,585.82
ABS	02007HAC5	ALLYA 2017-2 A3	21,609.97	03/29/2017	08/16/2021	21,607.42	17.10	21,620.60	21,637.70
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,705,814.88	1,707,083.86
ABS	14313FAD1	CARMX 2018-3 A3	415,445.61	07/25/2018	06/15/2023	415,388.98	577.93	424,310.41	424,888.34
ABS	17305EGK5	CCCIT 2018-A1 A1	900,000.00	01/31/2018	01/20/2021	899,875.44	10,022.25	910,811.16	920,833.41
ABS	36255JAD6	GMCAR 2018-3 A3	352,841.74	07/18/2018	05/16/2023	352,759.46	443.99	359,027.74	359,471.74
ABS	43814PAC4	HAROT 2017-3 A3	77,348.40	09/29/2017	09/18/2021	77,340.02	50.00	77,577.16	77,627.16
ABS	47788BAD6	JDOT 2017-B A3	72,464.66	07/18/2017	10/15/2021	72,459.36	58.62	72,596.64	72,655.26
ABS	47788CAC6	JDOT 2018 A3	127,038.65	02/28/2018	04/18/2022	127,029.52	150.19	128,010.74	128,160.92
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	6.11	400,228.36	400,234.47
ABS	89190BAD0	TAOT 2017-B A3	223,836.75	05/17/2017	07/15/2021	223,819.58	175.09	224,160.91	224,336.00
ABS	89238BAD4	TAOT 2017-A A3	256,886.17	01/31/2018	05/16/2022	256,883.22	268.30	258,873.00	259,141.31
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	486,710.42	486,978.92
<b>ABS</b>			<b>5,404,892.46</b>			<b>5,404,022.22</b>	<b>13,855.27</b>	<b>5,496,779.65</b>	<b>5,510,634.91</b>

**AGCY BOND (FEDERAL AGENCY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	14,090.63	2,726,219.70	2,740,310.33
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	1,562.92	441,278.20	442,841.12
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,041.67	1,002,468.00	1,003,509.67
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,163.19	1,008,418.00	1,009,581.19
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	166.67	1,001,576.00	1,001,742.67
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	7,095.49	1,543,264.93	1,550,360.41
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	2,210.07	480,689.08	482,899.14
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	600,000.00	08/01/2017	07/30/2020	598,182.00	3,775.00	600,646.20	604,421.20
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	11,156.25	933,046.20	944,202.45
AGCY BOND	3137EAER4	FEDERAL HOME LOAN MORTGAGE CORP	580,000.00	09/29/2017	09/29/2020	578,950.20	2,408.61	582,058.42	584,467.03
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	534.38	952,398.75	952,933.13
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	34.72	998,937.00	998,971.72
<b>AGCY BOND</b>			<b>12,170,000.00</b>			<b>12,128,442.88</b>	<b>45,239.58</b>	<b>12,271,000.47</b>	<b>12,316,240.05</b>

**CD (CERTIFICATE OF DEPOSIT)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accr
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	6,084.50	900,000.00	906,084.50
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	1,561.17	950,000.00	951,561.17
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	6,151.25	950,000.00	956,151.25
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	3,240.00	1,503,359.10	1,506,599.10
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	6,184.50	950,000.00	956,184.50
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	10/18/2018	10/16/2020	898,776.00	6,441.00	899,820.35	906,261.35
CD	87019U6D6	SWEDBANK AB (PUBL)	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	5,107.50	1,794,031.54	1,799,139.04
<b>CD</b>			<b>7,950,000.00</b>			<b>7,948,776.00</b>	<b>34,769.92</b>	<b>7,947,210.99</b>	<b>7,981,980.91</b>

**CORP (COPORATE NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ie Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	3,712.50	920,700.00	924,412.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	944,199.90	944,439.90
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	1,019,524.00	1,021,086.50
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	956,538.90	965,913.90
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	525.00	101,750.70	102,275.70
CORP	06051GGS2	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	3,201.00	552,215.95	555,416.95
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	1,069.14	255,932.25	257,001.39
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	1,465.63	394,144.88	395,610.50
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	650,000.00	09/07/2017	09/04/2020	649,454.00	3,908.13	651,672.45	655,580.58
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	5,796.88	464,621.40	470,418.28
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,660.00	182,212.98	184,872.98
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	5,680.21	983,683.20	989,363.41
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	992,357.10	1,009,008.35
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	1,426.00	368,766.00	370,192.00
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	9,672.50	912,412.80	922,085.30
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	7,215.75	934,915.50	942,131.25
CORP	6174467P8	MORGAN STANLEY	1,800,000.00	11/10/2016	07/24/2020	2,009,250.00	43,175.00	1,805,929.20	1,849,104.20
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	3,202.08	381,084.00	384,286.08
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	4,397.53	523,355.36	527,752.89
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	980,807.40	994,632.40
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,087.50	336,326.90	339,414.40
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	2,533.33	607,613.40	610,146.73
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	2,058.33	582,750.90	584,809.23
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	464,814.45	467,919.45
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	144,608.94	145,574.94
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	139,444.34	140,375.84
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	5,482.81	737,630.23	743,113.04
CORP	931142EA7	WALMART INC	900,000.00	10/20/2017	12/15/2020	898,695.00	760.00	906,856.20	907,616.20
<b>CORP</b>			<b>17,695,000.00</b>			<b>17,949,485.05</b>	<b>157,685.56</b>	<b>18,246,869.31</b>	<b>18,404,554.87</b>

**CP (COMMERCIAL PAPER)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ie Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	1,800,000.00	12/06/2019	09/01/2020	1,774,890.00	0.00	1,794,234.00	1,794,234.00
CP	62479LK61	MUFG BANK LTD. (NEW YORK BRANCH)	1,000,000.00	01/13/2020	10/06/2020	986,650.00	0.00	995,150.00	995,150.00
CP	63873JK90	NATIXIS, NEW YORK BRANCH	2,500,000.00	01/17/2020	10/09/2020	2,467,673.61	0.00	2,487,847.22	2,487,847.22
<b>CP</b>			<b>5,300,000.00</b>			<b>5,229,213.61</b>	<b>0.00</b>	<b>5,277,231.22</b>	<b>5,277,231.22</b>

**FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	ie Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	714,012.00	715,670.58
FHLMC	3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	465,696.00	466,854.75
FHLMC	3137FKK39	FHMS K-P05 A	220,038.39	12/17/2018	07/25/2023	220,037.73	587.32	228,038.99	228,626.31
FHLMC	3137FQ3V3	FHMS K-J27 A1	294,720.12	11/26/2019	07/25/2024	294,713.05	513.80	304,495.99	305,009.78
<b>FHLMC</b>			<b>1,614,758.52</b>			<b>1,650,778.12</b>	<b>3,918.45</b>	<b>1,712,242.98</b>	<b>1,716,161.43</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	817,212.22	12/15/2016	05/25/2021	833,748.00	1,824.09	827,991.25	829,815.34
FNMA	3136B1XP4	FNA 2018-M5 A2	328,473.29	04/30/2018	09/25/2021	335,006.96	974.47	333,962.08	334,936.55
<b>FNMA</b>			<b>1,145,685.51</b>			<b>1,168,754.95</b>	<b>2,798.56</b>	<b>1,161,953.33</b>	<b>1,164,751.90</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,323,763.91	---	06/30/2020	1,323,763.91	0.00	1,323,763.91	1,323,763.91
<b>MMFUND</b>			<b>1,323,763.91</b>			<b>1,323,763.91</b>	<b>0.00</b>	<b>1,323,763.91</b>	<b>1,323,763.91</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	242,712.10	244,725.56
<b>MUNI</b>			<b>230,000.00</b>			<b>230,000.00</b>	<b>2,013.46</b>	<b>242,712.10</b>	<b>244,725.56</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
US GOV	912828L32	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	1,884.27	410,832.81	412,717.09
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	131.37	2,385,906.25	2,386,037.62
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	340.69	6,187,625.00	6,187,965.69
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	173.23	3,146,250.00	3,146,423.23
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	3,799.18	1,656,400.00	1,660,199.18
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	7,432.38	5,627,812.50	5,635,244.88
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	1,307.55	990,078.13	991,385.67
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	2,339.82	1,771,718.75	1,774,058.57
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	407.62	353,828.13	354,235.74
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	8,076.43	3,090,125.00	3,098,201.43
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	6,296.88	2,409,250.00	2,415,546.88
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	15,290.18	2,577,343.75	2,592,633.93
US GOV	912828VP2	UNITED STATES TREASURY	575,000.00	05/18/2016	07/31/2020	593,785.56	4,802.20	575,808.59	580,610.79
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	11,688.18	3,815,046.88	3,826,735.05
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	271.74	5,351,562.50	5,351,834.24
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	80.16	1,578,710.94	1,578,791.10
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.33	695,703.13	695,738.45
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.46	481,640.63	481,665.08
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	73.37	1,444,921.88	1,444,995.24
<b>US GOV</b>			<b>42,575,000.00</b>			<b>42,083,656.54</b>	<b>64,455.03</b>	<b>44,550,564.84</b>	<b>44,615,019.87</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	95,409,100.40	---	---	95,116,893.29	324,735.83	98,230,328.80	98,555,064.63

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

Report: Master BS by lot - group by Security type  
 Account: SAM Paratransit Fund (136227)  
 As of: 06/30/2020  
 Base Currency: USD

**ABS (ASSET-BACKED SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	120,227.37	04/30/2018	11/15/2022	120,205.54	156.03	121,541.48	121,697.50
ABS	02007HAC5	ALLYA 2017-2 A3	5,982.00	03/29/2017	08/16/2021	5,981.29	4.73	5,984.94	5,989.67
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	488,109.68	488,472.79
ABS	14313FAD1	CARMX 2018-3 A3	108,807.18	07/25/2018	06/15/2023	108,792.36	151.36	111,128.92	111,280.28
ABS	17305EGK5	CCCIT 2018-A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	2,783.96	253,003.10	255,787.06
ABS	36255JAD6	GMCAR 2018-3 A3	105,852.52	07/18/2018	05/16/2023	105,827.84	133.20	107,708.32	107,841.52
ABS	43814PAC4	HAROT 2017-3 A3	23,438.91	09/29/2017	09/18/2021	23,436.37	15.15	23,508.23	23,523.38
ABS	47788BAD6	JDOT 2017-B A3	20,531.65	07/18/2017	10/15/2021	20,530.15	16.61	20,569.05	20,585.66
ABS	47788CAC6	JDOT 2018 A3	35,659.97	02/28/2018	04/18/2022	35,657.41	42.16	35,932.84	35,975.00
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	1.68	110,062.80	110,064.48
ABS	89190BAD0	TAOT 2017-B A3	62,176.88	05/17/2017	07/15/2021	62,172.11	48.64	62,266.92	62,315.56
ABS	89238BAD4	TAOT 2017-A A3	71,357.27	01/31/2018	05/16/2022	71,356.45	74.53	71,909.17	71,983.70
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	128,081.69	128,152.35
<b>ABS</b>			<b>1,514,033.76</b>			<b>1,513,787.66</b>	<b>3,861.81</b>	<b>1,539,807.13</b>	<b>1,543,668.94</b>

**AGCY BOND (FEDERAL AGENCY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	2,713.75	525,049.72	527,763.47
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	301.93	85,246.93	85,548.85
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	286.46	275,678.70	275,965.16
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	319.88	277,314.95	277,634.83
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	45.83	275,433.40	275,479.23
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	651.39	141,676.78	142,328.17
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	2,140.28	465,509.42	467,649.70
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	150,000.00	08/01/2017	07/30/2020	149,545.50	943.75	150,161.55	151,105.30
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	3,098.96	259,179.50	262,278.46
AGCY BOND	3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	165,000.00	09/29/2017	09/29/2020	164,701.35	685.21	165,585.59	166,270.79
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	154.69	275,694.38	275,849.06
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	9.55	274,707.68	274,717.22
<b>AGCY BOND</b>			<b>3,145,000.00</b>			<b>3,134,871.69</b>	<b>11,351.67</b>	<b>3,171,238.58</b>	<b>3,182,590.25</b>

**CD (CERTIFICATE OF DEPOSIT)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	1,690.14	250,000.00	251,690.14
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	451.92	275,000.00	275,451.92
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,780.63	275,000.00	276,780.63
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	918.00	425,951.75	426,869.75
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,790.25	275,000.00	276,790.25
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	10/18/2018	10/16/2020	249,660.00	1,789.17	249,950.10	251,739.26
CD	87019U6D6	SWEDBANK AB (PUBL)	500,000.00	11/17/2017	11/16/2020	500,000.00	1,418.75	498,342.09	499,760.84
<b>CD</b>			<b>2,250,000.00</b>			<b>2,249,660.00</b>	<b>9,838.85</b>	<b>2,249,243.94</b>	<b>2,259,082.78</b>

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	1,031.25	255,750.00	256,781.25
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	262,277.75	262,344.42
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	280,369.10	280,798.79
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	265,705.25	268,309.42
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	131.25	25,437.68	25,568.93
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	931.20	160,644.64	161,575.84
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	320.74	76,779.68	77,100.42
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	390.83	105,105.30	105,496.13
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/07/2017	09/04/2020	184,844.60	1,112.31	185,476.01	186,588.32
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,481.42	118,736.58	120,218.00
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	760.00	52,060.85	52,820.85
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,614.38	279,573.12	281,187.50
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	275,654.75	280,280.10
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	396.11	102,435.00	102,831.11
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	2,686.81	253,448.00	256,134.81
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	2,004.38	259,698.75	261,703.13
CORP	6174467P8	MORGAN STANLEY	500,000.00	11/10/2016	07/24/2020	558,125.00	11,993.06	501,647.00	513,640.06
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	853.89	101,622.40	102,476.29
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	1,280.83	152,433.60	153,714.43
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	272,446.50	276,286.78
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	950.00	103,485.20	104,435.20
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	696.67	167,093.69	167,790.35
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	577.78	163,579.20	164,156.98
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	129,115.13	129,977.63
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	51,646.05	51,991.05
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	25,823.03	25,995.53
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,512.50	203,484.20	204,996.70
CORP	931142EA7	WALMART INC	250,000.00	10/20/2017	12/15/2020	249,637.50	211.11	251,904.50	252,115.61
<b>CORP</b>			<b>4,930,000.00</b>			<b>5,000,567.55</b>	<b>43,882.66</b>	<b>5,083,432.93</b>	<b>5,127,315.59</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ14	MUFG Bank Ltd. (New York Branch)	650,000.00	12/06/2019	09/01/2020	640,932.50	0.00	647,917.83	647,917.83
CP	63873JK90	Natixis, New York Branch	700,000.00	01/17/2020	10/09/2020	690,948.61	0.00	696,597.22	696,597.22
<b>CP</b>			<b>1,350,000.00</b>			<b>1,331,881.11</b>	<b>0.00</b>	<b>1,344,515.06</b>	<b>1,344,515.06</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	192,234.00	192,680.54
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	134,534.40	134,869.15
FHLMC	3137FKK39	FHMS K-P05 A	62,510.91	12/17/2018	07/25/2023	62,510.72	166.85	64,783.80	64,950.66
FHLMC	3137FQ3V3	FHMS K-J27 A1	76,550.68	11/26/2019	07/25/2024	76,548.84	133.45	79,089.87	79,223.32
<b>FHLMC</b>			<b>444,061.59</b>			<b>453,834.57</b>	<b>1,081.60</b>	<b>470,642.07</b>	<b>471,723.67</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

clearwater

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	224,733.36	12/15/2016	05/25/2021	229,280.70	501.63	227,697.59	228,199.22
FNMA	3136B1XP4	FNA 2018-M5 A2	90,330.16	04/30/2018	09/25/2021	92,126.92	267.98	91,839.57	92,107.55
<b>FNMA</b>			<b>315,063.52</b>			<b>321,407.61</b>	<b>769.61</b>	<b>319,537.17</b>	<b>320,306.77</b>

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	497,074.09	---	06/30/2020	497,074.09	0.00	497,074.09	497,074.09
<b>MMFUND</b>			<b>497,074.09</b>			<b>497,074.09</b>	<b>0.00</b>	<b>497,074.09</b>	<b>497,074.09</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	63,316.20	63,841.45
<b>MUNI</b>			<b>60,000.00</b>			<b>60,000.00</b>	<b>525.25</b>	<b>63,316.20</b>	<b>63,841.45</b>

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	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	1,169.84	177,105.47	178,275.31
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	367.66	80,162.50	80,530.16
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	40.42	734,125.00	734,165.42
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	92.39	1,678,000.00	1,678,092.39
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	49.08	891,437.50	891,486.58
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	428.57	186,850.00	187,278.57
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	2,202.19	1,667,500.00	1,669,702.19
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	275.27	208,437.50	208,712.77
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	757.00	573,203.13	573,960.13
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	2,327.11	890,375.00	892,702.11
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	1,711.11	654,687.50	656,398.61
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	4,281.25	721,656.25	725,937.50
US GOV	912828VP2	UNITED STATES TREASURY	490,000.00	05/18/2016	07/31/2020	505,996.90	4,092.31	490,689.06	494,781.37
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	4,106.66	1,340,421.88	1,344,528.53
US GOV	912828XX3	UNITED STATES TREASURY	1,400,000.00	11/06/2019	06/30/2024	1,428,328.13	76.09	1,498,437.50	1,498,513.59
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.10	454,882.81	454,905.91
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.79	133,789.06	133,795.86
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.51	187,304.69	187,314.20
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.46	481,640.63	481,665.08
<b>US GOV</b>			<b>12,480,000.00</b>			<b>12,358,086.47</b>	<b>22,040.80</b>	<b>13,050,705.47</b>	<b>13,072,746.27</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	26,985,232.95	---	10/07/2022	26,921,170.75	93,352.23	27,789,512.63	27,882,864.86

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



Report: Trade Activity  
 Account: SAM Transit District Agg (136232)  
 Date: 06/01/2020 - 06/30/2020  
 Base Currency USD

\* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	2,117,578.31	0.000	Buy	---	---	06/30/2020	2,117,578.31	0.00	(2,117,578.31)
31846V534	FIRST AMER:US TRS MM Y	(2,187,910.14)	0.000	Sell	---	---	06/30/2020	(2,187,910.14)	0.00	2,187,910.14
31846V534	FIRST AMER:US TRS MM Y	720,025.22	0.000	Buy	---	---	06/30/2020	720,025.22	0.00	(720,025.22)
31846V534	FIRST AMER:US TRS MM Y	(599,405.99)	0.000	Sell	---	---	06/30/2020	(599,405.99)	0.00	599,405.99
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	0.250	Buy	06/24/2020	06/26/2020	06/26/2023	997,080.00	0.00	(997,080.00)
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	0.250	Buy	06/24/2020	06/26/2020	06/26/2023	274,197.00	0.00	(274,197.00)
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	0.500	Buy	06/17/2020	06/19/2020	06/17/2025	997,930.00	0.00	(997,930.00)
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	0.500	Buy	06/17/2020	06/19/2020	06/17/2025	274,430.75	0.00	(274,430.75)
65479CAD0	NAROT 2020-B A3	400,000.00	0.550	Buy	06/23/2020	06/30/2020	07/15/2024	399,989.04	0.00	(399,989.04)
65479CAD0	NAROT 2020-B A3	110,000.00	0.550	Buy	06/23/2020	06/30/2020	07/15/2024	109,996.99	0.00	(109,996.99)
912828VF4	UNITED STATES TREASURY	(255,000.00)	1.375	Maturity	05/31/2020	05/31/2020	05/31/2020	(255,000.00)	0.00	255,000.00
912828VF4	UNITED STATES TREASURY	(200,000.00)	1.375	Maturity	05/31/2020	05/31/2020	05/31/2020	(200,000.00)	0.00	200,000.00
34531EAD8	FORDO 2017-A A3	(10,004.72)	1.670	Principal Paydown	06/15/2020	06/15/2020	06/15/2021	(10,004.73)	0.00	10,004.73
34531EAD8	FORDO 2017-A A3	(2,918.04)	1.670	Principal Paydown	06/15/2020	06/15/2020	06/15/2021	(2,918.05)	0.00	2,918.05
89190BAD0	TAOT 2017-B A3	(70,952.33)	1.760	Principal Paydown	06/15/2020	06/15/2020	07/15/2021	(70,952.33)	0.00	70,952.33
89190BAD0	TAOT 2017-B A3	(19,708.98)	1.760	Principal Paydown	06/15/2020	06/15/2020	07/15/2021	(19,708.98)	0.00	19,708.98
02007HAC5	ALLYA 2017-2 A3	(44,058.35)	1.780	Principal Paydown	06/15/2020	06/15/2020	08/16/2021	(44,058.35)	0.00	44,058.35
02007HAC5	ALLYA 2017-2 A3	(12,196.08)	1.780	Principal Paydown	06/15/2020	06/15/2020	08/16/2021	(12,196.08)	0.00	12,196.08
43814PAC4	HAROT 2017-3 A3	(14,453.60)	1.790	Principal Paydown	06/18/2020	06/18/2020	09/18/2021	(14,453.60)	0.00	14,453.60
43814PAC4	HAROT 2017-3 A3	(4,379.88)	1.790	Principal Paydown	06/18/2020	06/18/2020	09/18/2021	(4,379.88)	0.00	4,379.88
437076BQ4	HOME DEPOT INC	(450,000.00)	1.800	Maturity	06/05/2020	06/05/2020	06/05/2020	(450,000.00)	0.00	450,000.00
437076BQ4	HOME DEPOT INC	(125,000.00)	1.800	Maturity	06/05/2020	06/05/2020	06/05/2020	(125,000.00)	0.00	125,000.00
47788BAD6	JDOT 2017-B A3	(19,516.76)	1.820	Principal Paydown	06/15/2020	06/15/2020	10/15/2021	(19,516.76)	0.00	19,516.76
47788BAD6	JDOT 2017-B A3	(5,529.75)	1.820	Principal Paydown	06/15/2020	06/15/2020	10/15/2021	(5,529.75)	0.00	5,529.75
3137FQ3V3	FHMS K-J27 A1	(483.31)	2.092	Principal Paydown	06/01/2020	06/01/2020	07/25/2024	(483.31)	0.00	483.31
3137FQ3V3	FHMS K-J27 A1	(125.54)	2.092	Principal Paydown	06/01/2020	06/01/2020	07/25/2024	(125.54)	0.00	125.54
89238BAD4	TAOT 2017-A A3	(25,365.33)	2.350	Principal Paydown	06/15/2020	06/15/2020	05/16/2022	(25,365.33)	0.00	25,365.33
89238BAD4	TAOT 2017-A A3	(7,045.92)	2.350	Principal Paydown	06/15/2020	06/15/2020	05/16/2022	(7,045.92)	0.00	7,045.92
47788CAC6	JDOT 2018 A3	(13,520.80)	2.660	Principal Paydown	06/15/2020	06/15/2020	04/18/2022	(13,520.80)	0.00	13,520.80
47788CAC6	JDOT 2018 A3	(3,795.31)	2.660	Principal Paydown	06/15/2020	06/15/2020	04/18/2022	(3,795.31)	0.00	3,795.31
3136AJ7G5	FNA 2014-M6 A2	(61,640.20)	2.679	Principal Paydown	06/01/2020	06/01/2020	05/25/2021	(61,640.20)	0.00	61,640.20
3136AJ7G5	FNA 2014-M6 A2	(16,951.06)	2.679	Principal Paydown	06/01/2020	06/01/2020	05/25/2021	(16,951.06)	0.00	16,951.06
02004VAC7	ALLYA 2018-2 A3	(33,955.58)	2.920	Principal Paydown	06/15/2020	06/15/2020	11/15/2022	(33,955.58)	0.00	33,955.58
02004VAC7	ALLYA 2018-2 A3	(9,664.28)	2.920	Principal Paydown	06/15/2020	06/15/2020	11/15/2022	(9,664.28)	0.00	9,664.28
36255JAD6	GMCAR 2018-3 A3	(21,963.87)	3.020	Principal Paydown	06/16/2020	06/16/2020	05/16/2023	(21,963.87)	0.00	21,963.87
36255JAD6	GMCAR 2018-3 A3	(6,589.16)	3.020	Principal Paydown	06/16/2020	06/16/2020	05/16/2023	(6,589.16)	0.00	6,589.16
06417GU22	Bank of Nova Scotia, Houston Branch	(900,000.00)	3.080	Maturity	06/05/2020	06/05/2020	06/05/2020	(900,000.00)	0.00	900,000.00
06417GU22	Bank of Nova Scotia, Houston Branch	(250,000.00)	3.080	Maturity	06/05/2020	06/05/2020	06/05/2020	(250,000.00)	0.00	250,000.00
14313FAD1	CARMX 2018-3 A3	(4,554.39)	3.130	Principal Paydown	06/15/2020	06/15/2020	06/15/2023	(4,554.39)	0.00	4,554.39
14313FAD1	CARMX 2018-3 A3	(1,192.82)	3.130	Principal Paydown	06/15/2020	06/15/2020	06/15/2023	(1,192.82)	0.00	1,192.82
3137FKK39	FHMS K-P05 A	(28,857.10)	3.203	Principal Paydown	06/01/2020	06/01/2020	07/25/2023	(28,857.10)	0.00	28,857.10
3137FKK39	FHMS K-P05 A	(8,198.04)	3.203	Principal Paydown	06/01/2020	06/01/2020	07/25/2023	(8,198.04)	0.00	8,198.04
3136B1XP4	FNA 2018-M5 A2	(7,541.07)	3.560	Principal Paydown	06/01/2020	06/01/2020	09/25/2021	(7,541.07)	0.00	7,541.07
3136B1XP4	FNA 2018-M5 A2	(2,073.79)	3.560	Principal Paydown	06/01/2020	06/01/2020	09/25/2021	(2,073.79)	0.00	2,073.79
---	---	<b>473,051.33</b>	<b>0.664</b>	---	---	---	<b>08/15/2021</b>	<b>466,675.10</b>	<b>0.00</b>	<b>(466,675.10)</b>

\* MMF transactions are collapsed

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

## Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR JUNE 2020

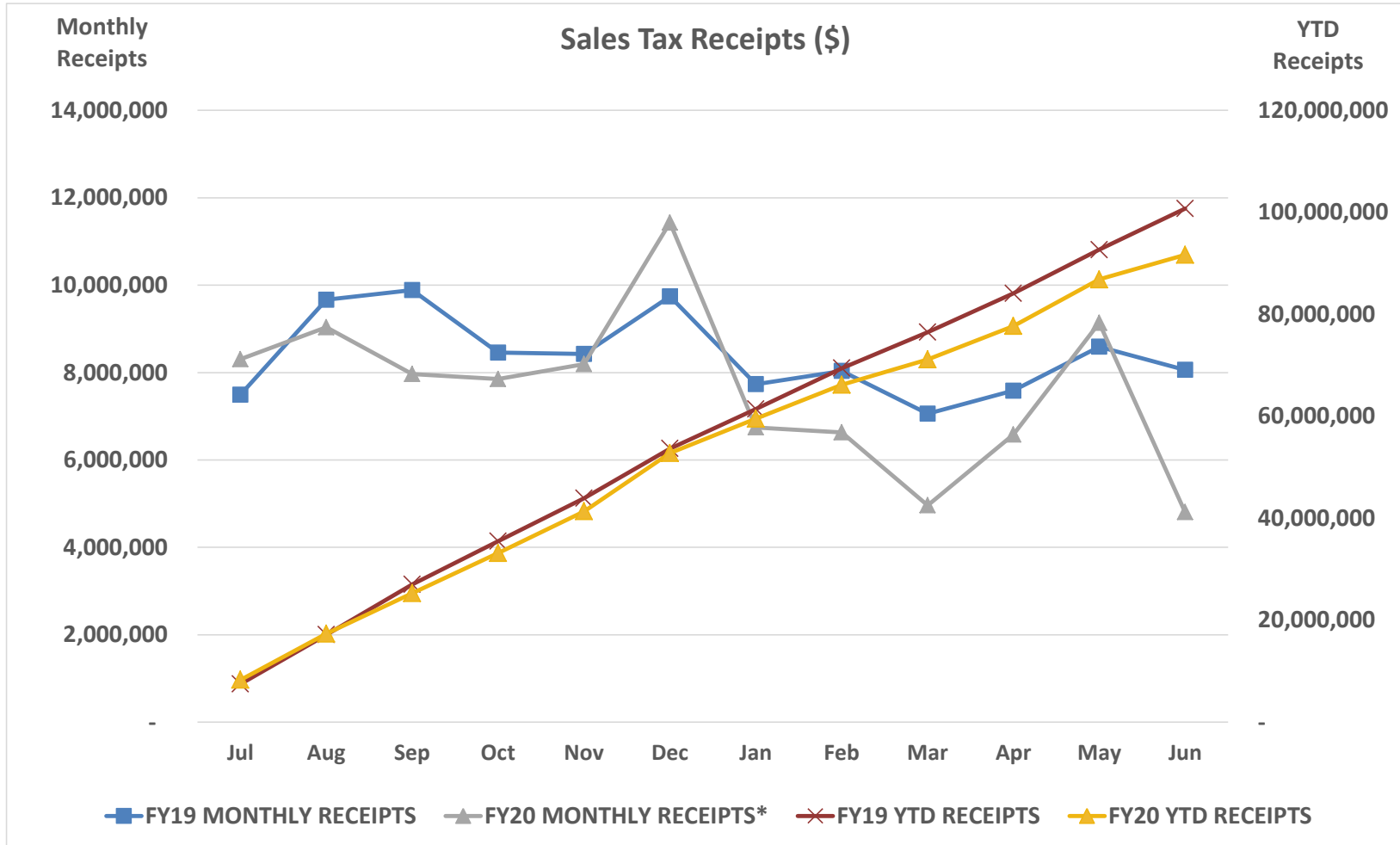
BUDGET AMENDMENTS

	Amount	Line Item	Description
Jun-20			Line
			No Budget Amendments for JUNE 2020
	<u>\$ -</u>	Total	<u>\$ -</u>

BUDGET REVISIONS

	Amount	Line Item	Description
Jun-20			No Budget Revisions for JUNE 2020
	<u>\$ -</u>	Total	<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2020  
Measure A Sales Tax  
June 2020**



\* 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  
 FY2020  
 June 2020

	<b>FY19 MONTHLY RECEIPTS</b>	<b>FY20 MONTHLY RECEIPTS</b>	<b>MONTHLY % Change</b>	<b>FY19 YTD RECEIPTS</b>	<b>FY20 YTD RECEIPTS</b>	<b>YTD % Change</b>
<b>Jul</b>	\$7,491,211	8,304,089	10.9%	\$7,491,211	8,304,089	10.9%
<b>Aug</b>	9,665,751	9,033,753	(6.5%)	17,156,962	17,337,842	1.05%
<b>Sep</b>	9,885,148	7,968,941	(19.4%)	27,042,110	25,306,783	(6.4%)
<b>Oct</b>	8,456,110	7,849,372	(7.2%)	35,498,220	33,156,155	(6.6%)
<b>Nov</b>	8,425,556	8,194,769	(2.7%)	43,923,776	41,350,925	(5.9%)
<b>Dec</b>	9,739,351	11,430,057	17%	53,663,127	52,780,982	(1.6%)
<b>Jan</b>	7,734,915	6,746,535	(12.8%)	61,398,042	59,527,516	(3.0%)
<b>Feb</b>	8,037,354	6,631,567	(17.5%)	69,435,396	66,159,083	(4.7%)
<b>Mar</b>	7,057,158	4,960,039	(29.7%)	76,492,553	71,119,122	(7.0%)
<b>Apr</b>	7,585,772	6,579,611	(13.3%)	84,078,325	77,698,734	(7.6%)
<b>May</b>	8,590,022	9,136,069	6%	92,668,347	86,834,803	(6.3%)
<b>Jun</b>	8,060,197	4,806,110	(40.4%)	100,728,544	91,640,913	(9.0%)
	<b>\$100,728,544</b>	<b>91,640,913</b>	<b>(9.0%)</b>			

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING  
AUGUST 31, 2020**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of August 2020 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through August 31, 2020. 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 August year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$12.0 million higher than the prior year. This is primarily driven by the CARES Act funds (page 1, line 4). The increased was partially offset by decreases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), District Sales Tax (page 1, line 10), Measure W Sales Tax (page 1, line 11) and PCJPB, SMCTA and SAMTR capital wages and benefits (Page 1, line 14).

**Year to Date Expenses:** As of August year-to-date actual, the Total Uses of Funds (page 1, line 39) are \$0.3 million lower than the prior year-to-date actual. This is primarily due to decreases in PCJPB, SMCTA and SAMTR Capital Wages and Benefits (page1, line 21), Motor Bus (page 1, line 22), Sales Tax Capital (page 1, line 32). The decrease are partially offset by increases in Reserves for Future Capital Allocation (page 1, line 34).

**BUDGET IMPACT**

There is no budget impact for the month of August 2020.

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant II  
Jennifer Ye, Manager, General Ledger

650-508-6288  
650-622-7890

**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2021  
AUGUST 2020**

% OF YEAR ELAPSED: 16.7%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>SOURCES OF FUNDS</b>					
<b>Operating Revenues</b>					
1 Passenger Fares	2,560,930	242,253	(2,318,677)	(90.5%)	5,260,150.00
2 Local TDA and STA Funds	9,957,712	6,382,707	(3,575,006)	(35.9%)	45,138,493
3 Pass through to Other Agencies	52,667	63,391	10,724	20.4%	580,345
4 CARES Act Funds	-	25,547,295	25,547,295	100.0%	25,547,295
5 Operating Grants	21,981	344,528	322,547	1467.4%	3,338,767
6 SMCTA Measure A	2,411,037	3,009,441	598,404	24.8%	10,597,344
7 AB434 Funds, TA Funded Shuttle & Other	69,000	205,257	136,257	197.5%	452,000
8 <b>Subtotal - Operating Revenues</b>	<b>15,073,327</b>	<b>35,794,871</b>	<b>20,721,544</b>	<b>137.5%</b>	<b>90,914,394</b>
<b>Other Revenue Sources</b>					
10 District Sales Tax	15,166,667	10,572,306	(4,594,361)	(30.3%)	80,000,000
11 Measure W Sales Tax	7,583,333	4,987,934	(2,595,399)	100.0%	40,000,000
12 Investment Income	853,118	780,907	(72,211)	(8.5%)	3,630,000
13 Other Interest, Rent & Other Income	1,215,286	1,026,937	(188,349)	(15.5%)	6,902,350
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	6,384,175	5,085,688	(1,298,487)	(20.3%)	31,950,189
15					
16 <b>Subtotal - Other Revenues</b>	<b>31,202,580</b>	<b>22,453,773</b>	<b>(8,748,807)</b>	<b>(28.0%)</b>	<b>162,482,539</b>
17 <b>Total Revenues</b>	<b>46,275,907</b>	<b>58,248,644</b>	<b>11,972,737</b>	<b>25.9%</b>	<b>253,396,933</b>
18 <b>Total Sources of Funds</b>	<b>46,275,907</b>	<b>58,248,644</b>	<b>11,972,737</b>	<b>25.9%</b>	<b>253,396,933</b>
<b>USES OF FUNDS</b>					
21 PCJPB, SMCTA & SAMTR Capital W&B	6,384,175	5,085,688	(1,298,487)	(20.3%)	31,950,189
22 Motor Bus	26,356,562	24,985,109	(1,371,454)	(5.2%)	146,116,387
23 A. D. A. Programs	2,660,978	2,221,267	(439,711)	(16.5%)	19,100,642
24 Caltrain	1,804,371	2,452,107	647,737	35.9%	8,876,887
25 Other Multi-modal Programs	414,191	295,962	(118,228)	(28.5%)	2,676,890
26 Pass through to Other Agencies	52,667	63,391	10,724	20.4%	580,345
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411
28 <b>Total Operating Expense</b>	<b>37,672,944</b>	<b>35,103,524</b>	<b>(2,569,420)</b>	<b>(6.8%)</b>	<b>209,396,751</b>
29					
30 <b>Total Operating Surplus/ (Deficit)</b>	<b>8,602,963</b>	<b>23,145,120</b>	<b>14,542,157</b>	<b>169.0%</b>	<b>44,000,182</b>
31					
32 District Sales Tax Capital	1,415,687	932,363	(483,323)	(34.1%)	5,594,180
33 Measure W Sales Tax Capital	405,833	166,667	(239,167)	100.0%	1,000,000
34 Reserves for Future Capital Allocation	-	3,042,844	3,042,844	100.0%	18,257,063
35 <b>Sales Tax Allocation - Capital Program</b>	<b>1,821,520</b>	<b>4,141,874</b>	<b>2,320,354</b>	<b>127.4%</b>	<b>24,851,243</b>
36					
37 <b>Total Debt Service</b>	<b>1,556,239</b>	<b>1,477,797</b>	<b>(78,442)</b>	<b>(5.0%)</b>	<b>19,148,939</b>
38					
39 <b>Total Uses of Funds</b>	<b>41,050,702</b>	<b>40,723,195</b>	<b>(327,508)</b>	<b>(0.8%)</b>	<b>253,396,933</b>
40					
41 <b>NET SURPLUS/ (DEFICIT)</b>	<b>5,225,205</b>	<b>17,525,449</b>	<b>12,300,244</b>	<b>235%</b>	<b>-</b>



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**STATEMENT OF REVENUES**  
**FISCAL YEAR 2021**  
**AUGUST 2020**

% OF YEAR ELAPSED: 16.7%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>					
1 PASSENGER FARES	2,443,864	238,561	(2,205,302)	(90.2%)	5,071,876
2					
3 LOCAL (TDA) TRANSIT FUND	7,601,539	5,424,977	(2,176,562)	(28.6%)	39,059,834
4					
5 STATE TRANSIT ASSISTANCE	1,667,804	590,023	(1,077,781)	(64.6%)	3,540,136
6					
7 OPERATING GRANTS	21,981	342,619	320,638	1458.7%	1,256,231
8					
9 DISTRICT SALES TAX REVENUE	13,133,294	17,340,951	4,207,657	32.0%	90,606,856
10					
11 INVESTMENT INTEREST INCOME	757,540	618,698	(138,841)	(18.3%)	3,125,000
12					
13 <b>OTHER REVENUE SOURCES:</b>					
14 Rental Income	348,583	319,217	(29,366)	(8.4%)	1,451,492
15 Advertising Income	130,844	31,403	(99,442)	(76.0%)	804,549
16 Other Income	251,116	78,660	(172,455)	(68.7%)	1,200,413
17 <b>TOTAL OTHER REVENUES</b>	<b>730,543</b>	<b>429,280</b>	<b>(301,263)</b>	<b>(41.2%)</b>	<b>3,456,454</b>
18					
19 <b>TOTAL MOTOR BUS</b>	<b>26,356,563</b>	<b>24,985,109</b>	<b>(1,371,454)</b>	<b>(5.2%)</b>	<b>146,116,387</b>
20					
21 <b>AMERICAN DISABILITIES ACT:</b>					
22 Passenger Fares Redi-Wheels	117,066	3,692	(113,375)	(96.8%)	188,274
23 Local TDA 4.5 Redi-Wheels	411,958	288,400	(123,557)	(30.0%)	2,062,681
24 Local STA - Paratransit	276,413	79,307	(197,106)	(40.2%)	475,842
25 Operating Grants	-	1,909	1,909	100.0%	2,082,536
26 Sales Tax Revenue - ADA	938,752	799,465	(139,287)	(14.8%)	8,986,309
27 Interest Income - Paratransit Fund	95,579	162,209	66,630	69.7%	505,000
28 SMCTA Measure A Redi-Wheels	606,667	557,333	(49,333)	(8.1%)	3,200,000
29 SM County Measure K	-	-	-	0.0%	-
30 Measure M Paratransit	214,545	328,952	114,407	53.3%	1,600,000
31 <b>TOTAL ADA PROGRAMS</b>	<b>2,660,978</b>	<b>2,221,267</b>	<b>(439,711)</b>	<b>(16.5%)</b>	<b>19,100,642</b>
32					
33 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>					
34					
35 Transfer from SMCTA for Caltrain	1,804,371	2,452,107	647,737	35.9%	7,397,344
36 Other Sources - Caltrain	-	-	-	0.0%	1,479,543
37 AB434 Funds-SamTrans Shuttle	69,000	205,257	136,257	197.5%	452,000
38 Employer SamTrans Shuttle Funds	270,199	188,685	(81,513)	(30.2%)	1,554,500
39 Dumbarton Rental Income	-	80,020	80,020	100.0%	291,396
40 Sales Tax Revenue - Gen. Operating Asst.	74,992	(178,000)	(252,992)	(337.4%)	378,994
41					
42 <b>TOTAL MULTIMODAL</b>	<b>2,218,561</b>	<b>2,748,069</b>	<b>529,508</b>	<b>23.9%</b>	<b>11,553,777</b>
43					
44 <b>TOTAL REVENUES</b>	<b>31,236,102</b>	<b>29,954,445</b>	<b>(1,281,657)</b>	<b>(4.1%)</b>	<b>176,770,806</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2021  
AUGUST 2020**

% OF YEAR ELAPSED: 16.7%

EXPENSES	YEAR-TO-DATE				ANNUAL BUDGET
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	
<b>DISTRICT OPERATED BUSES</b>					
1 Motor Bus Wages & Benefits	18,599,194	17,528,712	(1,070,482)	(5.8%)	76,632,302
2					
3 Services:					
4 Board of Directors	19,286	23,996	4,710	24.4%	122,366
5 Contracted Vehicle Maintenance	319,322	38,819	(280,503)	(87.8%)	1,277,216
6 Property Maintenance	141,998	128,336	(13,663)	(9.6%)	1,833,000
7 Professional Services	35,614	156,913	121,300	340.6%	5,454,806
8 Technical Services	853,094	910,375	57,281	6.7%	10,618,112
9 Other Services	182,018	624,938	442,921	243.3%	4,197,236
10 Materials & Supply:					
11 Fuel and Lubricants	432,270	273,456	(158,814)	(36.7%)	2,567,023
12 Bus Parts and Materials	275,187	442,301	167,115	60.7%	2,149,404
13 Uniforms and Driver Expense	14,448	20,545	6,097	42.2%	712,678
14 Timetables and Tickets	-	-	-	0.0%	215,000
15 Office Supplies / Printing	11,436	16,150	4,713	41.2%	665,791
16 Other Materials and Supply	11,142	19,237	8,095	72.7%	142,800
17					
18 Utilities:					
19 Telephone	28,171	65,294	37,123	131.8%	667,500
20 Other Utilities	103,852	108,496	4,644	4.5%	1,778,540
21 Insurance	239,751	301,813	62,062	25.9%	2,202,982
22 Claims Reserves and Payments	36,272	158,635	122,364	100.0%	1,455,563
23 Workers' Compensation	496,820	427,211	(69,609)	(14.0%)	3,817,674
24 Taxes and License Fees	109,303	72,491	(36,812)	(33.7%)	836,273
25 Leases and Rentals	96,923	17,572	(79,351)	(81.9%)	71,800
26 Promotional and Legal Advertising	50,734	9,520	(41,215)	(81.2%)	1,098,250
27 Training and Business Travel	25,351	1,210	(24,141)	(95.2%)	472,432
28 Dues and Membership	30,254	13,543	(16,711)	(55.2%)	201,853
29 Postage and Other	7,938	29,530	21,592	272.0%	216,580
30					
31 <b>Total District Operated Buses</b>	<b>22,120,375</b>	<b>21,389,092</b>	<b>(731,283)</b>	<b>(3.3%)</b>	<b>119,407,181</b>
32					
33 <b>CONTRACTED BUS SERVICES</b>					
34 Contracted Urban Bus Service	3,793,403	3,021,312	(772,091)	(20.4%)	22,704,800
35 Coastside Services	235,127	258,921	23,794	10.1%	1,754,000
36 Redi Coast Non-ADA	36,952	32,151	(4,801)	(13.0%)	260,800
37 La Honda - Pescadero	5,513	-	(5,513)	(100.0%)	55,130
38 SamCoast - Pescadero	17,011	4,994	(12,017)	(70.6%)	149,000
39 CUB Related Wages & Benefits	58,021	61,925	3,905	100.0%	440,419
40 CUB Related Other Support	5,809	5,856	47	0.8%	109,200
41 CUB Insurance	77,687	135,822	58,136	74.8%	1,017,457
42 CUB Claims Reserves & Payments	6,667	75,036	68,370	100.0%	218,400
43 <b>Total Contracted Bus Service</b>	<b>4,236,187</b>	<b>3,596,017</b>	<b>(640,171)</b>	<b>(15.1%)</b>	<b>26,709,206</b>
44					
45 <b>TOTAL MOTOR BUS</b>	<b>26,356,562</b>	<b>24,985,109</b>	<b>(1,371,454)</b>	<b>(5.2%)</b>	<b>146,116,387</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2021  
AUGUST 2020**

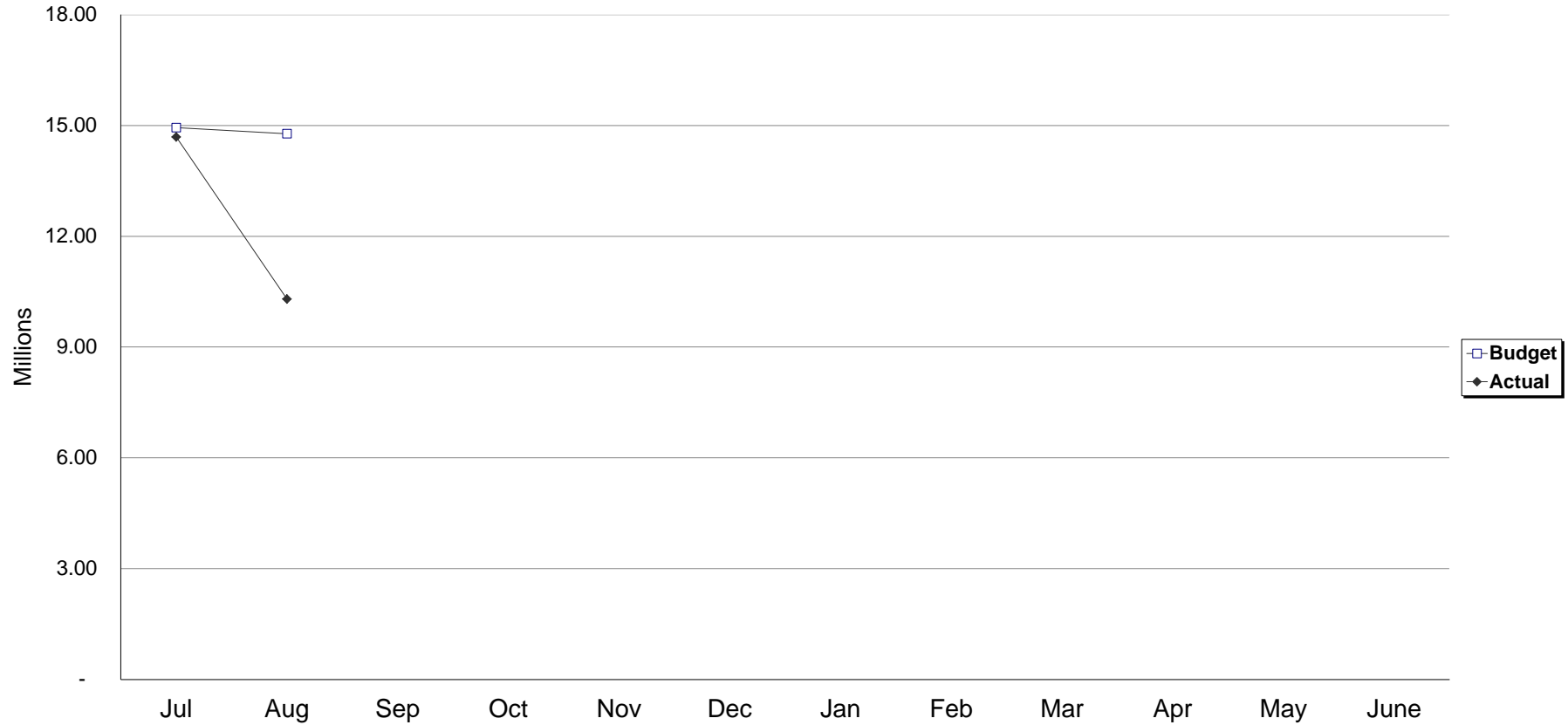
% OF YEAR ELAPSED: 16.7%

EXPENSES	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>46 AMERICAN DISABILITY ACT PROGRAMS</b>					
47					
48 Elderly & Disabled/Redi-Wheels	806,911	1,039,065	232,154	28.8%	6,929,800
49 ADA Sedans/ Taxi Service	904,899	326,655	(578,244)	(63.9%)	3,629,400
50 Coastside ADA	311,938	188,360	(123,578)	(39.6%)	2,032,900
51 ADA Related Wages & Benefits	464,070	497,515	33,445	7.2%	2,649,599
52 ADA Related Other Support	120,162	56,059	(64,103)	(53.3%)	2,863,778
53 ADA Insurance	61,747	114,808	53,061	85.9%	776,765
54 ADA Claims Reserves & Payments	(8,748)	(1,195)	7,553	100.0%	218,400
55					
<b>56 TOTAL ADA PROGRAMS</b>	<b>2,660,978</b>	<b>2,221,267</b>	<b>(439,711)</b>	<b>(16.5%)</b>	<b>19,100,642</b>
57					
58					
<b>59 MULTI-MODAL TRANSIT PROGRAMS</b>					
60					
<b>61 CALTRAIN SERVICE</b>					
62 Peninsula Rail Service	1,804,371	2,452,107	647,737	35.9%	8,876,887
<b>63 Total Caltrain Service</b>	<b>1,804,371</b>	<b>2,452,107</b>	<b>647,737</b>	<b>35.9%</b>	<b>8,876,887</b>
64					
<b>65 OTHER SUPPORT</b>					
66 SamTrans Shuttle Service	354,099	279,450	(74,649)	(21.1%)	2,101,500
67 Shuttle Related Wages & Benefits	9,644	11,615	1,971	100.0%	92,875
68 Dumbarton M.O.W.	34,980	(440)	(35,420)	100.0%	309,515
69 Maintenance Multimodal Facilities	15,468	5,337	(10,131)	100.0%	173,000
<b>70 Total Other Support</b>	<b>414,191</b>	<b>295,962</b>	<b>(118,228)</b>	<b>(28.5%)</b>	<b>2,676,890</b>
72					
<b>73 TOTAL MULTI-MODAL PROGRAMS</b>	<b>2,218,561</b>	<b>2,748,069</b>	<b>529,508</b>	<b>23.9%</b>	<b>11,553,777</b>
74					
75					
<b>76 TOTAL OPERATING EXPENSES</b>	<b>31,236,102</b>	<b>29,954,445</b>	<b>(1,281,657)</b>	<b>(4.1%)</b>	<b>176,770,806</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

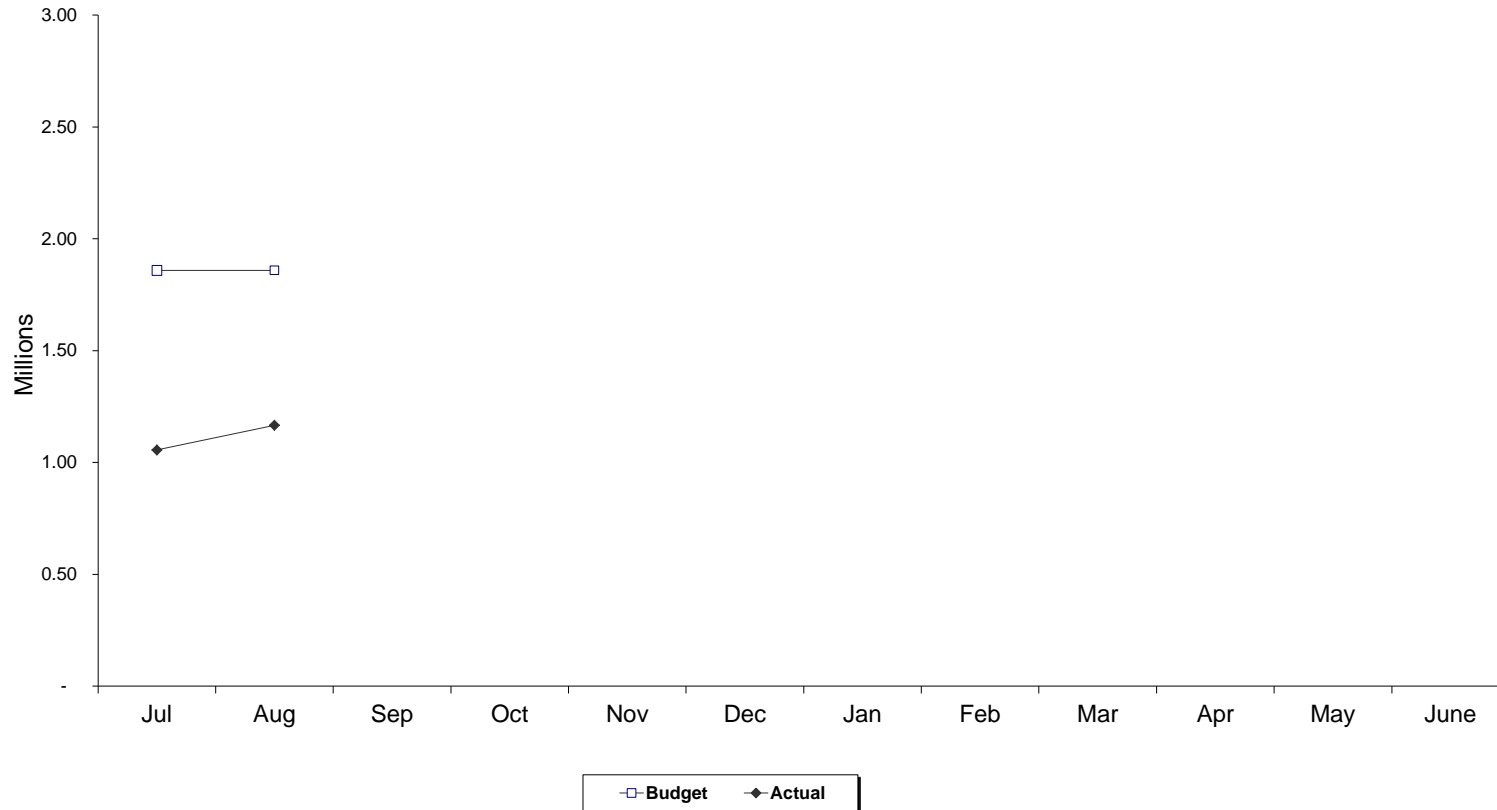
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

#### FISCAL YEAR 2021



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	14,942,139	14,775,940										
Actual	14,687,367	10,297,742										
<b>CUMULATIVE EXPENSES</b>												
Budget	14,942,139	29,718,079										
Actual	14,687,367	24,985,109										
Variance - F(U)	254,773	4,732,971										
Variance %	1.7%	15.9%										

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

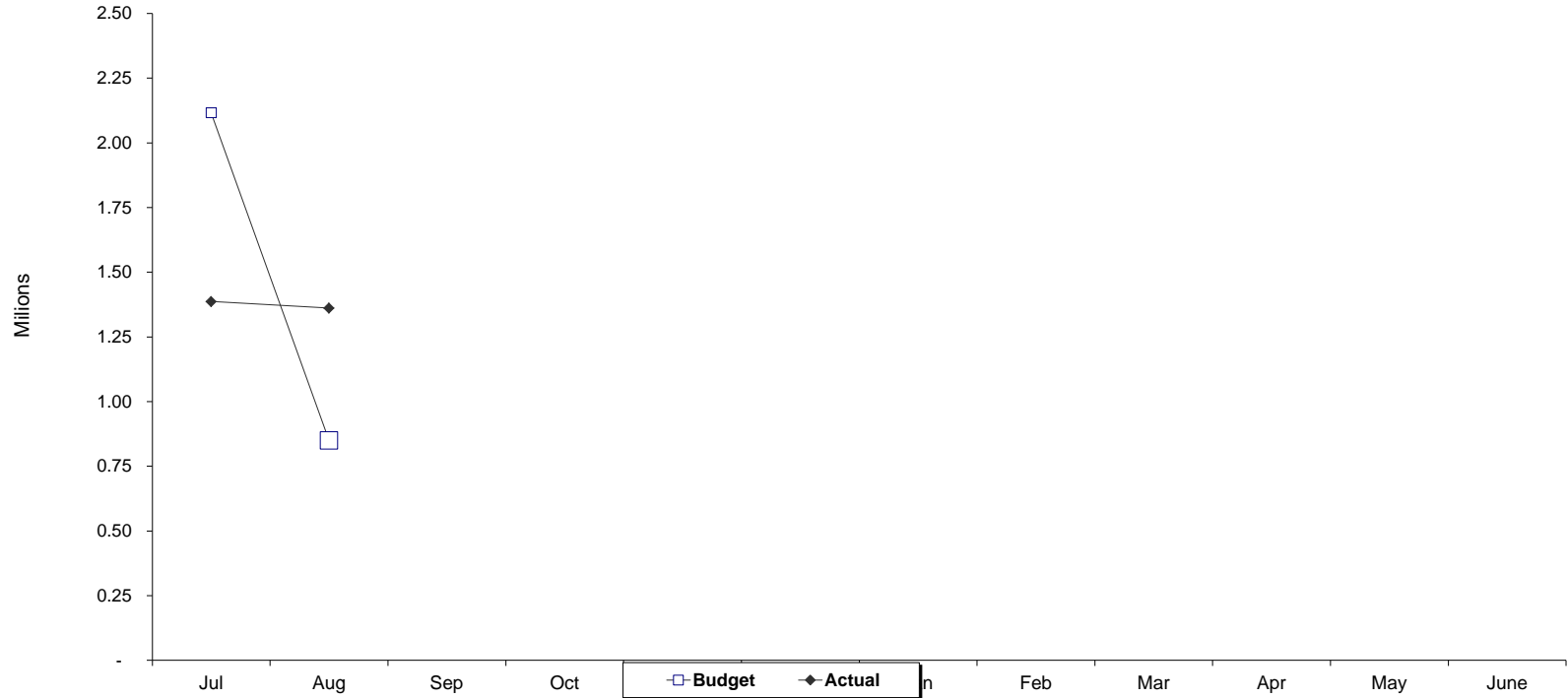


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,858,824	1,858,824										
Actual	1,055,479	1,165,787										
<b>CUMULATIVE EXPENSES</b>												
Budget	1,858,824	3,717,648										
Actual	1,055,479	2,221,267										
Variance - F(U)	803,345	1,496,381										
Variance %	43.2%	40.3%										

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2021



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	2,116,061	850,520										
Actual	1,386,629	1,361,441										
<b>CUMULATIVE EXPENSES</b>												
Budget	2,116,061	2,966,581										
Actual	1,386,629	2,748,070										
Variance - F(U)	729,432	218,511										
Variance %	34.5%	7.4%										

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Budget		2.12	0.85									
Actual		1.39	1.36									

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF AUGUST 31, 2020**

		<u>8/31/2020</u>
<b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</b>		
Bank of America Checking	\$	60,197,883.92
Bank of America Checking (Restricted)		9,674,780.55
Wells Fargo		558.79
LAIF		74,933,456.92
 <b>INVESTMENT FUNDS</b>		
Investment Portfolio (Market Values+ Accrued interest)*		150,604,102.97
MMF - US Bank Custodian Account		14,629,626.26
 <b>Debt Service Reserves Held By Trustee</b>		 4,796,707.49
<b>TOTAL</b>		<b><u><u>314,837,116.90</u></u></b>

\* Fund Managed by PFM Investment Advisor



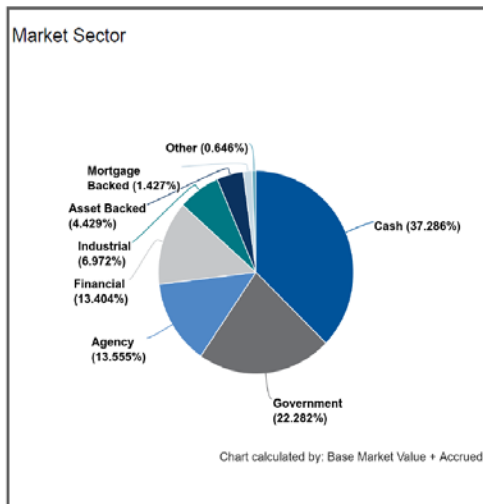
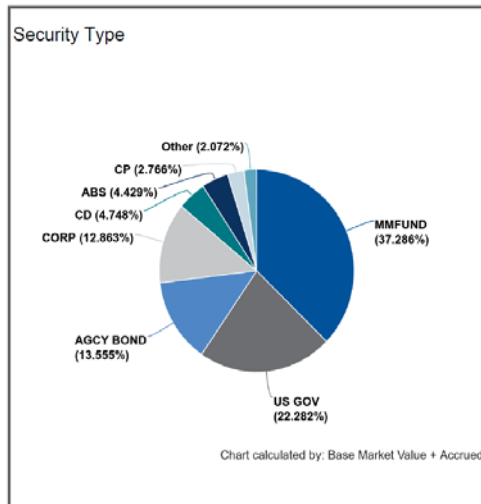
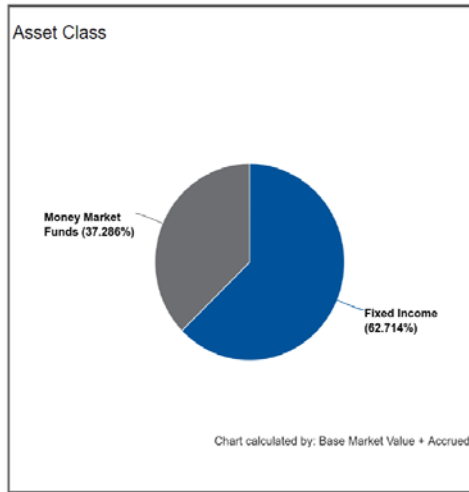
Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
MMFund (incl LAIF)	89,563,083.18
Fixed Income	150,604,102.97
Duration	1.968
Convexity	-0.395
WAL	1.472
Years to Final Maturity	1.555
Years to Effective Maturity	1.472
Yield	0.438
Book Yield	1.036
Avg Credit Rating	AA-/Aa3/AA-

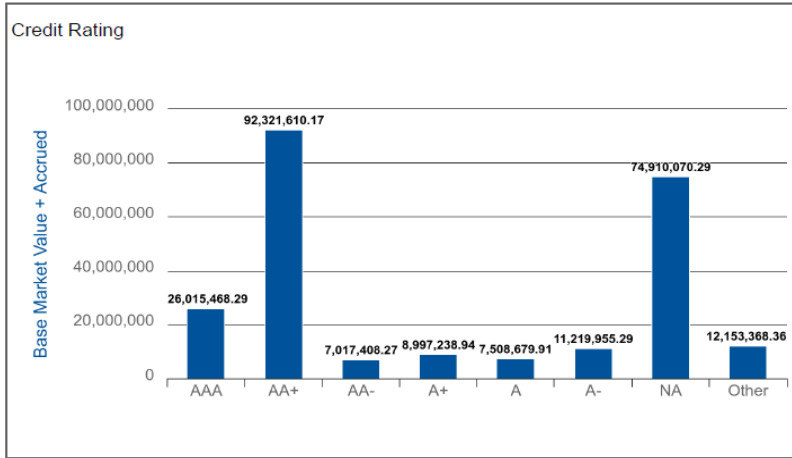
Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	31.194%
Other	23.215%
United States	22.282%
Freddie Mac	9.037%
U.S. Bancorp	6.892%
Federal National Mortgage Association	3.837%
Federal Home Loan Banks	2.108%
Mitsubishi UFJ Financial Group, Inc.	1.436%
---	100.000%

Footnotes: 1,2

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

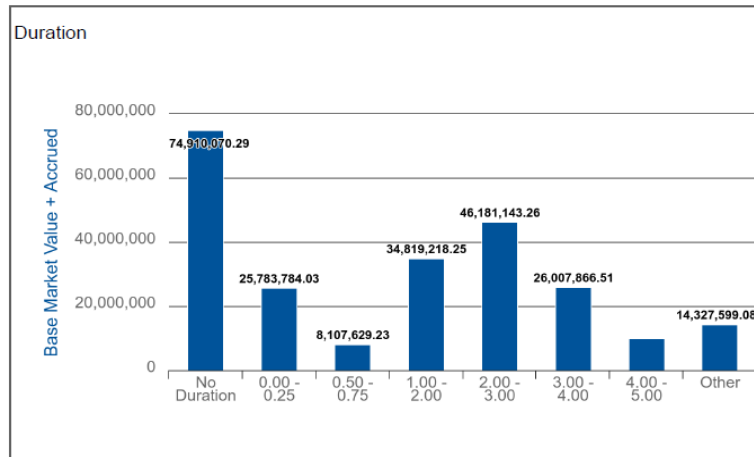
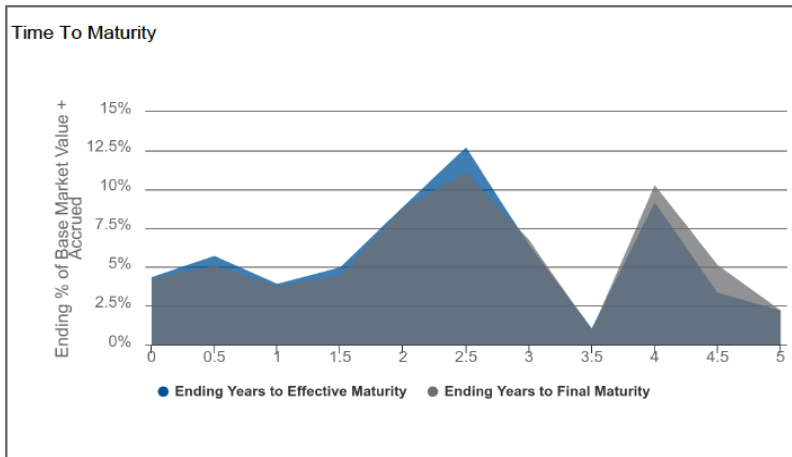


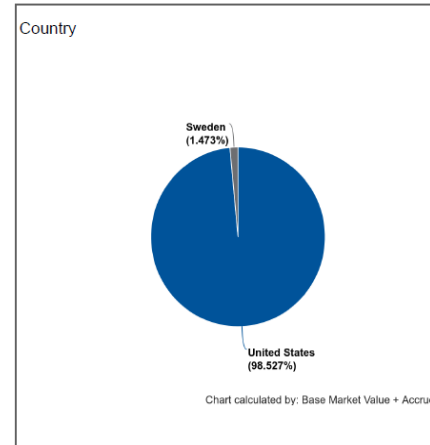
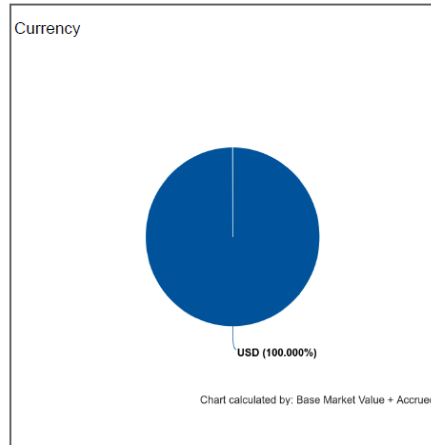
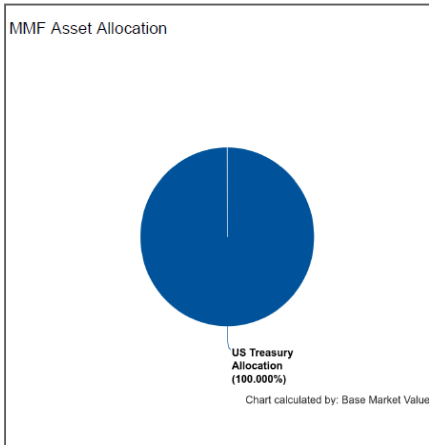
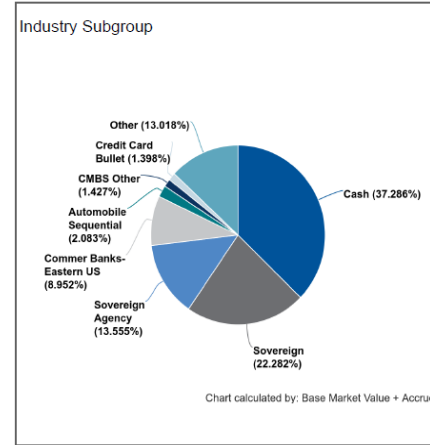
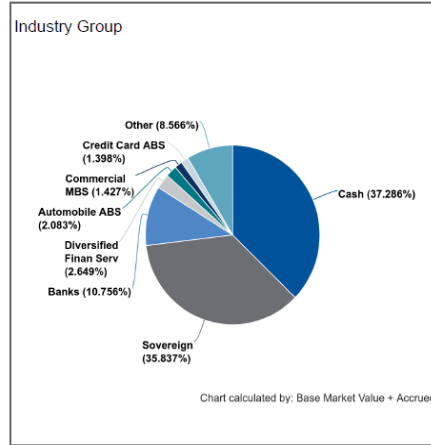
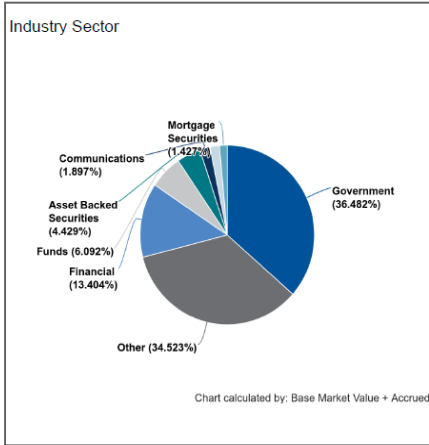




### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	7.380%	0.469%	2.671%	0.312%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	6.748%	9.495%	12.834%	9.796%	3.764%	0.000%	0.000%	0.000%	0.000%
A	5.458%	4.535%	3.194%	0.721%	0.403%	0.000%	0.000%	0.000%	0.000%
BBB	0.493%	0.000%	0.532%	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%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%





Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 08/31/2020  
 Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,440,745.17	---	08/31/2020	8,440,745.17	0.00	8,440,745.17	8,440,745.17
<b>MMFUND</b>			<b>8,440,745.17</b>			<b>8,440,745.17</b>	<b>0.00</b>	<b>8,440,745.17</b>	<b>8,440,745.17</b>

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

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 08/31/2020  
 Base Currency USD

**ABS (ASSET-BACKED SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	351,276.36	04/30/2018	11/15/2022	351,212.57	455.88	355,305.40	355,761.28
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	315,846.95	315,872.15
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,704,585.86	1,705,854.84
ABS	14313FAD1	CARMX 2018-3 A3	365,891.32	07/25/2018	06/15/2023	365,841.44	509.00	372,976.44	373,485.44
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	451,948.69	452,072.69
ABS	17305EGK5	CCCT 2018-A1 A1	900,000.00	01/31/2018	01/20/2021	899,875.44	2,552.25	907,724.45	910,276.70
ABS	362551AD6	GMCAR 2018-3 A3	309,023.03	07/18/2018	05/16/2023	308,950.96	388.85	314,656.84	315,045.69
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	105.00	700,147.77	700,252.77
ABS	43814PAC4	HAROT 2017-3 A3	47,530.31	09/29/2017	09/18/2021	47,525.17	30.72	47,477.13	47,507.86
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	138.13	249,945.67	250,083.80
ABS	47788BAD6	JDOT 2017-B A3	33,934.81	07/18/2017	10/15/2021	33,932.32	27.45	33,972.12	33,999.57
ABS	47788CAC6	JDOT 2018 A3	97,366.72	02/28/2018	04/18/2022	97,359.72	115.11	98,051.62	98,166.73
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	85.56	400,139.64	400,225.19
ABS	89190BAD0	TAOT 2017-B A3	77,017.78	05/17/2017	07/15/2021	77,011.88	60.25	77,058.24	77,118.49
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	941,011.03	941,194.85
ABS	89238BAD4	TAOT 2018-A A3	204,307.37	01/31/2018	05/16/2022	204,305.02	213.39	205,637.11	205,850.50
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	255.50	1,029,963.18	1,030,218.68
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	487,847.28	488,115.78
<b>ABS</b>			<b>8,606,347.70</b>			<b>8,604,942.11</b>	<b>6,807.58</b>	<b>8,694,295.42</b>	<b>8,701,102.99</b>

**AGCY BOND (FEDERAL AGENCY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	3,965.63	2,722,739.40	2,726,705.03
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	2,571.25	440,411.84	442,983.09
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,875.00	1,003,995.00	1,005,870.00
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	6,340.28	11,013,046.00	11,019,386.28
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,204.86	1,009,755.00	1,011,959.86
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,000.00	1,003,194.00	1,004,194.00
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	54.17	1,296,311.90	1,296,366.07
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	741.32	1,541,027.75	1,541,769.07
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	230.90	479,992.25	480,223.15
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	3,281.25	929,989.80	933,271.05
AGCY BOND	3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	580,000.00	09/29/2017	09/29/2020	578,950.20	3,979.44	580,675.70	584,655.14
AGCY BOND	3137EAEJ6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,128.13	953,771.50	954,899.63
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	451.39	1,000,668.00	1,001,119.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	633.33	1,595,545.60	1,596,178.93
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	173.61	2,501,765.00	2,501,938.61
<b>AGCY BOND</b>			<b>27,970,000.00</b>			<b>27,918,058.88</b>	<b>28,630.56</b>	<b>28,072,888.74</b>	<b>28,101,519.30</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	900,000.00	04/04/2019	04/01/2022	900,000.00	10,471.00	900,000.00	910,471.00
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	950,000.00	08/07/2020	02/01/2022	950,000.00	343.06	950,000.00	950,343.06
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	4,898.83	950,000.00	954,898.83
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	292.92	950,000.00	950,292.92
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	11,340.00	1,502,748.36	1,514,088.36
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	294.50	950,000.00	950,294.50
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR/	900,000.00	07/14/2020	07/08/2022	900,000.00	857.50	900,000.00	900,857.50
CD	87019U6D6	SWEDBANK AB (PUBL)	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	12,144.50	1,796,713.02	1,808,857.52
<b>CD</b>			<b>8,900,000.00</b>			<b>8,900,000.00</b>	<b>40,642.31</b>	<b>8,899,461.38</b>	<b>8,940,103.69</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	7,735.00	981,064.80	988,799.80
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	8,775.00	916,851.60	925,626.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	952,716.60	956,556.60
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	1,026,074.00	1,029,511.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	1,026,074.00	1,029,511.50
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	961,686.00	963,561.00
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	962.50	101,490.10	102,452.60
CORP	06051GGS2	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	5,335.00	549,998.35	555,333.35
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	2,527.06	255,004.00	257,531.06
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	1,283.33	1,468,457.20	1,469,740.53
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	2,778.13	399,661.50	402,439.63
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	693.78	728,969.38	729,663.16
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	936,573.30	940,846.80
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	1,275.00	944,418.00	945,693.00
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	1,821.88	464,078.70	465,900.58
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	793.33	181,772.15	182,565.48
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	46.18	987,622.85	987,669.03
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	949,408.20	950,165.33
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	994,324.50	999,425.75
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	3,286.00	367,278.48	370,564.48
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	1,722.50	909,098.10	910,820.60
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	11,388.80	966,134.70	977,523.50
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	12,026.25	938,583.90	950,610.15
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	5,014.58	380,143.13	385,157.71
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	6,886.69	522,063.23	528,949.92
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	983,326.50	986,651.50
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	4,631.25	336,786.78	341,418.03
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	76.81	394,466.75	394,543.56
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	4,533.33	605,587.80	610,121.13
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	5,145.83	580,619.67	585,765.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	470,727.90	471,132.90
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	146,448.68	146,574.68
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	141,218.37	141,339.87
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	8,805.73	735,147.83	743,953.55
CORP	91159HHX1	U.S. BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,917,804.60	1,921,524.60
CORP	931142EA7	WALMART INC	900,000.00	10/20/2017	12/15/2020	898,695.00	3,610.00	904,394.70	908,004.70
<b>CORP</b>			<b>25,015,000.00</b>			<b>25,601,843.60</b>	<b>131,573.34</b>	<b>26,126,076.33</b>	<b>26,257,649.67</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	1,800,000.00	12/06/2019	09/01/2020	1,774,890.00	0.00	1,800,000.00	1,800,000.00
CP	62479LK61	MUFG BANK LTD. (NEW YORK BRANCH)	1,000,000.00	01/13/2020	10/06/2020	986,650.00	0.00	998,250.00	998,250.00
CP	63873JK90	NATIXIS, NEW YORK BRANCH	2,500,000.00	01/17/2020	10/09/2020	2,467,673.61	0.00	2,495,381.94	2,495,381.94
<b>CP</b>			<b>5,300,000.00</b>			<b>5,229,213.61</b>	<b>0.00</b>	<b>5,293,631.94</b>	<b>5,293,631.94</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	714,129.00	715,787.58
FHLMC	3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	467,271.00	468,429.75
FHLMC	3137FKK39	FHMS K-P05 A	219,252.74	12/17/2018	07/25/2023	219,252.09	585.22	225,823.75	226,408.97
FHLMC	3137FQ3V3	FHMS K-J27 A1	286,317.25	11/26/2019	07/25/2024	286,310.38	499.15	295,299.03	295,798.17
<b>FHLMC</b>			<b>1,605,570.00</b>			<b>1,641,589.81</b>	<b>3,901.70</b>	<b>1,702,522.77</b>	<b>1,706,424.48</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	700,754.22	12/15/2016	05/25/2021	714,933.54	1,564.15	708,329.37	709,893.52
FNMA	3136B1XP4	FNA 2018-M5 A2	266,856.97	04/30/2018	09/25/2021	272,165.02	791.68	270,486.23	271,277.90
<b>FNMA</b>			<b>967,611.19</b>			<b>987,098.57</b>	<b>2,355.82</b>	<b>978,815.60</b>	<b>981,171.42</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	5,510,045.71	---	08/31/2020	5,510,045.71	0.00	5,510,045.71	5,510,045.71
<b>MMFUND</b>			<b>5,510,045.71</b>			<b>5,510,045.71</b>	<b>0.00</b>	<b>5,510,045.71</b>	<b>5,510,045.71</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accr
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	242,537.30	242,939.99
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	276.25	750,172.50	750,448.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	42.53	407,887.65	407,930.18
<b>MUNI</b>			<b>1,385,000.00</b>			<b>1,384,790.00</b>	<b>721.47</b>	<b>1,400,597.45</b>	<b>1,401,318.92</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	8,276.24	2,379,863.28	2,388,139.52
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	21,463.65	6,171,953.13	6,193,416.78
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	10,913.72	3,138,281.25	3,149,194.97
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	7,598.37	1,653,581.25	1,661,179.62
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	11,974.39	3,017,812.50	3,029,786.89
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	3,922.64	988,593.75	992,516.39
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	7,019.47	1,769,062.50	1,776,081.97
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	1,222.85	353,226.56	354,449.41
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	16,152.85	3,086,437.50	3,102,590.35
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	12,593.75	2,406,375.00	2,418,968.75
US GOV	912828T91	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	1,876.70	2,572,265.63	2,574,142.32
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	23,376.36	3,806,375.00	3,829,751.36
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	17,119.57	5,343,750.00	5,360,869.57
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	5,050.27	1,576,406.25	1,581,456.52
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,225.54	694,687.50	696,913.04
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,540.76	480,937.50	482,478.26
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,622.28	1,442,812.50	1,447,434.78
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,546.54	905,781.25	908,327.79
<b>US GOV</b>			<b>39,940,000.00</b>			<b>39,571,257.06</b>	<b>159,495.95</b>	<b>41,788,202.34</b>	<b>41,947,698.29</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
---	---	---	<b>125,199,574.60</b>			<b>125,348,839.34</b>	<b>374,128.72</b>	<b>128,466,537.68</b>	<b>128,840,666.41</b>

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



Report: Master BS by lot - group by Security type  
 Account: SAM Paratransit Fund (136227)  
 As of: 08/31/2020  
 Base Currency: USD

**ABS (ASSET-BACKED SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	99,978.66	04/30/2018	11/15/2022	99,960.50	129.75	101,125.38	101,255.13
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,241.99	90,249.19
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	487,758.00	488,121.11
ABS	14313FAD1	CARMX 2018-3 A3	95,828.68	07/25/2018	06/15/2023	95,815.62	133.31	97,684.31	97,817.61
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,562.95	130,598.78
ABS	17305EGK5	CCCT 2018-A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	708.96	252,145.68	252,854.64
ABS	36255JAD6	GMCAR 2018-3 A3	92,706.91	07/18/2018	05/16/2023	92,685.29	116.66	94,397.05	94,513.71
ABS	43814PAC4	HAROT 2017-3 A3	14,403.13	09/29/2017	09/18/2021	14,401.57	9.31	14,387.01	14,396.32
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	33.15	59,986.96	60,020.11
ABS	47788BAD6	JDOT 2017-B A3	9,614.86	07/18/2017	10/15/2021	9,614.16	7.78	9,625.43	9,633.21
ABS	47788CAC6	JDOT 2018 A3	27,331.01	02/28/2018	04/18/2022	27,329.05	32.31	27,523.26	27,555.57
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	23.53	110,038.40	110,061.93
ABS	89190BAD0	TAOT 2017-B A3	21,393.83	05/17/2017	07/15/2021	21,392.19	16.73	21,405.07	21,421.80
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,107.56	100,127.11
ABS	89238BAD4	TAOT 2018-A A3	56,752.05	01/31/2018	05/16/2022	56,751.39	59.27	57,121.42	57,180.69
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	37.21	149,994.64	150,031.85
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	128,380.86	128,451.52
<b>ABS</b>			<b>1,908,009.12</b>			<b>1,907,700.50</b>	<b>1,804.32</b>	<b>1,932,485.97</b>	<b>1,934,290.29</b>

**AGCY BOND (FEDERAL AGENCY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	763.75	524,379.44	525,143.19
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	496.72	85,079.56	85,576.28
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	515.63	276,098.63	276,614.25
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	606.34	277,682.63	278,288.96
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	275.00	275,878.35	276,153.35
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	11.46	274,219.83	274,231.28
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	68.06	141,471.40	141,539.46
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	223.61	464,834.60	465,058.21
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	911.46	258,330.50	259,241.96
AGCY BOND	3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	165,000.00	09/29/2017	09/29/2020	164,701.35	1,132.08	165,192.23	166,324.31
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	326.56	276,091.75	276,418.31
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	124.13	275,183.70	275,307.83
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	138.54	349,025.60	349,164.14
AGCY BOND	3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	55.56	800,564.80	800,620.36
<b>AGCY BOND</b>			<b>4,420,000.00</b>			<b>4,406,480.19</b>	<b>5,648.89</b>	<b>4,444,033.00</b>	<b>4,449,681.89</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	250,000.00	04/04/2019	04/01/2022	250,000.00	2,908.61	250,000.00	252,908.61
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	08/07/2020	02/01/2022	200,000.00	72.22	200,000.00	200,072.22
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	1,418.08	275,000.00	276,418.08
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	84.79	275,000.00	275,084.79
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	3,213.00	425,778.70	428,991.70
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	85.25	275,000.00	275,085.25
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	250,000.00	07/14/2020	07/08/2022	250,000.00	238.19	250,000.00	250,238.19
CD	87019U6D6	SWEDBANK AB (PUBL)	500,000.00	11/17/2017	11/16/2020	500,000.00	3,373.47	499,086.95	502,460.42
<b>CD</b>			<b>2,450,000.00</b>			<b>2,450,000.00</b>	<b>11,393.62</b>	<b>2,449,865.65</b>	<b>2,461,259.28</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	2,437.50	254,681.00	257,118.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	264,643.50	265,710.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	282,170.35	283,115.66
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	267,135.00	267,655.83
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	240.63	25,372.53	25,613.15
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	1,552.00	159,999.52	161,551.52
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	758.12	76,501.20	77,259.32
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	740.83	106,576.40	107,317.23
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	191.39	201,095.00	201,286.39
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	465.59	118,597.89	119,063.48
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	226.67	51,934.90	52,161.57
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	13.13	280,692.81	280,705.94
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	276,201.25	277,618.26
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	912.78	102,021.80	102,934.58
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	478.47	252,527.25	253,005.72
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	3,340.63	260,717.75	264,058.38
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	1,337.22	101,371.50	102,708.72
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	2,005.83	152,057.25	154,063.08
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	273,146.25	274,069.86
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,425.00	103,626.70	105,051.70
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	1,246.67	166,536.65	167,783.31
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	1,444.44	162,980.96	164,425.40
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	130,757.75	130,870.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	52,303.10	52,348.10
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	26,151.55	26,174.05
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	2,429.17	202,799.40	205,228.57
CORP	931142EA7	WALMART INC	250,000.00	10/20/2017	12/15/2020	249,637.50	1,002.78	251,220.75	252,223.53
<b>CORP</b>			<b>4,445,000.00</b>			<b>4,457,485.95</b>	<b>27,302.27</b>	<b>4,603,820.00</b>	<b>4,631,122.27</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	650,000.00	12/06/2019	09/01/2020	640,932.50	0.00	650,000.00	650,000.00
CP	63873JK90	NATIXIS, NEW YORK BRANCH	700,000.00	01/17/2020	10/09/2020	690,948.61	0.00	698,706.94	698,706.94
<b>CP</b>			<b>1,350,000.00</b>			<b>1,331,881.11</b>	<b>0.00</b>	<b>1,348,706.94</b>	<b>1,348,706.94</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	192,265.50	192,712.04
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	134,989.40	135,324.15
FHLMC	3137FKK39	FHMS K-P05 A	62,287.71	12/17/2018	07/25/2023	62,287.53	166.26	64,154.47	64,320.73
FHLMC	3137FQ3V3	FHMS K-J27 A1	74,368.12	11/26/2019	07/25/2024	74,366.33	129.65	76,701.05	76,830.69
<b>FHLMC</b>			<b>441,655.83</b>			<b>451,428.86</b>	<b>1,077.20</b>	<b>468,110.42</b>	<b>469,187.62</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	192,707.41	12/15/2016	05/25/2021	196,606.72	430.14	194,790.58	195,220.72
FNMA	3136B1XP4	FNA 2018-M5 A2	73,385.67	04/30/2018	09/25/2021	74,845.38	217.71	74,383.71	74,601.42
<b>FNMA</b>			<b>266,093.08</b>			<b>271,452.11</b>	<b>647.85</b>	<b>269,174.29</b>	<b>269,822.14</b>

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	678,835.38	---	08/31/2020	678,835.38	0.00	678,835.38	678,835.38
<b>MMFUND</b>			<b>678,835.38</b>			<b>678,835.38</b>	<b>0.00</b>	<b>678,835.38</b>	<b>678,835.38</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	63,270.60	63,375.65
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	8.93	85,606.05	85,614.98
<b>MUNI</b>			<b>145,000.00</b>			<b>145,000.00</b>	<b>113.98</b>	<b>148,876.65</b>	<b>148,990.63</b>

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	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	9.67	176,613.28	176,622.95
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	2,546.54	732,265.63	734,812.16
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	5,820.65	1,673,750.00	1,679,570.65
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	3,092.22	889,179.69	892,271.91
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	857.13	186,532.03	187,389.16
US GOV	912828R69	UNITED STATES TREASURY	800,000.00	03/06/2019	05/31/2023	770,968.75	3,303.28	832,500.00	835,803.28
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	825.82	208,125.00	208,950.82
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,271.00	572,343.75	574,614.75
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,654.21	889,312.50	893,966.71
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,422.21	653,906.25	657,328.46
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	525.48	720,234.38	720,759.85
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	8,213.32	1,337,375.00	1,345,588.32
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,595.11	1,122,187.50	1,125,782.61
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,455.16	454,218.75	455,673.91
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	427.99	133,593.75	134,021.74
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	599.18	187,031.25	187,630.43
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,540.76	480,937.50	482,478.26
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	748.98	266,406.25	267,155.23
<b>US GOV</b>			<b>11,010,000.00</b>			<b>10,909,713.67</b>	<b>43,908.72</b>	<b>11,516,512.50</b>	<b>11,560,421.22</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>27,114,593.40</b>			<b>27,009,977.77</b>	<b>91,896.84</b>	<b>27,860,420.81</b>	<b>27,952,317.65</b>

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

Report: Trade Activity  
 Account: SAM Transit District Agg (136232)  
 Date: 08/01/2020 - 08/31/2020  
 Base Current USD

\* Does not Lock Down

Identifier	Description	Base Current	Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	884,920.28		0.000	Buy	---	---	08/31/2020	884,920.28	0.00	(884,920.28)
31846V534	FIRST AMER:US TRS MM Y	(6,252,897.97)		0.000	Sell	---	---	08/31/2020	(6,252,897.97)	0.00	6,252,897.97
31846V534	FIRST AMER:US TRS MM Y	212,475.36		0.000	Buy	---	---	08/31/2020	212,475.36	0.00	(212,475.36)
31846V534	FIRST AMER:US TRS MM Y	(930,245.54)		0.000	Sell	---	---	08/31/2020	(930,245.54)	0.00	930,245.54
3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00		0.250	Buy	08/19/2020	08/21/2020	08/24/2023	2,497,450.00	0.00	(2,497,450.00)
3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00		0.250	Buy	08/19/2020	08/21/2020	08/24/2023	799,184.00	0.00	(799,184.00)
69371RQ90	PACCAR FINANCIAL CORP	395,000.00		0.350	Buy	08/04/2020	08/11/2020	08/11/2023	394,482.55	0.00	(394,482.55)
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00		0.375	Buy	08/25/2020	08/27/2020	08/25/2025	1,293,916.00	0.00	(1,293,916.00)
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00		0.375	Buy	08/25/2020	08/27/2020	08/25/2025	273,713.00	0.00	(273,713.00)
362590AC5	GMCAR 2020-3 A3	700,000.00		0.450	Buy	08/11/2020	08/19/2020	04/16/2025	699,839.84	0.00	(699,839.84)
92290BAA9	VZOT 2020-B A	1,030,000.00		0.470	Buy	08/04/2020	08/12/2020	02/20/2025	1,029,783.70	0.00	(1,029,783.70)
92290BAA9	VZOT 2020-B A	150,000.00		0.470	Buy	08/04/2020	08/12/2020	02/20/2025	149,968.50	0.00	(149,968.50)
574193TQ1	MARYLAND ST	750,000.00		0.510	Buy	07/23/2020	08/05/2020	08/01/2024	749,790.00	0.00	(749,790.00)
22549L6F7	Credit Suisse AG, New York Branch	950,000.00		0.520	Buy	08/05/2020	08/07/2020	02/01/2022	950,000.00	0.00	(950,000.00)
22549L6F7	Credit Suisse AG, New York Branch	200,000.00		0.520	Buy	08/05/2020	08/07/2020	02/01/2022	200,000.00	0.00	(200,000.00)
60412AVJ9	MINNESOTA ST	405,000.00		0.630	Buy	08/11/2020	08/25/2020	08/01/2025	405,000.00	0.00	(405,000.00)
60412AVJ9	MINNESOTA ST	85,000.00		0.630	Buy	08/11/2020	08/25/2020	08/01/2025	85,000.00	0.00	(85,000.00)
912828L32	UNITED STATES TREASURY	(410,000.00)		1.375	Maturity	08/31/2020	08/31/2020	08/31/2020	(410,000.00)	0.00	410,000.00
912828L32	UNITED STATES TREASURY	(80,000.00)		1.375	Maturity	08/31/2020	08/31/2020	08/31/2020	(80,000.00)	0.00	80,000.00
912828R69	UNITED STATES TREASURY	(2,500,000.00)		1.625	Sell	08/19/2020	08/21/2020	05/31/2023	(2,601,562.50)	(9,101.78)	2,610,664.28
912828R69	UNITED STATES TREASURY	(800,000.00)		1.625	Sell	08/19/2020	08/21/2020	05/31/2023	(832,500.00)	(2,912.57)	835,412.57
912828YY0	UNITED STATES TREASURY	850,000.00		1.750	Buy	08/05/2020	08/07/2020	12/31/2024	908,503.91	1,536.01	(910,039.92)
912828YY0	UNITED STATES TREASURY	250,000.00		1.750	Buy	08/05/2020	08/07/2020	12/31/2024	267,207.03	451.77	(267,658.80)
89190BAD0	TAOT 2017-B A3	(71,716.43)		1.760	Principal Paydown	08/15/2020	08/15/2020	07/15/2021	(71,716.43)	0.00	71,716.43
89190BAD0	TAOT 2017-B A3	(19,921.23)		1.760	Principal Paydown	08/15/2020	08/15/2020	07/15/2021	(19,921.23)	0.00	19,921.23
43814PAC4	HAROT 2017-3 A3	(14,985.05)		1.790	Principal Paydown	08/18/2020	08/18/2020	09/18/2021	(14,985.05)	0.00	14,985.05
43814PAC4	HAROT 2017-3 A3	(4,540.92)		1.790	Principal Paydown	08/18/2020	08/18/2020	09/18/2021	(4,540.92)	0.00	4,540.92
47788BAD6	JDOT 2017-B A3	(21,583.82)		1.820	Principal Paydown	08/15/2020	08/15/2020	10/15/2021	(21,583.82)	0.00	21,583.82
47788BAD6	JDOT 2017-B A3	(6,115.42)		1.820	Principal Paydown	08/15/2020	08/15/2020	10/15/2021	(6,115.42)	0.00	6,115.42
3137FQ3V3	FHMS K-J27 A1	(7,850.82)		2.092	Principal Paydown	08/01/2020	08/01/2020	07/25/2024	(7,850.82)	0.00	7,850.82
3137FQ3V3	FHMS K-J27 A1	(2,039.17)		2.092	Principal Paydown	08/01/2020	08/01/2020	07/25/2024	(2,039.17)	0.00	2,039.17
89238BAD4	TAOT 2018-A A3	(26,312.70)		2.350	Principal Paydown	08/15/2020	08/15/2020	05/16/2022	(26,312.71)	0.00	26,312.71
89238BAD4	TAOT 2018-A A3	(7,309.08)		2.350	Principal Paydown	08/15/2020	08/15/2020	05/16/2022	(7,309.09)	0.00	7,309.09
47788CAC6	JDOT 2018 A3	(16,548.31)		2.660	Principal Paydown	08/15/2020	08/15/2020	04/18/2022	(16,548.31)	0.00	16,548.31
47788CAC6	JDOT 2018 A3	(4,645.14)		2.660	Principal Paydown	08/15/2020	08/15/2020	04/18/2022	(4,645.14)	0.00	4,645.14
3136AJ7G5	FNA 2014-M6 A2	(115,033.88)		2.679	Principal Paydown	08/01/2020	08/01/2020	05/25/2021	(115,033.88)	0.00	115,033.88
3136AJ7G5	FNA 2014-M6 A2	(31,634.32)		2.679	Principal Paydown	08/01/2020	08/01/2020	05/25/2021	(31,634.32)	0.00	31,634.32
02004VAC7	ALLYA 2018-2 A3	(35,950.57)		2.920	Principal Paydown	08/15/2020	08/15/2020	11/15/2022	(35,950.57)	0.00	35,950.57
02004VAC7	ALLYA 2018-2 A3	(10,232.09)		2.920	Principal Paydown	08/15/2020	08/15/2020	11/15/2022	(10,232.09)	0.00	10,232.09
36255JAD6	GMCAR 2018-3 A3	(22,153.42)		3.020	Principal Paydown	08/16/2020	08/16/2020	05/16/2023	(22,153.42)	0.00	22,153.42
36255JAD6	GMCAR 2018-3 A3	(6,646.03)		3.020	Principal Paydown	08/16/2020	08/16/2020	05/16/2023	(6,646.02)	0.00	6,646.02
14313FAD1	CARMX 2018-3 A3	(25,163.90)		3.130	Principal Paydown	08/15/2020	08/15/2020	06/15/2023	(25,163.91)	0.00	25,163.91
14313FAD1	CARMX 2018-3 A3	(6,590.55)		3.130	Principal Paydown	08/15/2020	08/15/2020	06/15/2023	(6,590.55)	0.00	6,590.55

3137FKK39	FHMS K-P05 A	(384.35)	3.203	Principal Paydown	08/01/2020	08/01/2020	07/25/2023	(384.35)	0.00	384.35
3137FKK39	FHMS K-P05 A	(109.19)	3.203	Principal Paydown	08/01/2020	08/01/2020	07/25/2023	(109.19)	0.00	109.19
3136B1XP4	FNA 2018-M5 A2	(37,770.99)	3.560	Principal Paydown	08/01/2020	08/01/2020	09/25/2021	(37,770.99)	0.00	37,770.99
3136B1XP4	FNA 2018-M5 A2	(10,387.02)	3.560	Principal Paydown	08/01/2020	08/01/2020	09/25/2021	(10,387.02)	0.00	10,387.02
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\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

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

## Glossary of Terms

- Accrued Interest** The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.
- Amortized Cost** The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.
- Book Yield** The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.
- Average Credit Rating** The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.
- Convexity** The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.
- Credit Rating** An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.
- Duration** A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed income investments. Duration is expressed as a number of years.
- Income Return** The percentage of the total return generated by the income from interest or dividends.
- Original Cost** The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.
- Par Value** The face value of a bond. Par value is important for a bond or fixed income instrument because it determines its maturity value as well as the dollar value of coupon payments.
- Price Return** The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.
- Short Term Portfolio** The city's investment portfolio whose securities' average maturity is between 1 and 5 years.
- Targeted Maturities Portfolio** The city's investment portfolio whose securities' average maturity is between 0 and 3 years.
- Total Return** The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.
- Unrealized Gains/(Loss)** A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.
- Weighted Average Life (WAL)** The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.
- Yield** The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.
- Yield to Maturity at Cost (YTM @ Cost)** The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.
- Yield to Maturity at Market (YTM @ Market)** The internal rate of return of a security given the market price as of the report date and future expected cash flows.
- Years to Effective Maturity** – The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.
- Years to Final Maturity** The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed income portfolios to interest rate changes.

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR AUGUST 2020

BUDGET AMENDMENTS

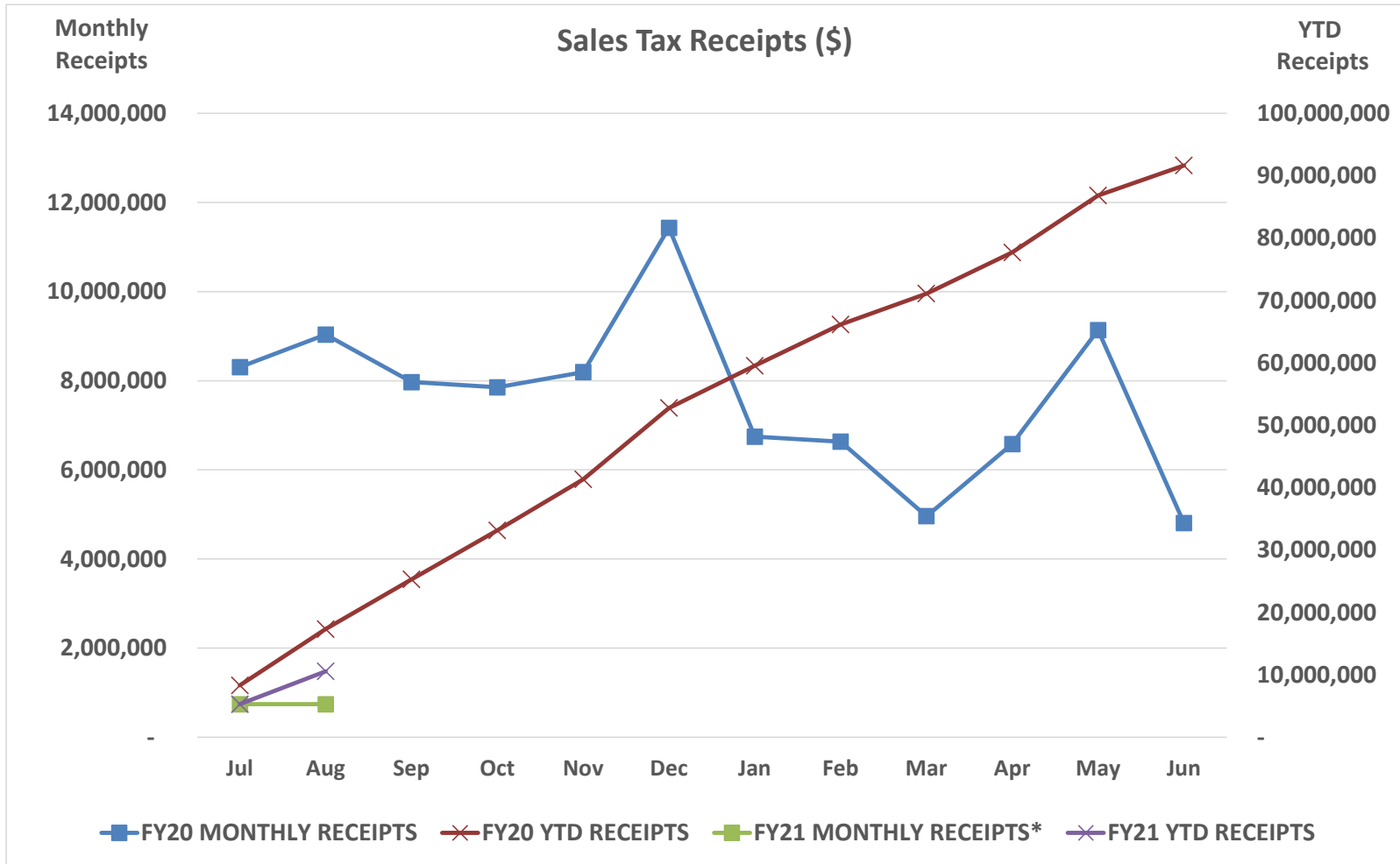
	Amount	Line Item	Description
Aug-20			Line
			No Budget Amendments
	<u>\$ -</u>	Total	<u>\$ -</u>

BUDGET REVISIONS

	Amount	Line Item	Description
Aug-20			No Budget Revisions
	<u>\$ -</u>	Total	<u>\$ -</u> Total



**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021  
Measure A Sales Tax  
August 2020**



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

San Mateo County Transit District  
 Monthly Sales Tax Receipts  
 FY2021  
 August 2020

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
<b>Jul</b>	\$8,304,089	5,286,153	(36.3%)	\$8,304,089	5,286,153	(36.3%)
<b>Aug</b>	9,033,753	5,286,153	(41.5%)	17,337,842	10,572,306	(39.0%)
<b>Sep</b>	7,968,941		(100.0%)	25,306,783		(100.0%)
<b>Oct</b>	7,849,372		(100.0%)	33,156,155		(100.0%)
<b>Nov</b>	8,194,769		(100.0%)	41,350,924		(100.0%)
<b>Dec</b>	11,430,057		(100.0%)	52,780,982		(100.0%)
<b>Jan</b>	6,746,535		(100.0%)	59,527,516		(100.0%)
<b>Feb</b>	6,631,567		(100.0%)	66,159,083		(100.0%)
<b>Mar</b>	4,960,039		(100.0%)	71,119,122		(100.0%)
<b>Apr</b>	6,579,611		(100.0%)	77,698,734		(100.0%)
<b>May</b>	9,136,069		(100.0%)	86,834,803		(100.0%)
<b>Jun</b>	4,806,110		(100.0%)	91,640,913		(100.0%)
<b>Total</b>	<u>\$91,640,913</u>	<u>10,572,306</u>				

BOD ITEM #3 (d)  
OCTOBER 7, 2020

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Dora Seamans  
District Secretary

SUBJECT: **2021 BOARD OF DIRECTORS MEETING CALENDAR**

**ACTION**

Staff recommends the Board approve the attached meeting calendar for 2021.

**SIGNIFICANCE**

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm.

**BUDGET IMPACT**

There is no impact on the budget.



## Board/Committee Meeting Calendar 2021

Wednesday – 2:00 PM
January 6
February 3
March 3
April 7
May 5
June 2
July 7
August 4
September 1
October 6
November 3
December 1

The Board/Committee meets the first Wednesday of the month unless otherwise noted.

All meetings are held via Zoom or at 1250 San Carlos Avenue, Bacciocco Auditorium 2nd Floor, San Carlos, CA, unless scheduled or stated otherwise at [https://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](https://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html)

Dates may be subject to change.



MEMORANDUM

BOARD OF DIRECTORS 2020

KARYL MATSUMOTO, CHAIR
PETER RATTO, VICE CHAIR
RON COLLINS
MARINA FRASER
CAROLE GROOM
ROSE GUILBAULT
DAVE PINE
JOSH POWELL
CHARLES STONE

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #6
October 7, 2020

Date: September 30, 2020
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

August 2020 Summary

Front-door boarding and fare collection resumed on August 16 in conjunction with service changes and adjustments from Runbook 133. School service remains suspended. The current Runbook 133 weekday hours of service are approximately 20 percent below the shelter-in-place (SIP) levels. The table reflects the average daily hours of service:

Table with 4 columns: Service Type, Weekdays, Saturday, Sunday. Rows include Pre-SIP RB 131, SIP RB 132, and Summer RB 133.

Staff is communicating with school district superintendent to understand the San Mateo County School reopening plans. Limited school service may be provided as schools reopen, depending on available resources. At the end of September, a revision was made to add a southbound trip on Route 17, departing the Linda Mar Park & Ride at 8:55 pm. Another schedule adjustment was made at request from SFO employees to Route SFO on weekends to better connect to Caltrain.

Runbook 133 provided increased frequency on route El Camino Real (ECR), as a result the ridership requires few standby buses to address overflow loads. Ridership is roughly 64 percent below the pre-COVID level.

ADA Paratransit Ridership/Performance

Day Care Centers remain closed. The table below reflects the results of the Paratransit trips due to the COVID-19 pandemic. The month of April achieved the lowest ridership performance with 5,940 trips. The 9,650 trips achieved in August are 64.9 percent below the pre-COVID monthly ridership.

	Average July thru February	April	May	June	July	August
Redi-Wheels & RediCoast	17,301	5,094	5,747	6,754	8,174	8,341
Taxis	10,160	846	1,373	2,196	2,326	1,309
Total Paratransit Trips	27,461	5,940	7,120	8,950	10,500	9,650

<b>Ridership</b>	<b>August 2020</b>	<b>YTD FY 2021</b>	<b>YTD FY 2020</b>
• Paratransit AWR	360	380	1,130
• Paratransit Total Trips	9,650	20,140	57,620

On-time Performance goal is 90.0%

• Redi-Wheels	97.2%	96.4%	92.4%
• RediCoast	95.5%	95.4%	97.2%

Complaints per 1,000 trips

• Redi-Wheels	na	0.72	0.60
• RediCoast	2.50	1.25	0.53

There were 7,613 registrants as of August 2020, a 5.5 percent decrease or 446 fewer registrants compared to August 2019.

### **Bus Ridership/Performance**

The ridership results are attributed to the COVID-19 pandemic and the shelter in place health order. The table below reflects the decrease in monthly trips. The month of April reflects the lowest monthly ridership, recording 201,730 total trips. The 332,260 trips achieved in August are 64.2 percent below the pre-COVID monthly ridership. In addition to the pandemic, wildfires engulfed the bay area adversely affecting the air quality, prompting 30 consecutive spare-the-air days.

	Average July thru February	April	May	June	July	August
Total Passenger Trips	926,908	201,730	247,860	298,250	336,120	332,260

<b>Ridership</b>	<b>August 2020</b>	<b>YTD FY 2021</b>	<b>YTD FY 2020</b>
• AWR	11,930	11,800	33,880
• Total Trips	332,360	668,380	1,765,260

On-time Performance goal is 85.0%:

• Directly operated service	88.0%	87.5%	83.8%
• Contracted bus service	83.9%	83.7%	75.1%
• Coastside service	80.7%	83.7%	76.0%
Combined service	86.6%	86.5%	81.4%
Trips that Did Not Operate (DNO)	3	6	260

There were zero (0) DNOs in May, 1 DNO in June, 3 DNOs in July, and 3 DNOs in August.

**Measure W**

In accordance with Measure W, SamTrans is establishing an Independent Citizens' Oversight Committee (COC). There are 15 positions to be filled and the agency is currently accepting applications through Friday, October 30, 2020. The COC is tasked with reviewing the administration of the Congestion Relief Plan to ensure tax proceeds are invested consistent with the Measure W expenditure plan. Additional information about the COC and the application is available at [www.samtrans.com/COC](http://www.samtrans.com/COC)

**Human Capital Investment**

	<u>August 2020</u>		<u>YTD FY 2021</u>		<u>YTD FY 2020</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	1,232	154	1,232	154	4,520	565
New fleet/route orientation	0	0	0	0	112	14
VTT/DMV mandated training	184	23	356	45	389	49
Bus Operator retraining	219	27	553	69	473	59
Maintenance training	371	46	792	99	1,388	174
CPR/AED/First Aid/Other	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>16</u>	<u>2</u>
Total Hours	2,006	251	2,933	367	6,898	862

Class #164 is scheduled to graduate nine Bus Operator Trainees on October 23. Since FY 2017, the Operations Training has added 2 FTE trainers, and the training hours have increased approximately 45 percent.

**Maintenance Department**

The goal of **25,000** average Miles Between Service Calls (MBSC) was achieved for both the motor bus (District maintained vehicles) and Paratransit fleets.

	<u>August 2020</u>			<u>YTD FY 2021</u>			<u>YTD FY 2020</u>		
	<u>Miles</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	415,446	14	29,675	811,381	25	32,445	1,006,658	38	26,491
Paratransit	82,810	2	41,405	152,760	5	30,552	261,039	6	43,507

**Transit Signal Priority (TSP)**

The TSP will be activated in October for testing and analysis. The system operates on the El Camino Real allowing the green light to be extended for the bus to clear selected intersections. The TSP intends to shorten travel time through improved traffic flow along the corridor, which is an important feature for the riders.

**SamTrans Digital Communications (Social & Web)**

	<u>August 2020</u>	<u>YTD FY 2021</u>	<u>YTD FY 2020</u>
Impressions	166,816	301,986	1,087,997
Interactions	6,383	12,421	30,581
Website Sessions	53,263	110,174	322,422

\* Facebook, Twitter, Instagram, LinkedIn, Nextdoor.

\*\* Website Sessions down significantly, below 100K for sixth month in a row. August 2019 Sessions: 191K.

There were 10,951 total followers as of August 2020, up from 9,554 in August 2019.



**BOARD OF DIRECTORS 2020**

KARYL MATSUMOTO, CHAIR  
PETER RATTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
CAROLE GROOM  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
CHARLES STONE

JIM HARTNETT  
GENERAL MANAGER/CEO

**AGENDA**

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

**WEDNESDAY, OCTOBER 7, 2020 – 2:30 pm**

or immediately following Board meeting recess

1. Call to Order

**MOTION**

2. Proclamation Designating October as Disabilities Awareness Month
3. Approval of Minutes of Community Relations Committee Meeting of September 2, 2020

**INFORMATIONAL**

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Multimodal Ridership Report – August 2020
8. Mobility Management Report – ADA Paratransit
9. Adjourn

Committee Members: Marina Fraser (Chair), Rose Guilbault, Josh Powell

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  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **DESIGNATION OF OCTOBER AS DISABILITIES AWARENESS MONTH**

**ACTION**

Staff proposes that the Committee recommend the Board proclaim October as "Disabilities Awareness Month".

**SIGNIFICANCE**

"Disabilities Awareness Month" is an opportunity to focus special attention on the daily challenges faced by persons with mobility impairments throughout the SamTrans service area; to reflect on measures that are being extended to assist them; to increase public awareness of new opportunities to meet their special needs; and to draw specific attention to our efforts to serve this community.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

During the current fiscal year, SamTrans has budgeted \$19.1 million for paratransit services, and will expend additional operating funds to accommodate customers with disabilities on the District's fixed-route services.

Over the past year, accomplishments of the District's accessibility program include:

- Provided more than 257,000 paratransit trips to Redi-Wheels and RediCoast riders.
- Providing safe, reliable paratransit service for county residents, so they could make essential trips before and during the COVID pandemic
- Continuing the consumer-friendly paratransit eligibility process (The contractor pivoted to a paper application process with telephone interviews during COVID.)
- Maintaining a "zero trip denials" policy on Redi-Wheels and RediCoast

# PROCLAMATION

## IN HONOR OF DISABILITIES AWARENESS MONTH

**WHEREAS**, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with Disabilities; and

**WHEREAS**, 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

**WHEREAS**, many of these residents with disabilities are making substantial contributions to their communities throughout the county, and many more are eager to provide their energies and talents; and

**WHEREAS**, reliable transportation remains one of the most important resources to assist these residents with trips for work, business, and for medical and recreation services; and

**WHEREAS**, the San Mateo County Transit District since 1977 has provided countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast and access to fixed-route buses; and

**WHEREAS**, on the thirtieth anniversary since landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons;

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community.

Regularly passed and adopted this 7th day of October, 2020.



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Chair, San Mateo County Transit District

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 2, 2020**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: R. Collins,  
C. Groom, K. Matsumoto, D. Pine, P. Ratto, C. Stone

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Chair Marina Fraser called the meeting to order at 2:16 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 5, 2020**

Motion/Second: Pine/Guilbault

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto

Noes: None

Absent: Stone

## **3. ACCESSIBLE SERVICES UPDATE**

Tina Dubost, Manager, Accessible Services, noted that RediWheels and Redi-Coast ridership has increased over the past month.

## **4. PARATRANSIT COORDINATING COUNCIL UPDATE**

Ben McMullan, PCC Chair, said that they are focusing on ways to recruit new members.

Chair Karyl Matsumoto asked if the Ride Now! Service for seniors with disabilities is a private service. Ms. Dubost said it is a pilot program administered by the Planning department. Jim Hartnett, General Manager/CEO, added that the District had received a grant for the pilot service.

## **5. CITIZENS ADVISORY COMMITTEE UPDATE**

John Baker, Vice Chair, Citizens Advisory Committee, gave a summary of the August 26 meeting.

*Director Charles Stone arrived at 2:21 pm*

## **6. MULTIMODAL RIDERSHIP REPORT – JULY 2020**

David Olmeda, Chief Operating Officer/Bus, said the report was in the packet.

## **7. MOBILITY MANAGEMENT REPORT – ANNUAL SUMMARY**

Mr. Olmeda provided the presentation.

Chair Matsumoto asked if any operators had contracted COVID-19. Mr. Olmeda said that some operators have been sick, but that there has been no indication that they were ill while on the job.

Director Charles Stone asked if the District could use lobbyists to emphasize to the state government that SamTrans would need adequate lead time to reinstitute school bus service. Mr. Hartnett acknowledged that it needs to be taken into consideration.

Director Stone asked how SamTrans had worked with union partners regarding implementing safety protocols. Mr. Olmeda said that they had implemented a specific MOU (memorandum of understanding) in April that outlines best practices during COVID-19.

Director Stone asked about what the District does if an employee tests positive for the coronavirus. Robert Sebez, Chief Safety Officer, said it was crucial to have a policy in place. He explained that the policy contains a strict contact tracing and quarantining protocol.

Director Ron Collins asked if the District logged complaints for rail and bus over the past few months. Mr. Olmeda said he could provide him with the data per 100,000 trips.

Director Collins asked how much revenue the current ridership might generate. Mr. Hartnett said it was too early to tell since the resumption of fare collection on August 16.

### Public Comment:

Andy Chow noted that many operators come from outside the Bay Area and may have an increased risk of contracting the coronavirus outside of work. He said he favored the use of Clipper for fare collection to reduce contact.

Adina Levin, Friends of Caltrain, noted the potential difficulty of having operators distributing face masks on buses versus having mask dispensers.

## **8. RESOLUTION ENDORSING THE “RIDING TOGETHER: BAY AREA HEALTHY TRANSIT PLAN”**

Seamus Murphy, Chief Communications Officer, provided the presentation.

Director Peter Ratto said he was in support of having a standardized set of safety protocols for the region.

Committee Member Rose Guilbault noted that passengers have been complying with social distancing on SamTrans buses. She said that the WHO (World Health Organization) protocol was implementing a three-foot requirement for persons wearing masks. Mr. Murphy said at SamTrans that they are able to accommodate a six-foot distance.

Director Stone asked if the safety standards were evolving, and Mr. Murphy said yes, that the plan was a living document. Mr. Hartnett noted that the regional transit

general managers were communicating multiple times per week, working with consultants.

*Director Carole Groom left the meeting at 3:11 pm*

Motion/Second: Stone/Collins

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: Groom

Public Comment:

Roland Lebrun said the MTC (Metropolitan Transportation Commission) agreement has received a strong reaction from the unions.

**9. ADJOURN**

The meeting adjourned at 3:15 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://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](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

The PCC and the PAL did not meet in August, 2020.

No meeting minutes are attached to this report.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No Additional Information.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda April Chan  
Chief Operating Officer, Bus Chief Officer, Planning/Grants/TA

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – AUGUST 2020**

**ACTION**

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

**SIGNIFICANCE**

Ridership across all modes remains significantly below historical averages as the pandemic continues to affect our communities. Schools and local colleges continued distance or remote learning for the fall semester. Although ridership has marginally increased since April 2020, it plateaued over the summer months following limited number of business reopening and changes in the shelter-in-place orders across the Bay Area. Additional factors that influenced ridership include poor air quality due to the wildfires, and the continuation of distance learning for schools and colleges.

The average weekday ridership across all modes declined by 87.4 percent in the month of August 2020 compared to August 2019. The performance of each mode is as follows: average weekday ridership for Bus (-68.2%), Paratransit (-68.1%), Shuttles (-88.5%), Caltrain (-95.1%), and BART (-91.1%).

The total ridership across all modes for the month of August 2020 declined by 86.3 percent compared to August 2019. The performance of each mode is as follows: total monthly ridership for Bus (-65.0%), Paratransit (-66.6%), Shuttles (-88.9%), Caltrain (-94.7%) and BART (-91.0%).

On August 16, 2020, service changes were implemented to provide more frequency on high ridership routes such as the ECR, 110, 112, and 281 to increase capacity. Other service adjustments included front door boarding, resumption of fare collection, enforcement of mask/facial covering, and issuance of masks onboard the buses.

The Ride Now Taxi Subsidy Pilot Program started on August 1. The program offers subsidized taxi service for seniors and people with disabilities, including existing SamTrans Redi-Wheels customers. Taxi trips subsidized through this program must start and end within San Carlos, Redwood City, and North Fair Oaks. There were 13 trips taken with an average trip length of 2.4 miles. Staff plans to share the performance of this pilot program later this winter.

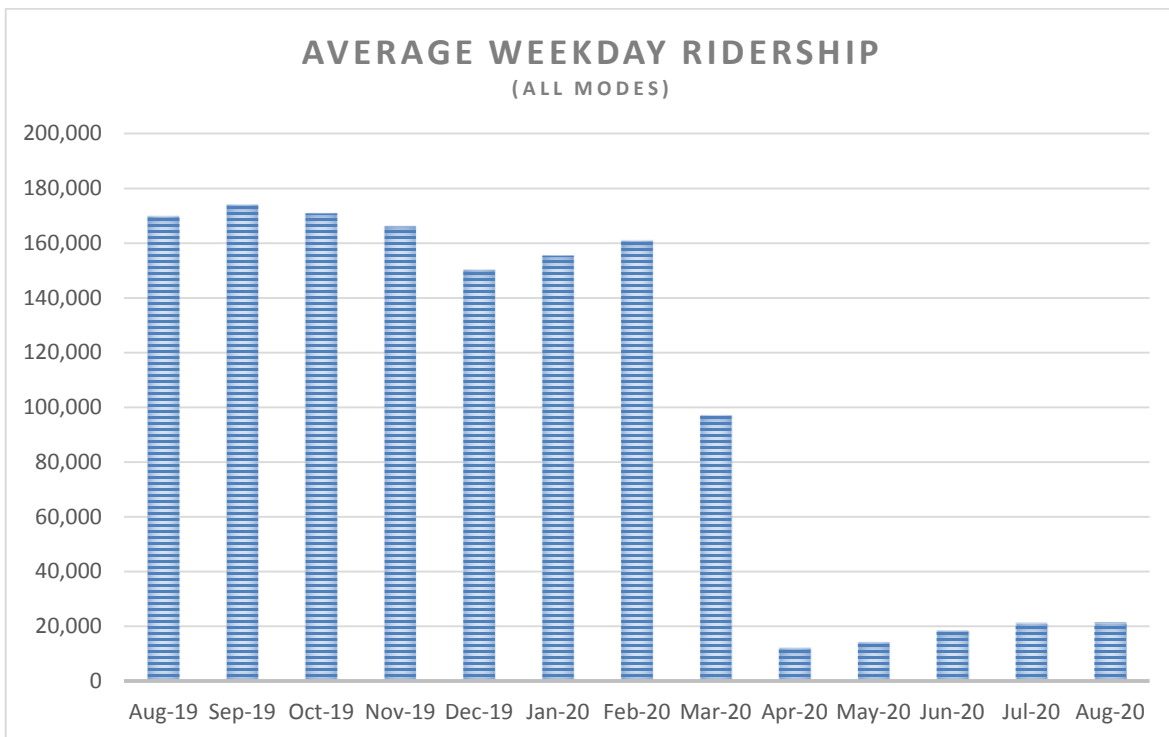
**AVERAGE WEEKDAY RIDERSHIP (AWR): August 2020 compared to August 2019**

**Table A  
Average Weekday Ridership**

August 2020 Average Weekday Ridership				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	35,780	37,540	11,930	-68.2%
Paratransit	1,210	1,130	360	-68.1%
Shuttles	11,180	11,840	1,360	-88.5%
Caltrain	70,550	71,560	3,530	-95.1%
<b>Subtotal</b>	<b>118,720</b>	<b>122,070</b>	<b>17,180</b>	<b>-85.9%</b>
BART Extension (No Daly City)	47,480	47,570	4,230	-91.1%
<b>Grand Total</b>	<b>166,200</b>	<b>169,640</b>	<b>21,410</b>	<b>-87.4%</b>
Weekdays	23	22	21	

August 2020 Year-to-date				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	33,220	33,880	11,800	-65.2%
Paratransit	1,210	1,130	380	-66.4%
Shuttles	11,280	11,800	1,430	-87.9%
Caltrain	70,890	71,030	3,470	-95.1%
<b>Subtotal</b>	<b>116,590</b>	<b>117,840</b>	<b>17,080</b>	<b>-85.5%</b>
BART Extension (No Daly City)	47,710	46,890	4,260	-90.9%
<b>Grand Total</b>	<b>164,300</b>	<b>164,730</b>	<b>21,340</b>	<b>-87.0%</b>

**Chart A**





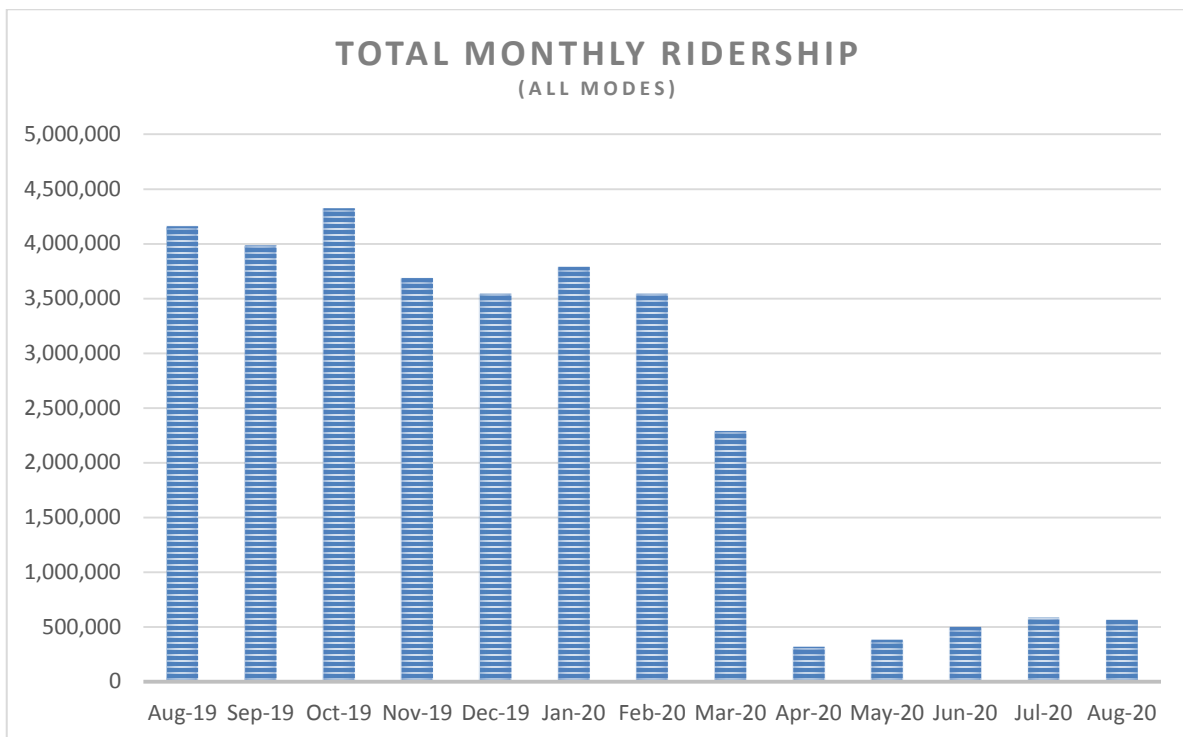
MONTHLY TOTAL RIDERSHIP: August 2020 compared to August 2019

Table B  
Total Monthly Ridership

August 2020 Total Monthly Ridership				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	946,110	950,140	332,260	-65.0%
Paratransit	31,240	28,920	9,650	-66.6%
Shuttles	254,600	258,470	28,680	-88.9%
Caltrain	1,732,400	1,703,330	90,740	-94.7%
<b>Subtotal</b>	<b>2,964,360</b>	<b>2,940,870</b>	<b>461,320</b>	<b>-84.3%</b>
BART Extension (No Daly City)	1,243,670	1,218,910	109,660	-91.0%
<b>Grand Total</b>	<b>4,208,030</b>	<b>4,159,770</b>	<b>570,980</b>	<b>-86.3%</b>
Weekdays	23	22	21	

August 2020 Year-to-date				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	1,755,580	1,765,260	668,380	-62.1%
Paratransit	59,690	57,620	20,140	-65.0%
Shuttles	493,610	523,870	62,460	-88.1%
Caltrain	3,363,540	3,376,010	182,320	-94.6%
<b>Subtotal</b>	<b>5,672,410</b>	<b>5,722,760</b>	<b>933,290</b>	<b>-83.7%</b>
BART Extension (No Daly City)	2,448,880	2,401,640	223,620	-90.7%
<b>Grand Total</b>	<b>8,121,290</b>	<b>8,124,400</b>	<b>1,156,910</b>	<b>-85.8%</b>

Chart B



## SAMTRANS BUS FARE USAGE: August 2020

SamTrans resumed fare payments on August 16, 2020. The fare utilization numbers for August 2020 shown below represent data recorded from August 16, 2020 to August 31, 2020.

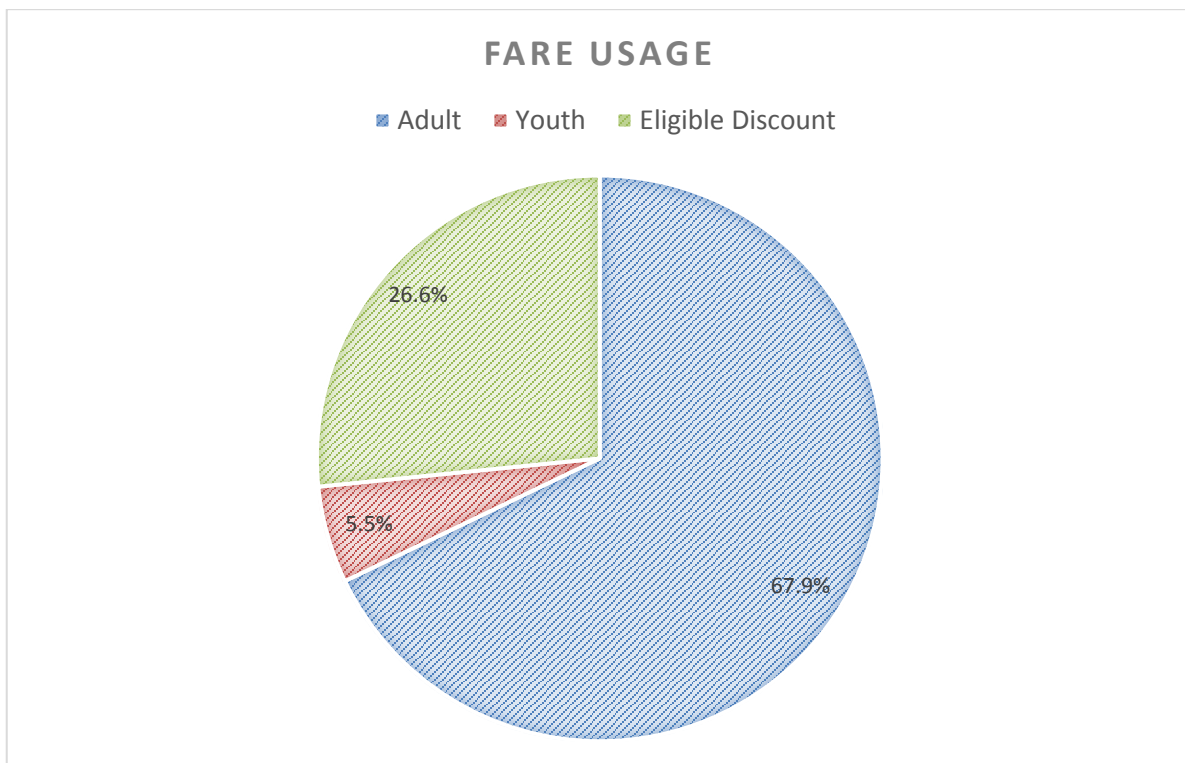
**Table C** illustrates the number of riders by fare category for the month of August 2020 (from August 16), 2019 and 2018. The ridership numbers in this table do not include Dumbarton Express ridership and the rural demand-response service.

**Table C**  
**Bus Riders by Fare Category**

Fare Category	August 2018	August 2019	August 2020*
Adult	483,684	521,657	117,655
Youth	198,474	166,485	9,621
Eligible Discount	261,105	258,407	46,113
Total	943,263	946,549	173,389

\*Fares were collected from August 16-31, 2020

**Chart C**

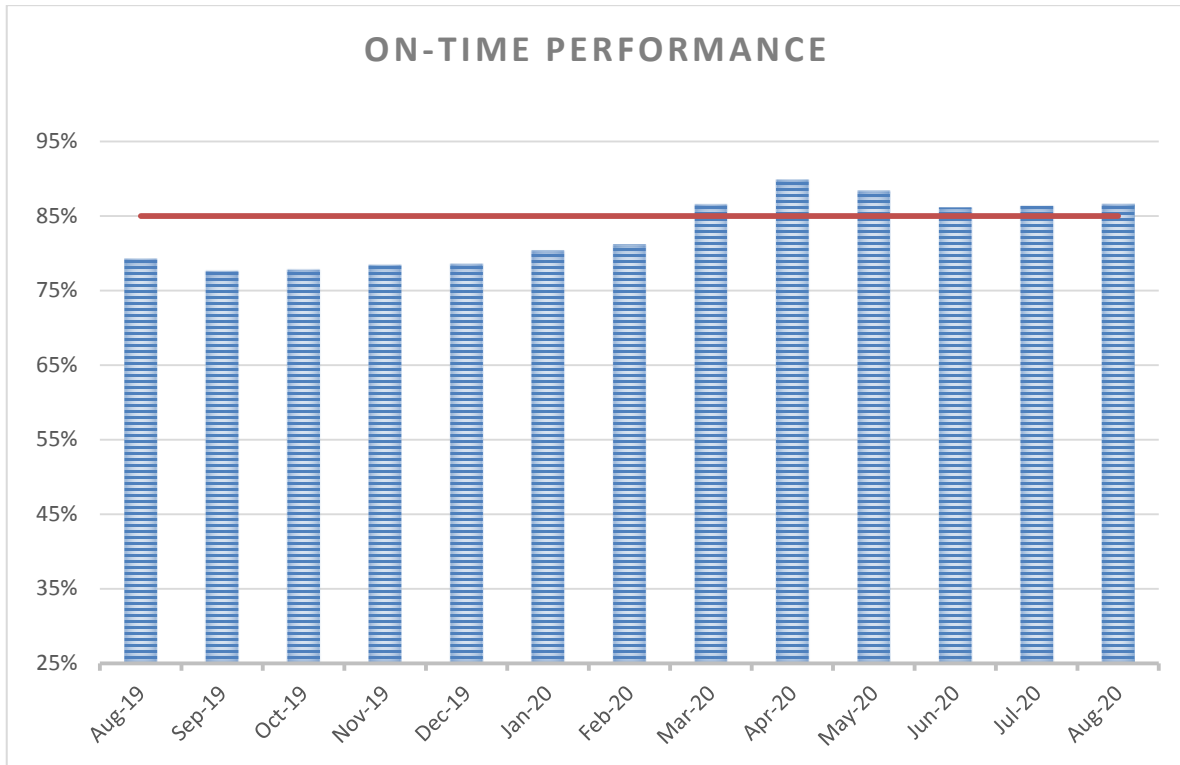


## ON-TIME PERFORMANCE: August 2020

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

The On-Time Performance for August 2020 was **86.6 percent**.

Chart C



## SamTrans Digital Metrics - AUG 2020



### *New Followers*

**+64**

**Aug 20 - 10,951**

Jul 20 - 10,887

Aug 19 - 9,554

### *SamTrans.com Sessions*

**Aug 20 - 56,911**

Jul 20 - 53,263

Jul 19 - 191,782

### *SamTrans Mobile - Aug*

**Downloads - 561** (Jul: 389)

**Accounts - 440** (Jul: 212)

**Orders - 2,374** (Jul: 36)

**Apple Rting - 2.4** - 16 reviews

### *Top Tagged Issues*

**1. COVID (15)**

**2. Compliment (5)**

**3. Complaint (2)**

**4. Route 292 (2)**

**5. Shuttles (2)**

### *Social Engagement*

#### **Video Views**

**6,998** (Jul: 4,209)

#### **Content Impressions**

**135,170** (Jul: 165K)

#### **Interactions**

**6,038** (Jul: 4,472)

### *Yelp & FB Rating*

**2.83 (of 5 stars)**

(0 Aug reviews)



@SamTrans



@gosamtrans



@samtrans

**SAN MATEO COUNTY TRANSIT DISTRICT STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **MOBILITY MANAGEMENT REPORT – ADA PARATRANSIT**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

SamTrans commenced Paratransit services in 1976. President George H. W. Bush signed the Americans with Disability Act (ADA) on July 26, 1990. This year marks the 30<sup>th</sup> anniversary of the ADA. Since the inception of the Paratransit program in July 1976, SamTrans has provided approximately **8.8 million** Paratransit trips.

A presentation will be presented via PowerPoint.

# SamTrans Paratransit Service

Community Relations Committee  
October 7, 2020

# ADA Paratransit Service

---

- ADA – Americans with Disabilities Act
- Paratransit Customers
- COVID-19 Response
- Operating Statistics
- Funding Sources
- Summary



# SamTrans ADA Paratransit Service

---

- Required by Americans with Disabilities Act of 1990
- Paratransit service provides equal opportunity for mobility to people with disabilities who can't use conventional fixed-route transit
- SamTrans commitment to paratransit pre-dates ADA
- SamTrans service exceeds ADA requirements



July 26, 1990



# SamTrans ADA Service Enhancements

---

- SamTrans provides service beyond ADA minimum requirements
  - Customers are served beyond the ADA's minimum  $\frac{3}{4}$ -mile distance from fixed-route service
  - Days and hours of service are not restricted to fixed-route bus service
  - Low-income fare (life-line)
  - Provide agency services (reservation for larger groups)
  - Fare is less than the allowable 2X fixed route fare

# Paratransit Customers

---

- Approximately 7,600 eligible paratransit customers
- 76% are 65 years or older
- 20% are non-ambulatory
- 28% have cognitive disabilities
- 19% have visual disabilities
- 28% receive fare assistance



# Paratransit Trips

---

- Providing essential trips during COVID-19 outbreak
- 16% to dialysis centers (2,500 trip/mo.)
- Adult day care centers closed
- Other key destinations include hospitals, doctor's appointments, senior housing, grocery stores and pharmacies

# Paratransit – Eligibility Process

---

- All Redi-Wheels and RediCoast riders must be certified as eligible for ADA Paratransit service
- During the COVID-19 pandemic the eligibility contractor implemented a paper application process versus in-person

# COVID-19 Safety Actions

---

- Increased cleaning and sanitizing (facilities and vehicles)
- Issued masks, gloves, eye goggles and hand sanitizer to drivers and staff
- Posted signs on vehicles – facial covering and social distancing required
- Messages on reservations phone systems
- “Silence is safer” – discourage unnecessary conversation



# Consequences from COVID

---

- Paratransit ridership has decreased approximately 65%
  - Average trip length's are shorter
  - Maintained essential trips to dialysis (2,500 trips/mo.) and hospital and doctor appointments (1,500 trips/mo.)
  - Passengers/hour is lower

# SERVICE DELIVERY

# How Service is Delivered

---

- Redi-Wheels and RediCoast are provided by 3<sup>rd</sup> party contractor with oversight by SamTrans
  - Redi-Wheels services provided by First Transit
  - RediCoast services provided by MV Transportation
- SamTrans owns and maintains the fleet of vehicles (53 cutaways, 24 minivans)
- District fleet is supplement with contractors' cutaways, sedans and taxis





# Paratransit Trips

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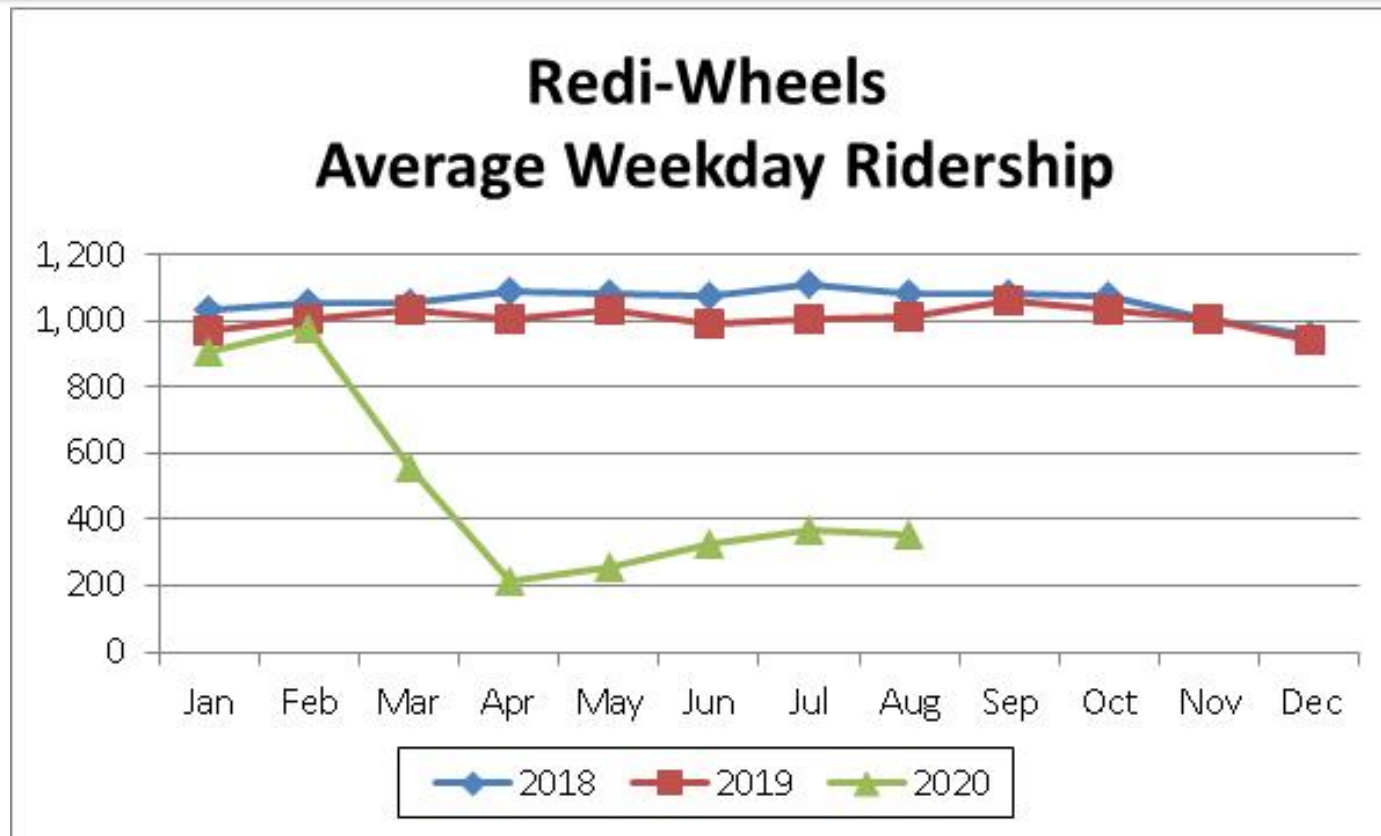
- ADA requires transit agencies to plan to meet demand for paratransit service (zero denial)
  - 5 million trips provided since August 2004
- Eligible customers are offered a trip within one hour of the requested pick-up time

# Redi-Wheels Operations Center

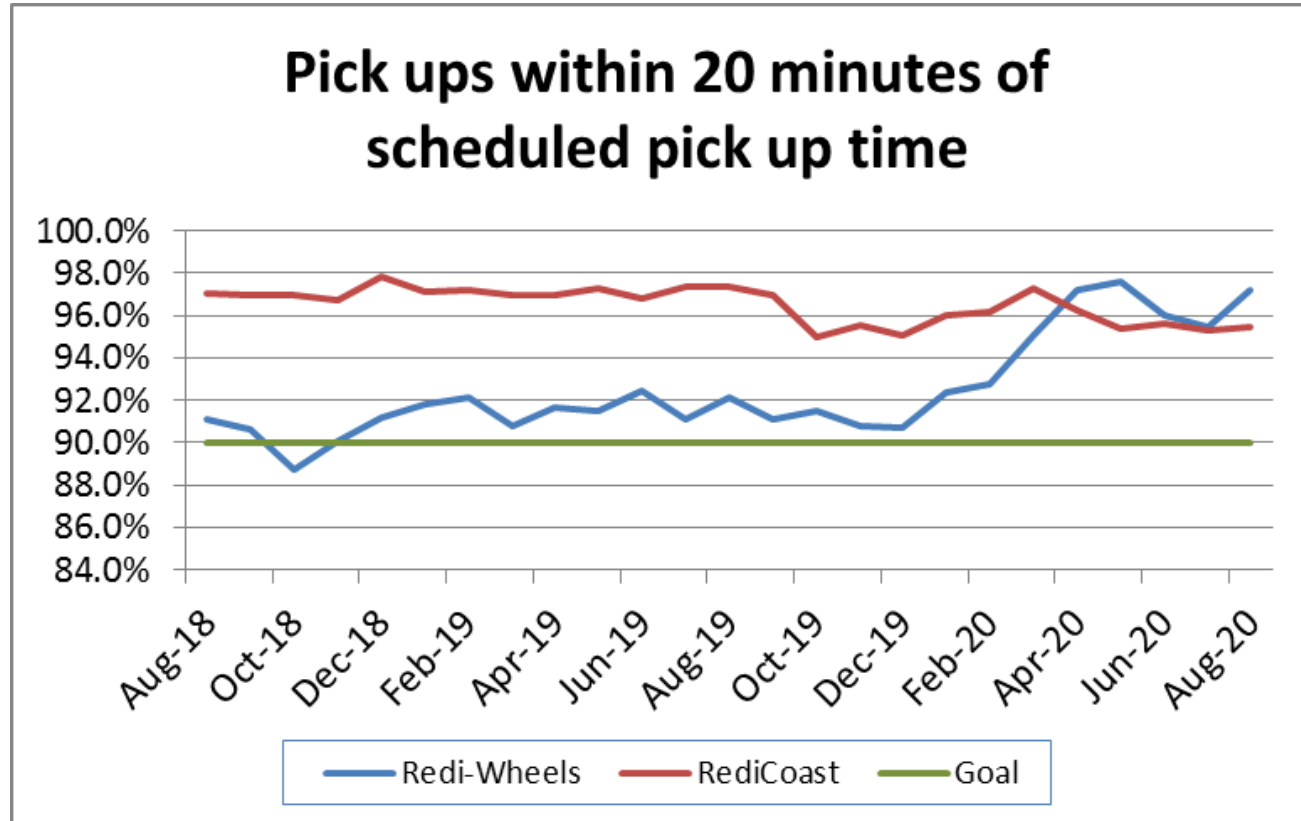
- Brewster facility - reservations, scheduling, and dispatching



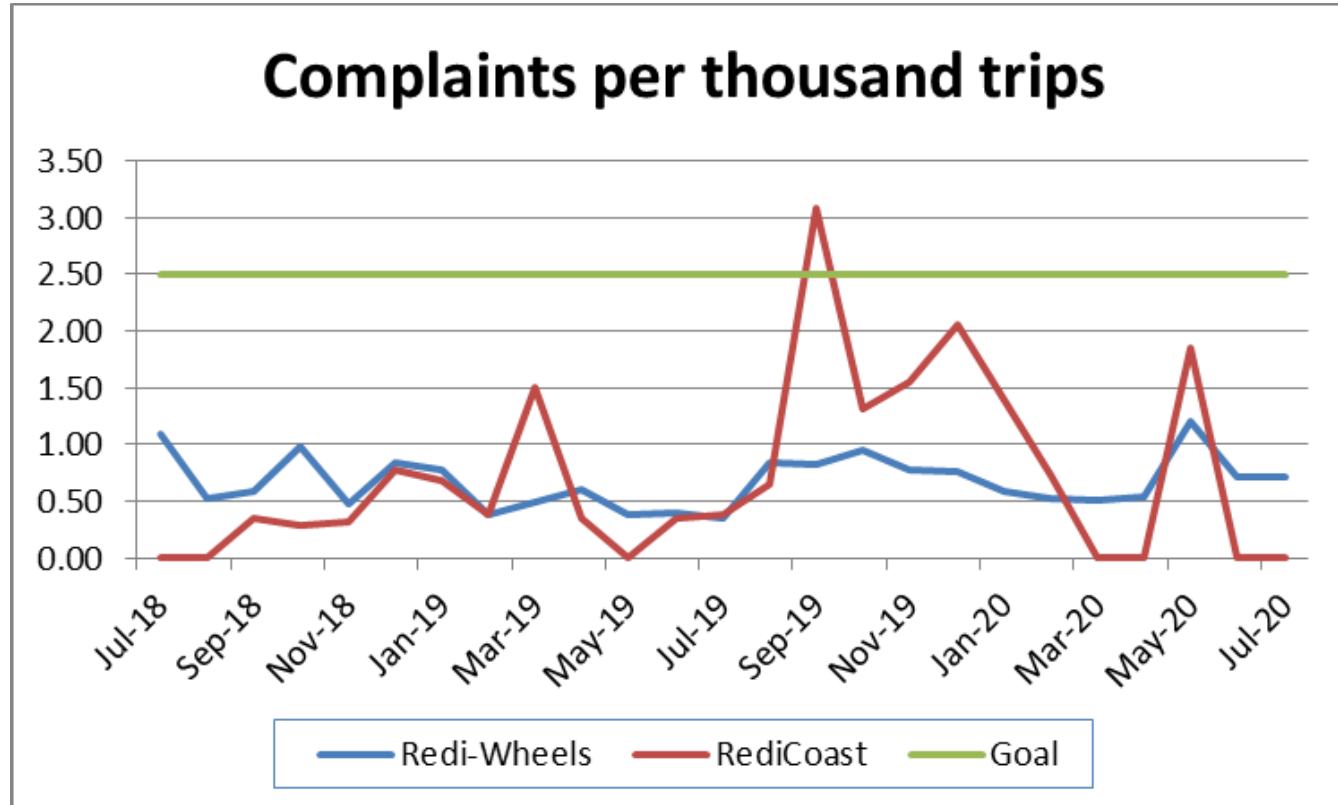
# Paratransit Average Weekday Ridership



# On Time Performance



# Customer Satisfaction



# FUNDING SOURCES

# How Service is Funded

---

- San Mateo County Transportation Authority
  - Paratransit funding
    - Original Measure A (1988)
      - Established \$25 million trust fund to support paratransit services
    - New Measure A (2008)
      - 4% of measure, approximately \$3.2 million/year designated “...to meet the special mobility needs of county residents through paratransit and other accessible services.”

# Paratransit Funding Sources

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## FY 2021 Budget

▪ San Mateo County TA Measure A	\$3.2 million
▪ Transportation Development Act funds	2.5
▪ Operating grants	2.1
▪ District sales tax	9.0
▪ Interest income – paratransit fund	0.5
▪ Measure M (Motor Vehicle Reg. Fee)	1.6
▪ Passenger fares	0.2
	<hr/>
	\$19.1 million



# Paratransit Next Steps

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- New software for reservations, scheduling, and dispatching
  - Benefits: Real time passenger information, limited same-day service, and improved vehicle utilization
- Continue vehicle replacements
  - 13 Cutaways with on-board cameras
  - 14 Minivans with on-board cameras
- “Ride Now” pilot program for seniors and ADA passenger

# Summary

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- Service quality is high
  - Very low complaint rate
  - OTP rate above 90% goal
- Paratransit service is a Federal mandate, \$19.1 million annual operating expenses supported primarily by local and state funding
- During COVID-19 pandemic, SamTrans continues to provide high-quality ADA service for essential trips
- Ongoing evaluation and implementation of health orders

# SamTrans



## AGENDA

### FINANCE COMMITTEE COMMITTEE OF THE WHOLE

#### BOARD OF DIRECTORS 2020

KARYL MATSUMOTO, CHAIR  
PETER RATTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
CAROLE GROOM  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
CHARLES STONE

JIM HARTNETT  
GENERAL MANAGER/CEO

WEDNESDAY, OCTOBER 7, 2020 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Finance Committee Meeting of September 2, 2020
3. Authorize an Amendment to the Contract with Conduent Transport Solutions, Inc., for Software and Hardware Maintenance Support Services to Include Clipper 2.0 Onboard Integration Services
4. Adjourn

Committee Members: Josh Powell (Chair), Ron Collins, Charles Stone

#### NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 2, 2020**

Committee Members Present: J. Powell (Committee Chair), R. Collins, C. Stone

Committee Members Absent: None

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

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Chair Josh Powell called the meeting to order at 3:15 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 5, 2020**

Committee Chair Powell opted to take all motions at the end of the meeting.

## **3. PROPOSED FISCAL YEAR 2021 OPERATING AND CAPITAL BUDGETS**

Derek Hansel, Chief Financial Officer, provided the presentation.

*Director Carole Groom joined the meeting at 3:18 pm*

### Public Comment:

Roland Lebrun asked which agency could not meet its obligation to Caltrain.

Jim Hartnett, General Manager/CEO, said the agency that chose not to invest last year was VTA (Santa Clara Valley Transportation Authority).

## **4. AWARD OF CONTRACT FOR PUBLIC-PRIVATE PARTNERSHIP (P3) CONSULTANT SERVICES**

Concepcion Gayotin, Director of Contracts and Procurement, provided the staff report.

Brian Fitzpatrick, Director of Real Estate and Property Development, provided the presentation.

Committee Member Ron Collins asked what type of structure was being considered for the new building. Mr. Fitzpatrick said they wanted the consultant JLL (Jones Lang LaSalle Americas, Inc.) to do some relevant market research. He said the market would

dictate that and he said they were also planning on talking to the City of San Carlos. He said they would explore creative ways of developing new office space.

Mr. Hartnett said it was too early to yet know the number of buildings and offices for the space. He said that the property should be developed to both meet community needs and support the growth of SamTrans.

Director Dave Pine asked if the only options were complete demolition versus gutting the entire building. Mr. Fitzpatrick said that retrofitting the current building would result in an inefficient office space.

*Director Stone left the meeting at 3:50 pm*

Director Rose Guilbault said she thought the timing was good for moving forward.

Committee Chair Powell asked what would happen after Step 1. Mr. Fitzpatrick said they would come back to the Board and let them know the economic picture. He said the objective of Step 2 is to have prepared a solicitation document for a development partner. Committee Chair Powell asked when the retrofitting was projected to begin. Mr. Fitzpatrick said the development conditions need to be right beforehand. Committee Chair Powell asked how long the building process would take. Mr. Fitzpatrick said 12 to 18 months. Committee Chair Powell concluded that it would be five to six years before occupancy in the new building.

The Committee made a motion to approve Agenda Items #2 through 4:

Motion/Second: Fraser/Ratto

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto

Noes: None

Absent: Stone

## **5. ADJOURN**

The meeting adjourned at 4:10 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://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](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **AUTHORIZE AN AMENDMENT TO THE CONTRACT WITH CONDUENT  
TRANSPORT SOLUTIONS, INC. FOR SOFTWARE AND HARDWARE  
MAINTENANCE SUPPORT SERVICES TO INCLUDE CLIPPER 2.0 ONBOARD  
INTEGRATION SERVICES**

**ACTION**

Staff proposes that the Committee recommend the Board:

1. Approve an amendment in the amount of \$202,911 to the contract with Conduent Transport Solutions, Inc. (Conduent) for software and hardware maintenance support services to include onboard integration between the existing Computer Aided Dispatch (CAD)/ Automated Vehicle Location (AVL) solution on San Mateo County Transit District (District) bus and paratransit vehicles and the fare validators being deployed as part of the Clipper® 2.0 fare collection system.
2. Authorize the General Manager/CEO or his designee to execute a contract amendment with Conduent in a form approved by legal counsel.

**SIGNIFICANCE**

The District is a participant in the Bay Area Clipper Automated Fare Collection System program, developed by Cubic Transportation Systems, Inc. (Cubic) and managed by the Metropolitan Transportation Commission (MTC). In 2019 MTC signed a new contract with Cubic to replace the current Clipper fare payment solution with Next Generation Clipper 2.0 technologies. The Next Generation Clipper Program onboard solution included four options for integration. The District opted for onboard integration between the CAD/AVL solution and the Clipper 2.0 validator on its fixed-route revenue fleet. Once the implementation is complete, the District will be able to utilize a single sign-on feature to log on to CAD/AVL and Clipper 2.0 validators, and to provide vehicle operator identification (ID), Stop ID, and route parameter to validators.

## **BUDGET IMPACT**

Funds for this amendment are included in the Fiscal Year 2020-21 Adopted Operating Budget.

## **BACKGROUND**

In 1999, the District, through a competitive Request for Proposal (RFP) process, entered into a contract with Orbital Sciences Corporation (Orbital) to supply Professional Services and Equipment for the installation and maintenance of an Advanced Communications System (System). The System aids dispatching and has an automatic vehicle location feature to monitor and control the District's fixed-route and paratransit services. In 2008, the District through a competitive RFP process entered into a contract with ACS (formerly Orbital) for a bus Predictive Arrival/Departure System (PADS). The PADS provides real-time bus departure and arrival information and displays an estimated time of arrival on visual message signs located in bus shelters and on the 511.org website. The contractor has successively changed its name several times over the past 18 years: from Orbital Transportation Management System to ACS Transport Solutions to Xerox Transport Solutions to Conduent Transport Solutions. Conduent provided software support and maintenance under those contracts.

In December 2017, by Resolution No. 2017-84, the Board of Directors (Board) awarded a five-year contract to Conduent to combine the existing software and hardware maintenance support services under a single contract for a not-to-exceed amount of \$2,000,000.

On April 6, 2018, the District executed Amendment No. 1 to its contract with Conduent to upgrade the SmartTraveler Plus software services for \$174,324, which was within the contract contingency amount.

On July 21, 2020, staff requested a proposal from Conduent to provide onboard integration between the existing CAD/AVL system and the Clipper 2.0 validators. Conduent's proposal was reviewed by qualified staff from the Bus Maintenance Department, who determined that the proposal met all of the District's requirements and that the negotiated prices are fair and reasonable. Staff also determined that a contract amendment is required to increase the amount of the contract by \$202,911 from \$2,000,000 to \$2,202,911.

Contract Administrator: Shruti Ladani  
Project Manager: Karambir Cheema, Deputy Director, ITS

650-622-7857  
650-508-7998

RESOLUTION NO. 2020-

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

\* \* \*

**AUTHORIZING AN AMENDMENT TO THE CONTRACT WITH CONDUENT TRANSPORT SOLUTIONS, INC., FOR SOFTWARE AND HARDWARE MAINTENANCE SUPPORT SERVICES TO INCLUDE ADDITIONAL CLIPPER 2.0 ONBOARD INTEGRATION SERVICES AND INCREASE THE TOTAL CONTRACT AMOUNT BY \$202,911**

**WHEREAS**, pursuant to Resolution No. 2017-84, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded a five-year sole-source contract for continued software and hardware maintenance and support services for its Advanced Communications System and Predictive Arrival/Departure System for a not-to-exceed amount of \$2,000,000 to Conduent Transport Solutions, Inc. (Conduent); and

**WHEREAS**, effective April 6, 2018, the District and Conduent executed Amendment No. 1 to the above-referenced contract to upgrade the SmartTraveler Plus software services at a cost of \$174,324, which was within the 10 percent contract contingency amount; and

**WHEREAS**, on July 21, 2020, staff requested a proposal from Conduent to provide onboard integration between the existing Computer Aided Dispatch (CAD)/Automated Vehicle Location (AVL) solution on District bus and paratransit vehicles and the fare validators being deployed as part of the Clipper® 2.0 fare collection system; and

**WHEREAS**, Conduent submitted a proposal, which was determined by staff to meet all of the District's requirements; and

**WHEREAS**, the negotiated prices were determined to be fair and reasonable; and



**WHEREAS**, Staff also determined that a corresponding amendment is required to increase the amount of the District's contract with Conduent by \$202,911, from \$2,000,000 to \$2,202,911; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorizes an amendment to the contract with Conduent to provide onboard integration services between the existing CAD/AVL solution and Clipper 2.0 validators and to increase the amount of the contract by \$202,911, from \$2,000,000 to \$2,202,911.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District approves an amendment to the contract with Conduent Transport Solutions, Inc. to provide onboard integration services between the existing CAD/AVL solution and Clipper 2.0 validators, and to increase the amount of the contract by \$202,911. from \$2,000,000 to \$2,202,911; and

**BE IT FURTHER RESOLVED** that the Board authorizes the General Manager/CEO, or his designee, to execute the contract amendment on behalf of the District with Conduent in a form approved by legal counsel.

Regularly passed and adopted this 7<sup>th</sup> day of October, 2020 by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chair, San Mateo County Transit District

ATTEST:

\_\_\_\_\_  
District Secretary



BOARD OF DIRECTORS 2020

KARYL MATSUMOTO, CHAIR  
PETER RATTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
CAROLE GROOM  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
CHARLES STONE

JIM HARTNETT  
GENERAL MANAGER/CEO

## AGENDA

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

WEDNESDAY, OCTOBER 7, 2020 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of September 2, 2020

#### INFORMATIONAL

3. San Mateo County Transit District Shuttle Study Update
4. Regional Means-based Fare Pilot Program
5. Adjourn

Committee Members: Dave Pine (Chair), Carole Groom, Rose Guilbault

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE  
MEETING /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 2, 2020**

Committee Members Present: D. Pine (Committee Chair), C. Groom, R. Guilbault

Committee Members Absent: None

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

Other Board Members Absent: None

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

**1. CALL TO ORDER**

Committee Chair Dave Pine called the meeting to order at 4:10 pm.

**2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MARCH 4, 2020**

Motion/Second: Groom/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto

Absent: Stone

**3. DUMBARTON RAIL CORRIDOR PROJECT – PROJECT STATUS UPDATE AND BOARD  
APPROVAL OF PROJECT COMMITMENT LETTER TO MTC**

Carter Mau, Deputy General Manager/CEO, provided the staff report.

*Director Charles Stone joined the meeting at 4:14 pm*

Committee Member Carole Groom said she was supportive of continuing with the project with different sponsors.

Director Ron Collins asked if there are other corporate entities who have offered to step in in place of Facebook. Mr. Mau said the Plenary Group was still involved and were looking for additional partners.

Director Charles Stone thanked Mr. Mau and Plenary Group for their continued support of the project.

Public Comment:

Roland Lebrun said the project needed to focus on the actual crossing and not on the endpoints.

Motion/Second: Collins/Fraser

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

**4. SAN MATEO COUNTY TRANSIT DISTRICT SHUTTLE STUDY UPDATE**

In the interest of time, Committee Chair Pine said that the item would be deferred to a future meeting.

**5. ADJOURN**

The meeting adjourned at 4:24 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://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](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Strategic Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

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

**ACTION**

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

**SIGNIFICANCE**

SamTrans, Caltrain, and the SMCTA jointly fund 45 shuttle routes that provide service across 18 cities and provide first/last mile connections to 16 Caltrain and/or BART stations. While these routes are open to the public, many are supported by private sector contributions.

While the near-term impacts of COVID-19 are not yet certain, long-term demand for transit service on the Peninsula is expected to grow due to increased development, electrified Caltrain service, implementation of the Caltrain service vision, and the implementation of Reimagine SamTrans. Demand for first/last mile connectivity to Caltrain, and to complement the new SamTrans route network, will put pressure on the existing shuttle system as costs and funding may make it difficult to scale.

Initiated in January 2020, the Shuttle Study aims to identify ways for the shuttle system to adapt to these changing conditions. Key outcomes will include how to measure success in the shuttle program, whether the program should be organized or managed differently, how shuttles are defined, and alternative funding allocations in the future.

At the October 7, 2020 Board Meeting, staff will present a study update, including an overview of the scope, the full schedule with key milestones, and a summary of the shuttle program with key issues and trends that the study will address. The study is expected to be complete by early 2021.

**BACKGROUND**

The SamTrans Business Plan, adopted in June 2018, identifies a countywide shuttle study as an initiative in support of Principle 3 (“Promote Programs that Relieve Traffic Congestion”). The SamTrans Business Plan was created in response to Board direction, the need for the San Mateo County Transit District (District) to adapt to a changing mobility network, and concerns about the financial stability of the District.

SamTrans has produced several studies in recent years that have evaluated the shuttle program and proposed evaluation criteria - the most recent of which was the SamTrans Mobility Management Plan Community Services Strategy Report published in 2015.

Prepared By: Daniel Shockley, Strategic Planning

650-508-6382

# Peninsula Shuttle Study

## STUDY OVERVIEW

SamTrans Board of Directors  
Strategic Planning, Development, and  
Sustainability Committee, Item #3

October 7, 2020



# Program Overview

**37** Commuter shuttle routes

**8** Community shuttle routes

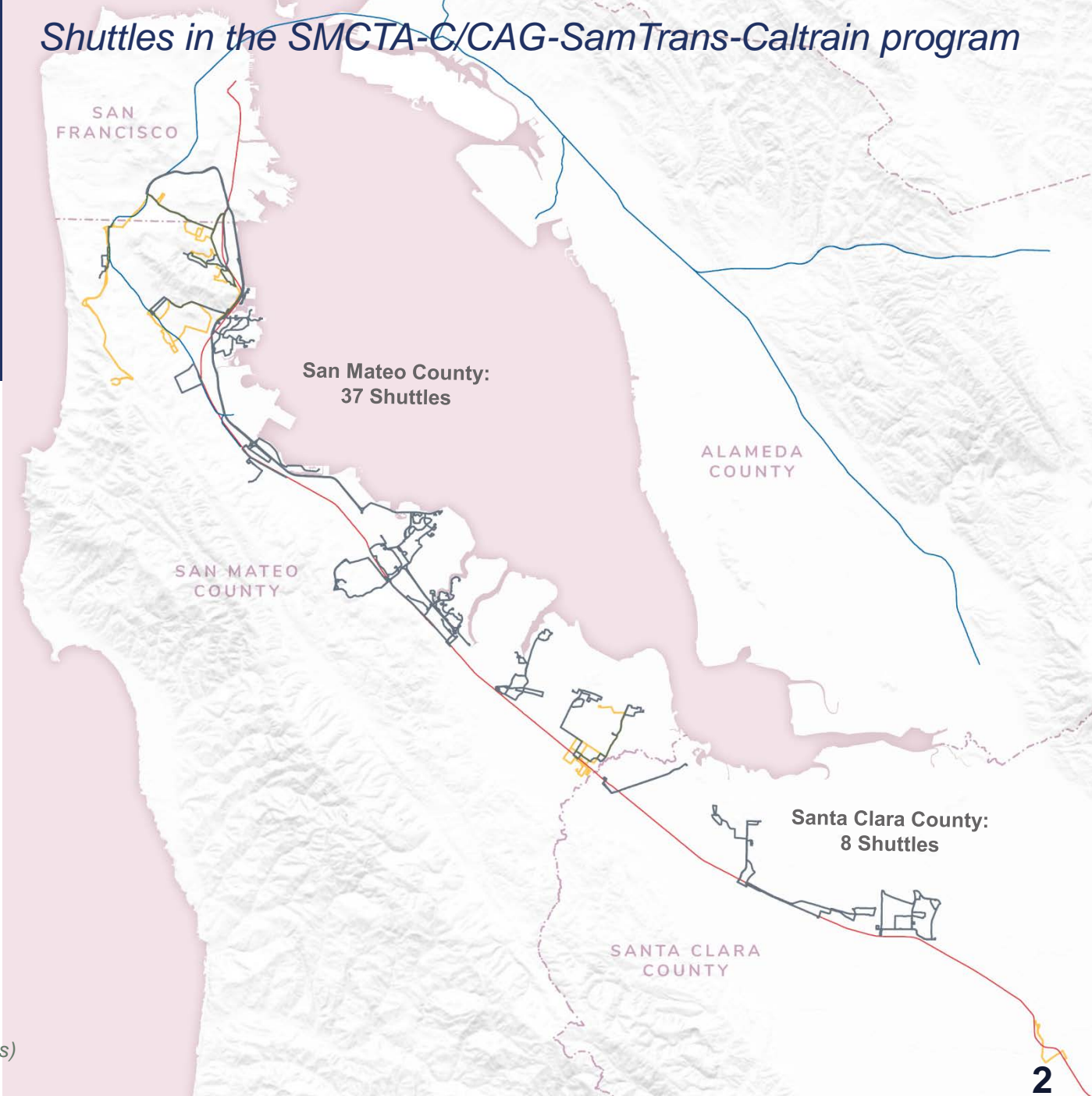
**5,200** Daily Riders in 2019

**34%** Funding from private sector

**14** Shuttle managers

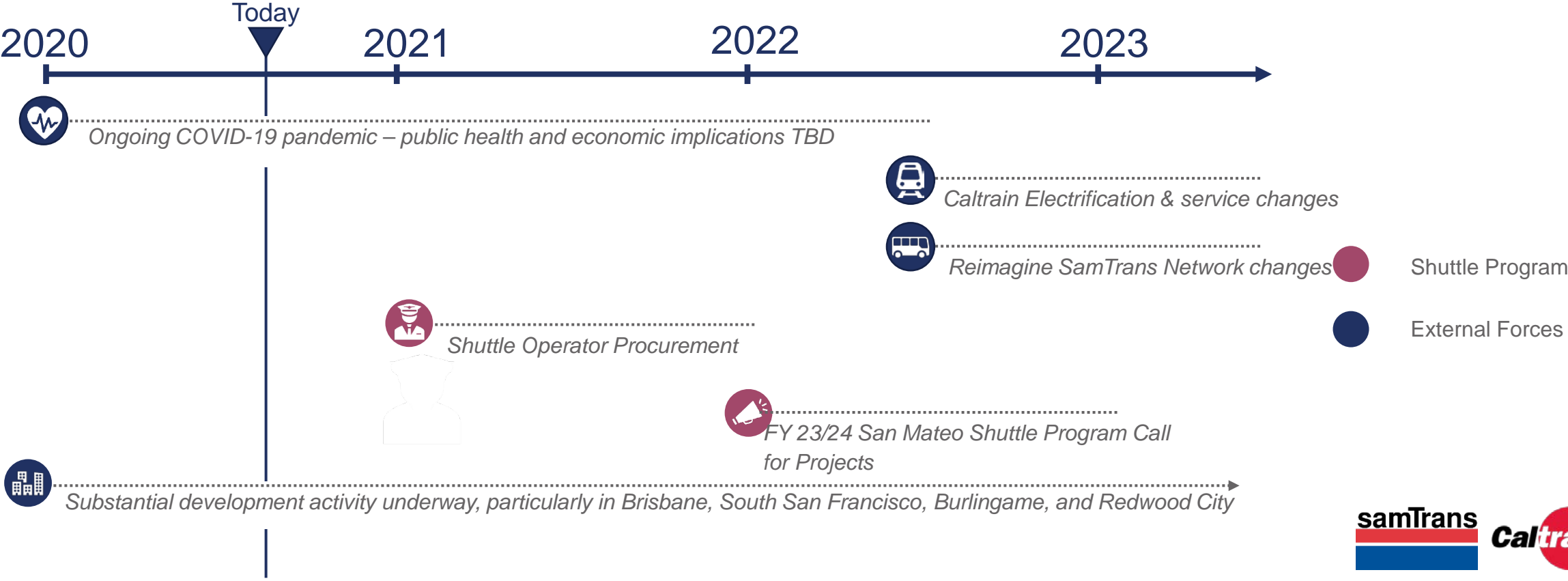
*(Includes SamTrans/Caltrain, SMCTA, Commute.org, Cities, Employers)*

## Shuttles in the SMCTA-C/CAG-SamTrans-Caltrain program



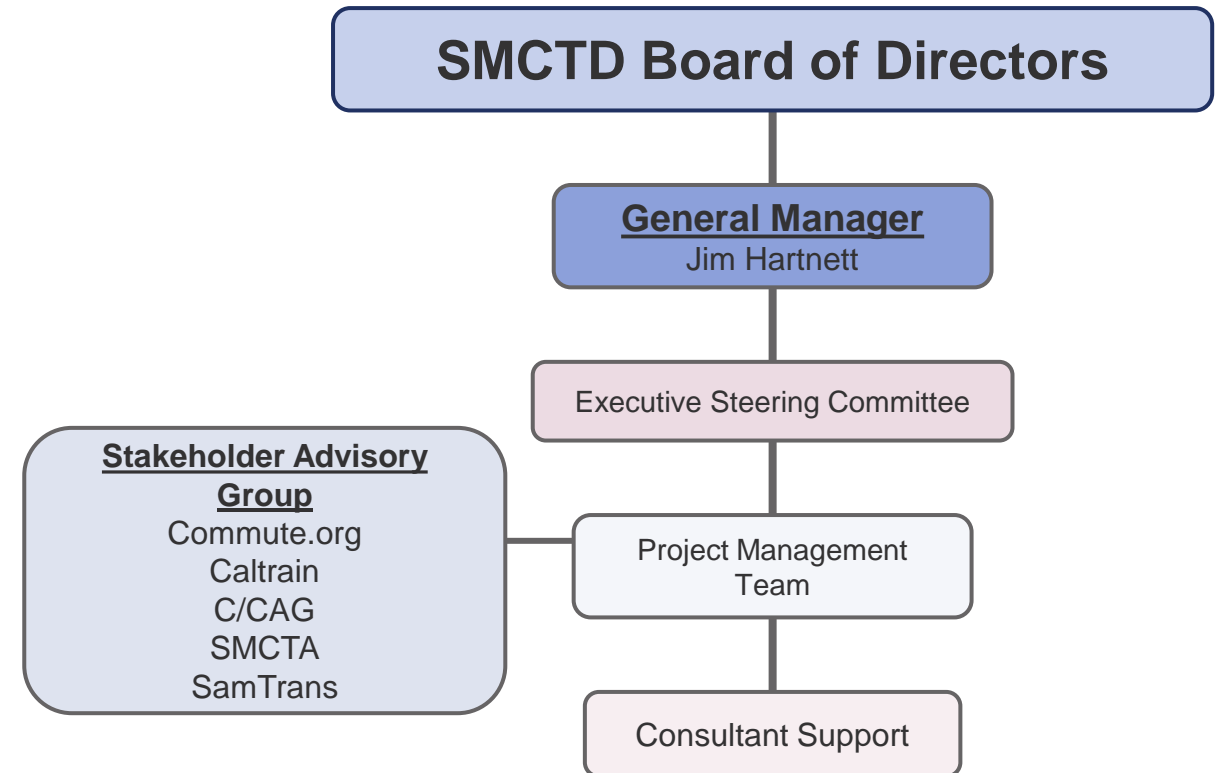


# Context: 2020-2023



# Project Organization

Internally, the project is guided by a staff working group and executive steering committee.



# Shuttle Program Goals

## *What is a Shuttle?*

A shuttle is a short transit service oriented toward first/last mile or community needs.

### Shuttle Program Focus

Provide first/last mile connections with regional transit service

Measure A Expenditure Plan,  
C/CAG Transportation Plan,  
Commute.org Strategic Plan

Maximize ridership to help reduce corridor congestion

Measure A Expenditure Plan,  
SamTrans Business Plan,  
Commute.org Strategic Plan

Sustain & enhance local mobility for transit reliant populations

Measure A Expenditure Plan,  
SamTrans Business Plan

### Bus Focus

# What Distinguishes the Shuttle Program?



Timed transfers with regional transit



Fill gaps in the transit network



Partially funded by private sector or local jurisdictions



Fares are typically free

# Who Does What?

## SamTrans/Caltrain

- Sponsor
- Operations Lead
- Service planning
- Grant applications and reporting
- Matching funds

## SMCTA & C/CAG

- Sets performance targets & requirements
- Distributes majority of public funding via call for projects process

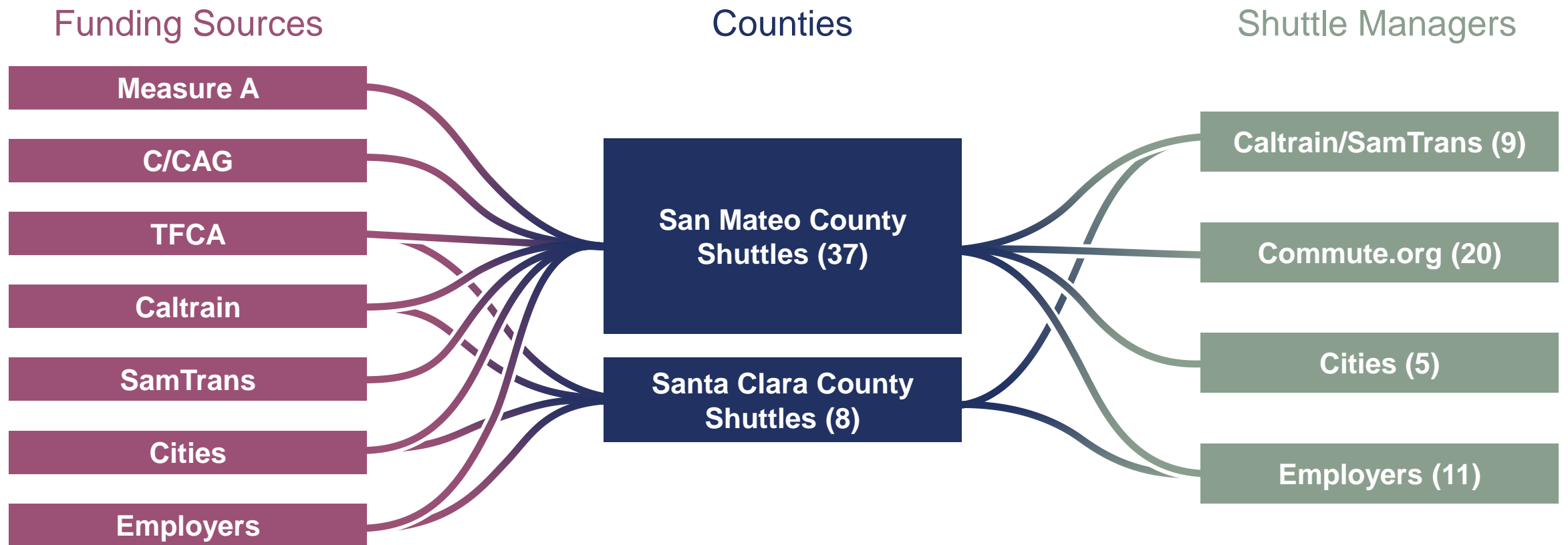
## Commute.org

- Sponsor
- Operations Lead
- Service planning
- Grant applications and reporting
- Coordinates matching funds
- Marketing & outreach

## Cities and Employers

- Sponsor
- Operations Lead
- Matching funds
- Grant applications and reporting
- Land Use & Right-of-Way

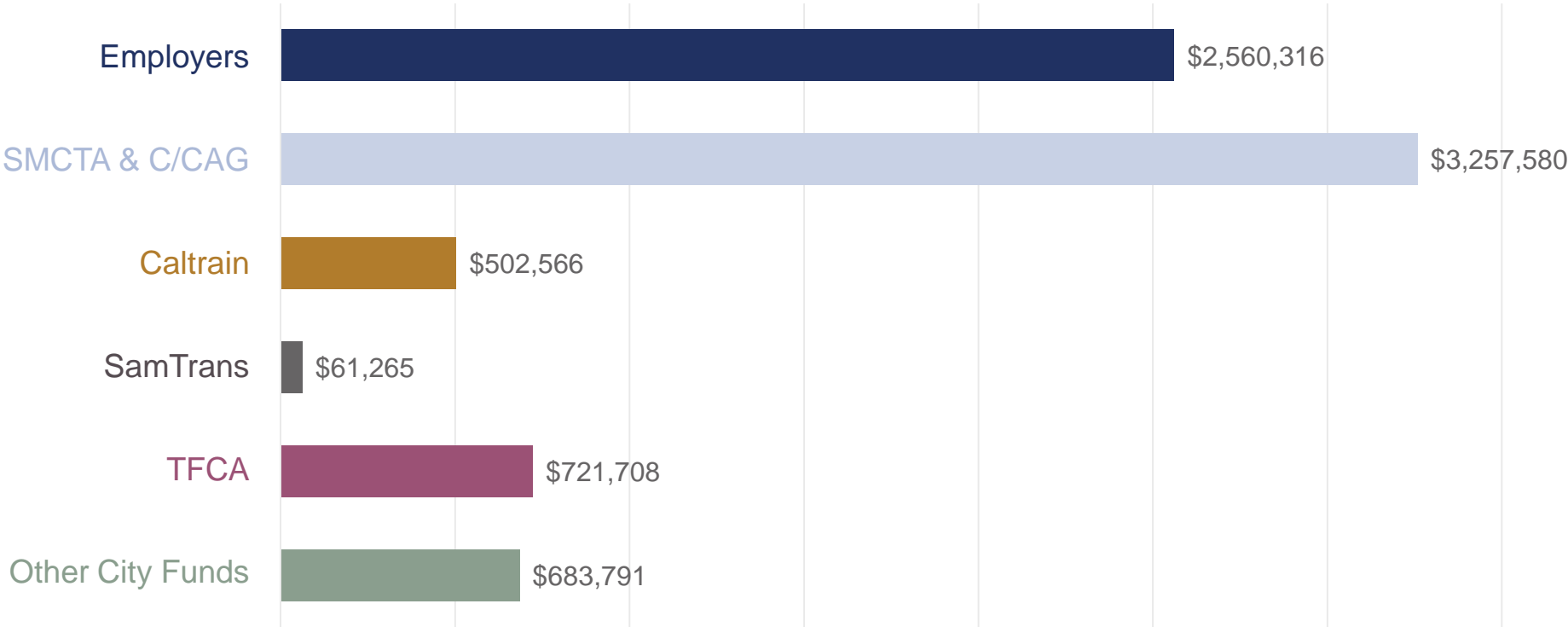
# Complicated Funding Structure



\* Five San Mateo County routes also serve stations in San Francisco

# Program Funding Sources

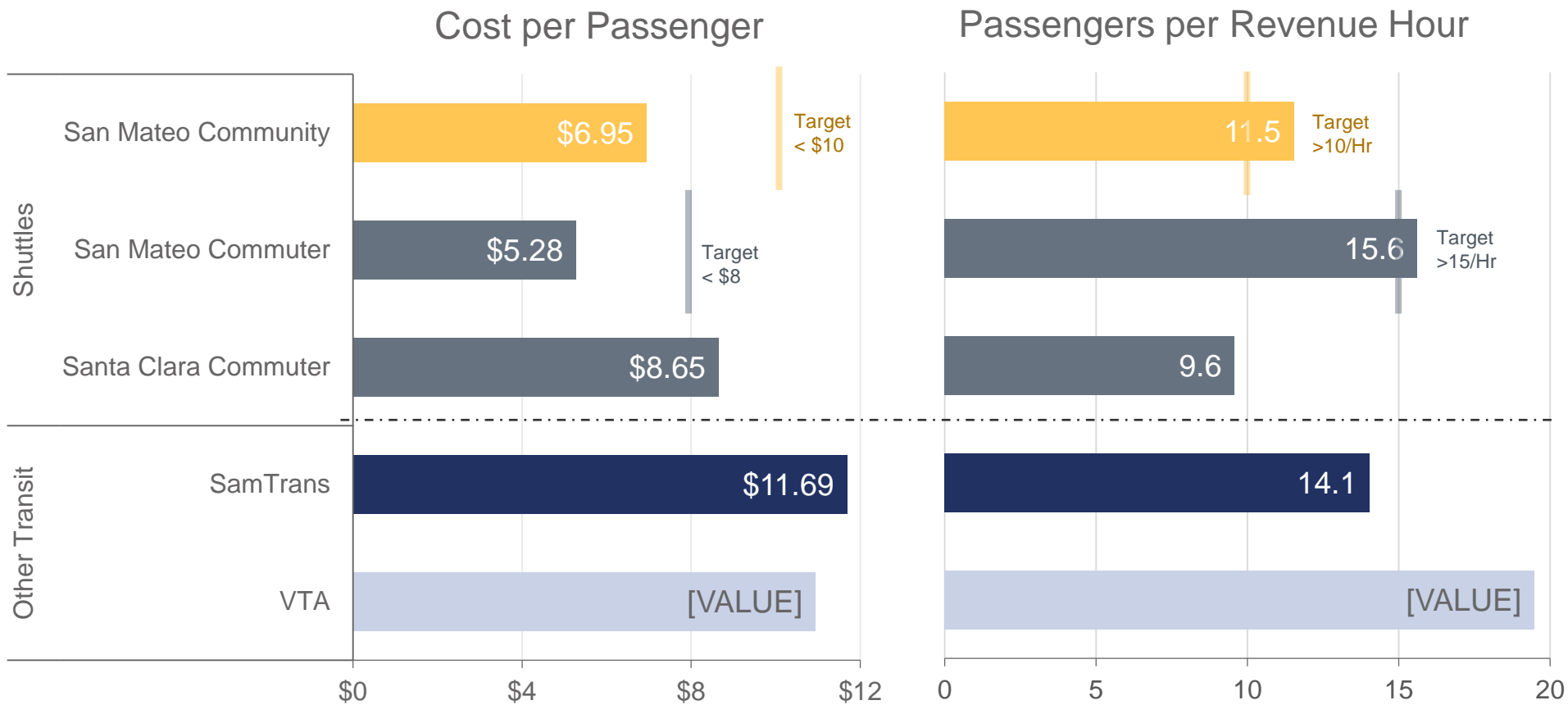
Shuttle Program Funding Sources, FY 2019



About **34%** of program funding comes from employers.

The remainder is public funding from Measure A, Measure W, TFCA, Caltrain, SamTrans, and cities.

# Varying Productivity & Financial Effectiveness



**16 of 37 shuttles met performance targets** in San Mateo County for the SMCTA-C/CAG program in 2019.

### SMCTA-C/CAG Performance Targets

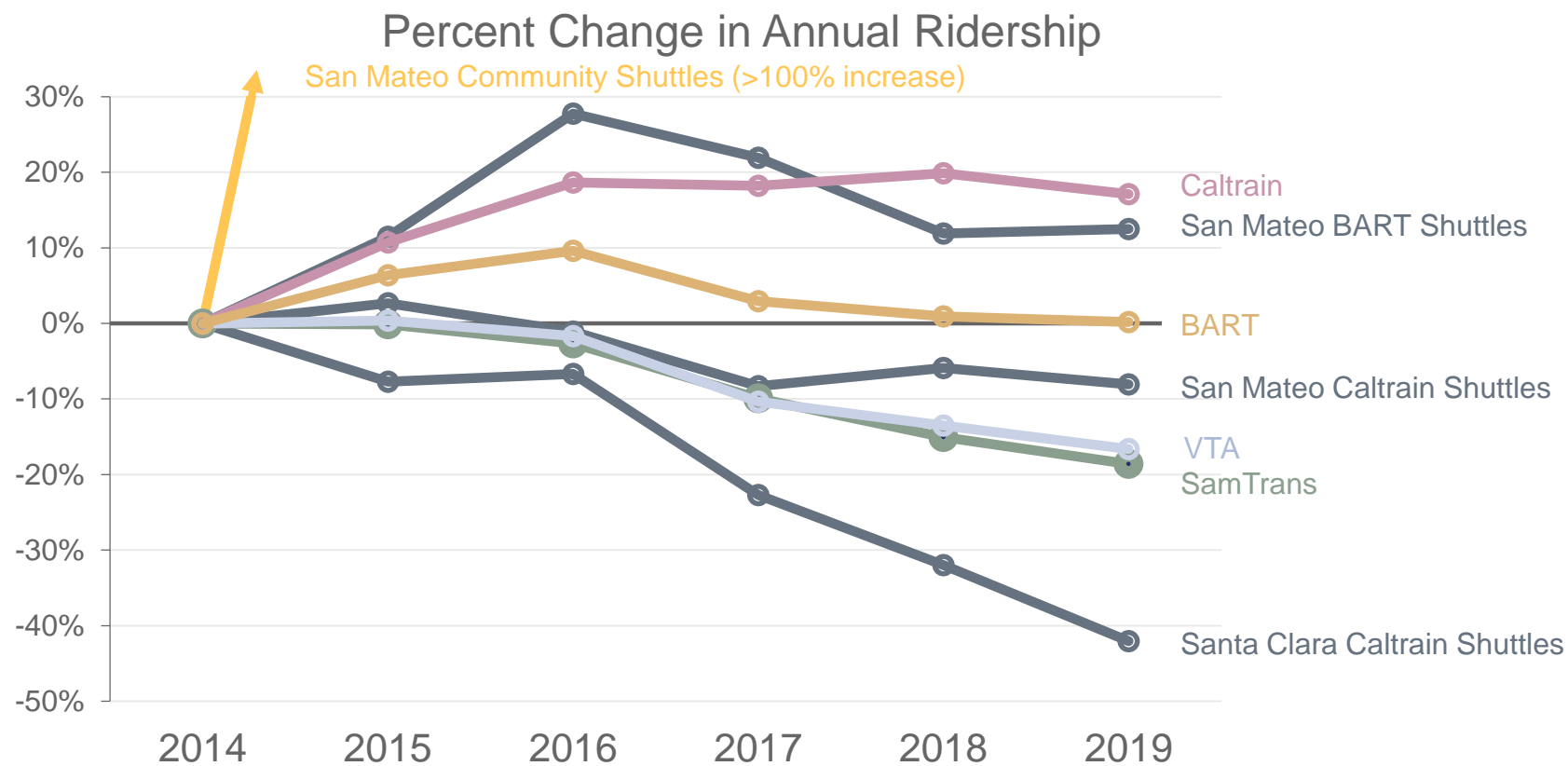
Cost per Passenger:  
\$8 (Commuter); \$10 (Community)

Passengers per Revenue Hour:  
15 (Commuter); 10 (Community)

*Santa Clara County shuttles do not have any performance targets. SamTrans and VTA also have a target of 15 passengers per revenue hour.*



# Shuttle Ridership is Declining Overall



## Change in Ridership by Route



# Near-Term Program Challenges



Operating Costs  
Expected to Increase  
Significantly in FY23



Fixed Funding Levels  
may not be Sufficient to  
Sustain Program



Development Pipeline &  
Electrification Fueling  
Demand



COVID-19 & Economic  
Uncertainty

# Study Scope

This study will focus on how the shuttle program could emerge from COVID-19 and adapt to Caltrain Electrification, Reimagine SamTrans, and long-term corridor changes.

## Outreach

- Staff working group
- Executive steering committee
- Contacted 45 agencies/entities
- 20+ meetings to date

## Existing/Future Conditions

- Shuttle performance and efficiency evaluation
- Identify future operating and funding context

## Develop new Shuttle Service Vision

- Clarify Shuttle Program goals
- Examine whether shuttle and bus service should be integrated with Reimagine SamTrans
- Prepare the shuttle program for increased demand associated with Caltrain electrification and new development
- Provide better guidance for the San Mateo County Shuttle Program Call for Projects

## Develop new Shuttle Management Vision

- Address shuttle organization, management, and administrative needs
- Consider a long-term funding strategy

# Stakeholder Coordination

During the outreach phase, the project team engaged with over 40 public and private entities and reviewed over 2,000 existing survey responses from riders.

## City Stakeholder Webinar

- Overview of study, scope, and schedule.
- Invitation extended to 75 staff contacts from cities in San Mateo and Santa Clara Counties.
- Interested staff invited to reach out to the project team to schedule one-on-one discussions.

## One-on-One Meetings (20+)

- **Jurisdictions:** Brisbane, Burlingame, San Mateo County, Daly City, Half Moon Bay, Menlo Park, Mountain View, Pacifica, Palo Alto, Redwood City, South San Francisco
- **Employers:** Facebook, Genentech Google, Intel, Oracle, Stanford Irvine Company.
- **Transit Agencies:** BART, SFMTA, VTA
- **Others:** MV GO, San Mateo County Community College District, Sierra Point Owners Association

## Surveys

- ~2,500 survey responses
- Provides demographic and trip purpose information, among other characteristics of shuttle riders.

# Project Schedule

	Winter 2020	Spring 2020	Summer 2020	Fall 2020	Winter 2021	Spring 2021
Existing & Future Conditions Analysis, Outreach	Active	Active	Active			
Shuttle Service Scenarios			Active	Active		
Shuttle Management Scenarios				Active	Active	
Final Report					Active	
Implementation						Onward

# What We've Learned So Far

1. **The shuttle program is not well equipped to meet growing demand.** While COVID-19 presents significant uncertainties, the program is not well positioned to grow service to support development activity and Caltrain Electrification.
2. **The program is complicated,** both for transit users and from an organizational perspective.
3. **Changes are coming... but what kind?** Operating costs are expected to rise while funding remains flat. Reroute SamTrans presents opportunities to assess the roles of shuttles and buses and consider various options to adapt.

# Next Steps

- **Summer 2020:** Stakeholder outreach. Refinement of Shuttle Service scenario alternatives.
  - Currently under internal review
- **Fall 2020:** Present study update to relevant Boards.
- **Winter 2020:** Development of Shuttle Management scenario alternatives.
- **Spring 2021:** Internal review of service and management scenario alternatives & Board approval.

**FOR MORE INFORMATION**

DANIEL SHOCKLEY, SENIOR PLANNER

SHOCKLEYD@SAMTRANS.COM

650.508.6382





**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

SUBJECT: **REGIONAL MEANS-BASED FARE PILOT PROGRAM**

**ACTION**

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

**SIGNIFICANCE**

The Metropolitan Transportation Commission (MTC) and regional transit operators have embarked on a means-based fare pilot program known as Clipper START. The program launched on July 15, 2020 and is a 12 to 18-month pilot offering a 20 to 50 percent discount on single-ride fares for eligible adults who earn under 200 percent of the federal poverty level. This pilot program is being implemented through a Clipper card discount coupon on the existing Clipper system. Four agencies, including Caltrain, are participating in the initial launch. MTC is looking to expand the program, and if SamTrans elects to participate in the program, the means-based fare pilot discount program would take effect for eligible SamTrans riders in January 2021. The pilot program would continue for a 12-month period, ending in January 2022.

Staff will provide more information on the program via a powerpoint presentation at the October 2020 Board meeting. Based on the feedback received, staff will bring back final recommendations for Board action at the November 2020 meeting.

The three main objectives of the regional Clipper START include:

- Making transit more affordable for low-income residents
- Moving towards a more consistent regional standard for fare discounts
- Developing implementation options that are financial viable and administratively feasible

The Clipper START objectives align with the SamTrans Fare Policy, which was adopted in early 2019. Key related SamTrans fare policies include:

- Keeping fares affordable and simple to use (SamTrans Fare Policy 1.1)
- Support efforts to reduce transportation costs for low-income riders (Fare Policy 1.2)
- Support regional programs to streamline fare payment (Fare Policy 3.3)
- Increase the use of Clipper Card (Fare Policy 3.5)

- Use the fare elasticity model to evaluate changes (Fare Policy 5.2)
- Offer discounts to attract certain rider markets (Fare Policy 5.3)

At the October Board meeting, staff will discuss, among other things, the pros and cons as well as the financial impact of SamTrans' participation level. And if SamTrans participates in the program, staff will work with MTC to evaluate the program's impacts and effectiveness. SamTrans staff will assess the financial impact of the program, especially in light of the changing financial health of the economy and the agency, along with the progress of related fare studies such as the regional Fare Integration & Coordination Study.

**BUDGET IMPACT**

As part of the pilot program, MTC will reimburse transit agencies for 10 percent of the fare discount. Transit agencies must cover the balance of the discount extended to riders. The extent of the revenue loss incurred by SamTrans from participating in Clipper START would be determined by the level of discount offered (20 percent or 50 percent), the share of eligible users that enroll in the program, and the share of new fares generated by increased trips of existing passengers and by trips of new passengers incentivized to ride by the discounted fares.

Staff estimate that the total annual revenue loss would be approximately -\$123,000 to -\$372,000 (-0.8% to -2.5%) at the 20% discounted rate and -\$448,000 to -\$1,300,000 (-3% to -9.1%) at the 50% discounted rate. These ranges represent a range of actual enrollment of estimated eligible passengers ranging from 25% enrollment to 75% enrollment. These figures reflect revenue loss to SamTrans after MTC's reimbursement and estimated induced demand from the discounted price.

***Estimated Revenue Loss to SamTrans (Ranges Based on 25-75% Program Participation)***

	<b>20% Fare Discount Scenario</b>	<b>50% Fare Discount Scenario</b>
Annual Revenue Loss (\$) After MTC Reimbursement	- \$123,000 to -\$372,000	-\$448,000 to -\$1.3M
Annual Revenue Loss Compared to FY19 (%)	-0.8% to -2.5%	-3% to -9.1%

**BACKGROUND**

The Clipper START program is the first of its kind in the MTC region. Four agencies in Cohort 1 are participating in the initial launch, which includes the Bay Area Rapid Transit District (BART) offering a 20 percent discount, and Caltrain, Golden Gate Bridge, Highway and Transit District (GGBHTD), and the San Francisco Municipal Transit Agency (SFMTA) providing a 50 percent discount. In response to COVID-19, interest by the MTC Blue Ribbon Transit Recovery Task Force, and requests by transit operators, MTC staff proposed to expand the Clipper START pilot to interested Bay Area transit agencies (Cohort 2). The MTC has recently approved an additional \$5 million for operators beyond the four originally enrolled in the pilot.

Prepared by: Millie Tolleson, Principal Planner

650-622-7815

# SamTrans Means-Based Fares / Clipper START Pilot Program

SamTrans Board of Directors  
October 7, 2020

Millie Tolleson  
Principal Planner



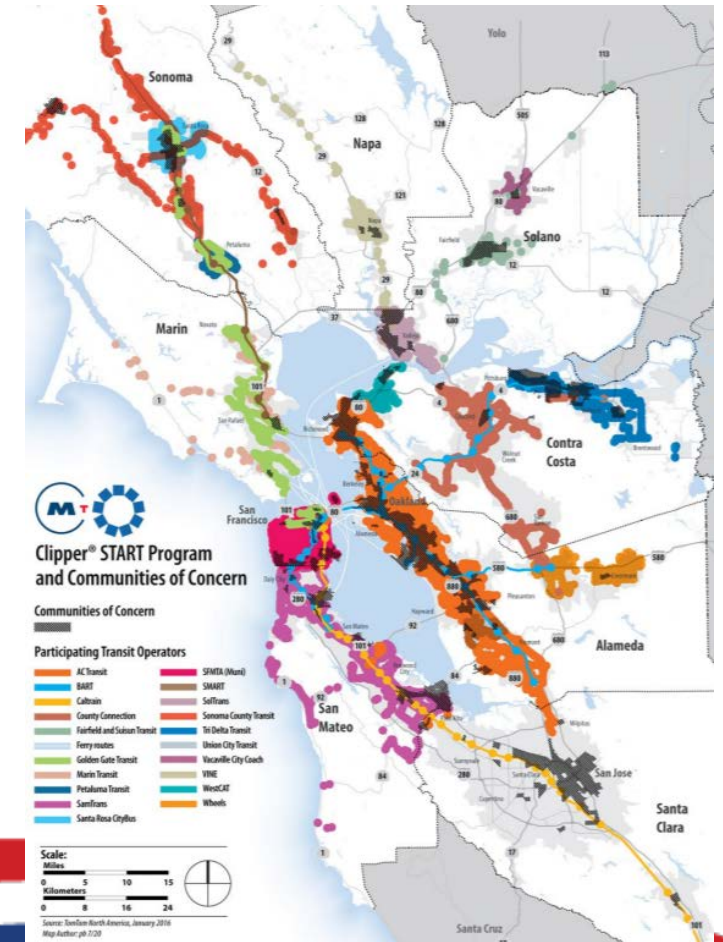
# Background

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- Clipper START program offers discount on single-ride fares to eligible low-income adults
- Eligibility based on 200% of the federal poverty household income level
  - Household size & income limits: 1: <\$25,520, 2: <\$34,480, 3: <\$43,440, 4: <\$52,400, 5: <\$61,360, 6: <\$70,320, 7: <\$79,280, 8: <\$88,240
- MTC reimburses 10% of the discount; transit agency covers balance of the discount level selected
  - Maximum proposed reimbursement to SamTrans is up to \$761k

# Regional Participation and Timeline

- Four agencies launched July 2020:
  - BART: 20% discount
  - Caltrain, GG Transit/Ferry, SFMTA: 50% discount
- Second cohort tentatively includes:
  - SamTrans, AC Transit, County Connection, LAVTA, Tri Delta, WestCAT, FAST Napa Vine, SolTrans, Vacaville City Coach, Sonoma Co. Transit, Union City Transit, Petaluma, Santa Rosa, WETA, SMART, Marin Transit
- SamTrans would join effective January 2021
  - Program ends January 2022 (12-month pilot program)



# Goals / Alignment with SamTrans Fare Policy

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- Keep fares affordable and simple to use (SamTrans Fare Policy 1.1) and support efforts to reduce transportation costs for low-income riders (Fare Policy 1.2)
- Support regional programs to streamline fare payment (Fare Policy 3.3) and increase use of Clipper Card (Fare Policy 3.5)
- Offer discounts to attract certain rider markets (Fare Policy 5.3) and use the fare elasticity model to evaluate changes (Fare Policy 5.2)

# Financial Implications for SamTrans

	20% Discount Scenario	50% Discount Scenario
Estimated Annual Revenue Loss (\$) After MTC Reimbursement	-\$123,000 to -\$372,000	-\$448,000 to -\$1.3M
Annual Revenue Loss Compared to FY19 Farebox Revenue (%)	-0.8% to -2.5%	-3% to -9.1%

1. Assumes 50% of adult trips would be eligible for discounted fares under this program
2. Ranges of annual revenue loss based on 25%-75% program participation of eligible riders
3. Annual revenue loss takes into account limited induced ridership demand caused by the discounted price (<1% for 20% scenario and 2.5% for 50% scenario)
4. Based on ridership data from Feb. 2020 (Pre-Covid 19)
5. Breaks out adult one-way fares and monthly pass trips, reflects that 24% of adult trips are made using monthly passes
  1. Under 20% discount scenario, monthly passholders stick with monthly pass, do not move to Clipper START, keeping that revenue stream constant.
  2. Under 50% discount scenario, some monthly passholders move to Clipper START, resulting in some fare revenue loss but not as much as shown on previous slide.

# Pros / Cons of Discount Level Options

Discount Level	Pros	Cons
20% Discount Scenario	<ul style="list-style-type: none"> <li>• Less revenue loss</li> <li>• Less financial risk in the future</li> </ul>	<ul style="list-style-type: none"> <li>• Less benefit to low-income riders</li> <li>• Does not provide financial benefit compared to monthly pass for daily riders</li> <li>• Creates new fare in fare structure (\$1.60)</li> <li>• Ongoing expectation of discount program</li> </ul>
50% Discount Scenario	<ul style="list-style-type: none"> <li>• Provides most benefit to low-income riders</li> <li>• Provides financial benefit when compared to monthly pass pricing</li> <li>• Extends same discount as given to youth, seniors and people with disabilities</li> <li>• Supports simple fare structure goal by using existing fare (\$1)</li> </ul>	<ul style="list-style-type: none"> <li>• More revenue loss</li> <li>• More financial risk in the future</li> <li>• May result in some monthly pass riders moving to Clipper START</li> <li>• Ongoing expectation of discount program</li> </ul>



# Title VI & Public Participation

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- Title VI analysis shows no disparate impact or disproportionate burden to minority populations
- Opportunities for public input:
  - Dedicated webpage with comment form  
[www.samtrans.com/clipperstart](http://www.samtrans.com/clipperstart)
  - Virtual public meeting held on 9/29 (seven participants)
  - CBOs and other stakeholder engagement
  - On-board visual scroll

# Program Evaluation

- Evaluation occurs at mid-point and end of pilot program

Awareness & Marketing	Customer Experience	Financial Viability	Administrative Feasibility	Affordability	Access + Mobility
<p>How effective was the program's outreach?</p> <p>How did people learn about Clipper START?</p> <p>How many people applied and enrolled, and what do we know about them?</p>	<p>How easy was it to enroll in Clipper START?</p> <p>Was managing and using the card straightforward and effective?</p>	<p>How did the program change transit agency revenues? And ridership?</p> <p>What were agency costs?</p> <p>How was the MTC subsidy spent to cover program participation?</p>	<p>What were the successes and challenges in delivering the Clipper START program?</p> <p>What does it take to manage and deliver the program?</p> <p>Where does the program fit in the organization?</p>	<p>Did participants' transportation costs decrease due to Clipper START?</p> <p>How did lower fares impact other aspects of people's lives?</p>	<p>Do participants have more access to opportunity because of the discount?</p> <p>How did people's travel patterns change after enrolling in Clipper START?</p> <p>What were the top travel destinations for participants?</p> <p>What transit or transportation service did people use?</p>

# Staff Recommendation

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- Join Clipper START at 50% discount level
- One-year pilot period, then
  - Assess impacts to customers and farebox recovery
  - Evaluate in context of agency's financial health, the economy and Covid-19
  - Combine with findings and recommendations of Reimagine SamTrans and regional Fare Integration & Coordination Study

# Next Steps

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- Receive Board's input today on program participation and discount level
- If desired, prepare resolution to join program for adoption at November 2020 BOD meeting
- Program promotion would begin later this fall
  - MTC leads regional marketing campaign
  - SamTrans supports with on-board ads, social media
- Pilot program active January 2021-January 2022

# Discussion / Questions

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- Should SamTrans join Clipper START?
- If so, at what discount level?



## AGENDA

### LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

WEDNESDAY, OCTOBER 7, 2020 – 3:15 pm

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

1. Call to Order

#### MOTION

2. Approval of Minutes of Legislative Committee Meeting of September 2,  
2020

#### INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

#### BOARD OF DIRECTORS 2020

KARYL MATSUMOTO, CHAIR  
PETER RATTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
CAROLE GROOM  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
CHARLES STONE

JIM HARTNETT  
GENERAL MANAGER/CEO

Committee Members: Ron Collins (Chair), Marina Fraser, 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 LEGISLATIVE COMMITTEE /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 2, 2020**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: C. Groom, R. Guilbault, K. Matsumoto, D. Pine, J. Powell, C. Stone

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Chair Ron Collins called the meeting to order at 4:25 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 5, 2020**

Motion/Second: Ratto/Collins

Ayes: Collins, Fraser, Groom, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

## **3. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation.

She noted that it was unlikely to hear more news about a federal funding package until after the November election. She said that at the state level, the Governor has approximately 400 bills crossing his desk upon which he must act by September 30, including SB (Senate Bill) 288 regarding transit-related projects and SB 1159 concerning compensation for employees who have contracted COVID-19.

## **4. ADJOURN**

The meeting adjourned at 4:28 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://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](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The 2020 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: Casey Fromson, Government and  
Community Affairs Director

650-508-6493



## **SamTrans As of September 14, 2020 Transportation Report**

### **Congressional Calendar**

- Congress will adjourn for recess on October 2 before returning for one week of voting on November 16.
- Congress will adjourn again on November 20 before returning December 1-10 before the holiday break.

### **Status of COVID-19 Relief Package**

On September 10, Senate Democrats blocked a \$500 billion Senate Republican skinny COVID bill, amid a stalemate over the next relief package. Senators voted 52-47 (required 60 votes) on advancing the bill, the first coronavirus-related legislation the chamber has voted on since it passed the \$484 billion CARES bill in April. All Democratic Senators voted no, along with Senator Rand Paul (R-Ky.) The measure would have provided a second round of PPP loans; \$300 per week in additional unemployment payments through late December; \$105 billion in aid for education institutions; \$47 billion in combined aid for testing, vaccine development, and other medical needs for the virus; and \$20 billion in farm aid. The measure did not include direct relief for state and local governments or funding for transportation agencies.

The White House/Senate Republicans and Democratic leadership remain far apart not only on the price tag of the next COVID measure but also on significant policy issues including unemployment insurance and more money for state and local governments. Despite continued negotiations, the latest strong jobs report and the agreement between Democrats and the White House on avoiding a government shutdown could signal that another major stimulus package is unlikely until after the November elections.

### **Speaker Pelosi, Secretary Mnuchin Agree to Avoid Government Shutdown in October**

On September 3, House Speaker Nancy Pelosi (D-Calif.) and Treasury Secretary Steven Mnuchin informally agreed to work to avoid a government shutdown at the end of the month of September to prevent the stalemate over virus-relief legislation from impeding the passage of a continuing resolution (CR). The CR is required to continue funding federal government agencies since Congress has not passed any of the FY 2021 appropriations bills. The CR will last until early December, and the House is expected to begin consideration of the bill during the week of September 14<sup>th</sup>. This will provide time for the Senate to vote on the bill and the president to sign the bill into law before the end of the fiscal year, September 30.

## **Lawmakers Agree to One-Year Surface Transportation Extension**

Congress will extend the current surface authorization bill, the Fixing America's Surface Transportation Act (FAST), which expires on September 30, by one year as Congress runs out of time to pass a full reauthorization.

A coalition of 88 trade associations, unions, and organizations [wrote](#) to Congress on September 9 asking that lawmakers enact a one-year surface transportation extension. In addition to the extension, the letter requested \$37 billion in emergency funding for state departments of transportation and \$32 billion for public transit agencies to recover from the COVID-19 crisis. They also asked lawmakers to “ensure solvency of the Highway Trust Fund for the duration of the extension at a minimum.” To date this year, state and local entities have delayed or cancelled \$8 billion in surface transportation projects.

## **Federal Highway Administration Gives States \$4.8 Billion in Extra FY 2020 Highway Funding and Highway Trust Fund Update**

On August 28, the Federal Highway Administration (FHWA) distributed an additional \$4.8 billion in FY 2020 federal-aid highway funding to states as part of the August redistribution process. Each year, FHWA reserves money for non-formula programs, but FHWA never uses that whole amount. Therefore, at the end of every July, FHWA figures out how much obligation limitation it will not be able to use by the end of the fiscal year, September 30, and asks states how much additional money they could obligate by that deadline. The money is then distributed to states by how much they say they can use by the deadline, not by their regular share of formula funding.

This funding amount is an all-time high for the annual August redistribution of the obligation limitation on federal-aid highways because there have been large carryover balances in the INFRA and TIFIA programs that FHWA has not been able to spend quickly. The state of California received \$493.7 million.

On August 6, the Treasury Department published its monthly report of the Highway Trust Fund (HTF) tax receipts for July 2020 that shows federal gas taxes are now slightly above last year's levels. July 2020 HTF tax receipts totaled \$3.84 billion, which is \$201 million above the July 2019 level.

## **FEMA Releases PPE Interim Policy**

On September 1, Federal Emergency Management Agency (FEMA) announced a change in its reimbursements of personal protective equipment (PPE). The changes will go into effect on September 15. FEMA will no longer reimburse states for the cost of cloth face coverings in non-emergency settings, including transit, schools, public housing, and courthouses. “Supporting schools and other functions – courthouses and other related functions – are not a direct emergency protective measures and therefore they're not eligible for [Public Assistance],” said Keith Turi, a FEMA assistant administrator for recovery. In addition, as of September 15, FEMA will only provide stockpiling funding for a 60-day supply of PPE from the date of purchase. Previously, a specific date was not specified.

Under the new policy, FEMA provides assistance for emergency protective measures in response to COVID-19 declared events, to include the following:

- Purchase and distribution of Personal Protective Equipment (PPE) that is directly related to the performance of otherwise eligible emergency work, or is provided to healthcare workers, patients with confirmed or suspected COVID-19 infection, and first responders.
  - Funding for stockpiling a supply of eligible PPE is limited to a 60-day supply from date of purchase.
  - Funding for storing eligible PPE is limited to what is necessary to store 60-day PPE supply.
- Medical care, in accordance with COVID-19 specific policy – “COVID-19 Pandemic: Medical Care Costs Eligible for Public Assistance, Version 2 (Interim)” policy – being concurrently released or subsequent updates.
- Purchase and distribution of food, in accordance with COVID-19 specific policy or subsequent updates.
- Non-congregate medical sheltering, in accordance with COVID-19 specific policy or subsequent updates.
- Operation of Emergency Operations Centers to direct and coordinate resources and response activities for COVID-19 declarations.
- Communications to disseminate public information regarding health and safety measures and provide warnings about risks and hazards.
- Mass casualty management, including the storage of human remains and mass mortuary services needed to manage mass fatalities caused by COVID-19.

## **.Grant Opportunities**

- **Expedited Project Delivery Pilot Program**: \$100 million is currently available. Applications will be accepted on a rolling basis until up to eight grants are awarded, subject to funding availability.
- **Commuter Authority Rail Safety Improvement (CARSI) Grants**: \$50 million available to improve safety at public railway-highway crossings. Eligibility is limited to the following applicants: an applicant must be a “commuter authority”. An eligible commuter authority must have experienced at least one accident investigated by the National Transportation Safety Board (NTSB) between January 1, 2008, and December 31, 2018, and for which the NTSB issued an accident report. The applicant must be either: (1) a commuter authority that meets the eligibility requirements listed above; or (2) a public or non-profit entity partnering with an eligible commuter authority. Applications are due by October 26.



September 13, 2020

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – October 2020**

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### **General Update**

The Legislature adjourned the 2019-20 Legislative Session around 1:30 a.m. on September 1. In the final two weeks of the Legislative Session, approximately 400 bills were sent to Governor Newsom. Several bills SamTrans is tracking were passed by the Legislature, while others did not make the Governor's desk. Below is a short report on the key bills we have been tracking for your agencies and where each ended up. For the bills that made it to the Governor's desk, the Governor has until September 30 to act on them. Any bill the Governor does not act on automatically becomes law. The Legislature will reconvene for the 2020-21 Legislative Session on December 7, with the work beginning in earnest in early January.

[SB 288 \(Wiener\) CEQA Exemptions for Transit Projects](#) – This bill would enact a series of statutory exemptions for transit and bike & pedestrian projects and passed the Legislature overwhelmingly, with bi-partisan support. The bill is awaiting action by the Governor. It was amended in the final weeks to include bus charging infrastructure. SamTrans supported this bill.

[SB 757 \(Allen\) CEQA Judicial Streamlining for Rail Projects](#) – This bill, which would put a “shot clock” on the courts for dispensing with CEQA litigation for certain types of mass transit projects, passed the Legislature overwhelmingly, with bi-partisan support. However, because this bill is joined to SB 995 (Atkins) – meaning SB 995 must also pass the Legislature for SB 757 to take effect – it cannot be implemented (see next bill). We expect Senator Allen to attempt a similar effort in 2021.

[SB 995 \(Atkins\) CEQA Judicial Streamlining Housing](#) – This bill would have extended the Jobs and Economic Improvement Through Environmental Leadership Act, which sunsets at the end of 2020, and added affordable housing projects to the eligibility list. However, this bill failed to pass the Senate Floor on concurrence before the midnight deadline. Because this bill failed to make it to the Governor, SB 757 (Allen) cannot take effect. We expect Senator Atkins to attempt a similar effort in 2021.

[SB 1159 \(Hill\) Workers' Compensation](#) – This bill was one of several of bills that would create a rebuttable presumption for COVID-19 related workers' compensation claims, filed by employees working outside of the public safety and health professions, that is triggered by an “outbreak” of the virus at a “specific place of employment.” This bill is the only one that was passed by the Legislature and sent to the Governor.

[SB 1351 \(Beall\) Revenue Bonding for SHOPP Projects](#) – This bill would allow revenue bonds to be issued to fund highway maintenance projects sooner. However, the bill has the potential to adversely impact transit operators within the Local Partnership Program and concerns were raised by transit agencies. The bill passed the Legislature and is on the Governor’s Desk.

[AB 107 \(Committee on Budget\) Transit Funding Flexibility in the SB 1 SOGR Program \(Section 20\)](#) – This budget trailer bill contains numerous items related to state governance, including the funding flexibility sought by the California Transit Association within the \$100 million SB 1 Transit State of Good Repair Program.

#### **Update on ARB Heavy-Duty Omnibus Regulation**

On August 27, the California Air Resources Board (ARB) adopted its [Heavy-Duty Engine and Vehicle Omnibus regulation](#), designed to reduce in-use emissions from heavy-duty internal combustion engines used in truck and transit applications.

As the rule was being promulgated, the California Transit Association, on behalf of its member transit agencies, voiced concerns about a set of provisions in the regulation, which would inadvertently force Cummins, the manufacturer of most diesel engines purchased in the country, out of the California market for diesel transit bus engines. Left unaddressed, these provisions would eliminate the ability for transit agencies in California to legally procure diesel engines and diesel buses, beginning in 2024. Recognizing the impact of these provisions on the implementation timelines for the Innovative Clean Transit regulation, the Association’s advocacy team worked with ARB board members to secure their commitment to amend the final regulation to provide a pathway for the continued purchase of diesel engines and diesel buses from 2024 to 2029. When finalized, the regulation will allow transit agencies to simply follow the timeline for transitioning to zero-emission bus technologies, identified in the Innovative Clean Transit regulation.

In the coming months, the California Transit Association will work with an internal subcommittee, comprised of a subset of its transit agency members, including SamTrans, to negotiate the amendment to regulation. We will keep you apprised of progress on the amendment.

#### **Statewide Competitive Grant Programs:**

At the request of SamTrans Staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. **The CTC recently adopted a revised schedule for SCCP, LPP, and TCEP as a result of the COVID-19 outbreak. The key change was a small delay in the application due date.**

#### ***Transit and Intercity Rail Capital Program (TIRCP)***

The TIRCP was created to fund capital improvements to modernize California’s intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

April 2020 – CalSTA Awards Announced

#### ***Solutions for Congested Corridors Program (SCCP)***

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million

available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Important Dates:

October 2019 – Guidelines Adopted

July 2020 – Applications Due

December 2020 – Program Adoption

### ***Local Partnership Program (LPP)***

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

Important Dates:

October 2019 – Guidelines Adopted

June 2020 – Applications Due

December 2020 – Program Adoption

### ***Trade Corridor Enhancement Program (TCEP)***

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

Important Dates:

January 2020 – Guidelines Adopted

July 2020 – Applications Due

December 2020 – Program Adoption

### ***Volkswagen Environmental Mitigation Trust***

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

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

**Status:** [Funding cycle open](#)

### ***Carl Moyer***

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

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

**Status:** [Funding cycle open](#)

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)***

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation. The Legislature did not adopt a Cap and Trade Expenditure Plan for Fiscal Year 2020-21; as such, the HVIP program did not receive additional funding this fiscal year.

**Current Guidelines:** Found [here](#); an update to the guidelines for FY 2019-20 is pending

**Status:** [Funding cycle is currently oversubscribed](#)

***Alternative and Renewable Fuel and Vehicle Technology Program – Zero-Emission Bus Infrastructure and Planning***

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In 2020, the California Energy Commission released funding new opportunities for transit agencies for large-scale infrastructure demonstrations for zero-emission buses and infrastructure planning blueprints.

**Current Guidelines:**

- Blueprint guidelines [here](#)
- Infrastructure Deployment guidelines [here](#)

**Status:**

- [Blueprint solicitation open](#)
- [Infrastructure Deployment solicitation open](#)

***Grade Separation Funding***

At the December 5, 2018 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 5</a> <a href="#">Gonzalez D</a></p> <p>Worker status: employees and independent contractors.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (<i>Dynamex</i>), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the <i>Dynamex</i> case and clarify its application. The bill would provide that for purposes of the provisions of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration shall be considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation or business.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 51</a> <a href="#">Gonzalez D</a>  Employment discrimination: enforcement.	Signed by Governor Newsom.	Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment as a condition of employment, continued employment, or the receipt of any employment-related benefit. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 90</a> Committee on Budget  Transportation.	Signed by Governor Newsom.	<p>(1)Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1 / 4 % sales tax in each county are transferred to the county’s local transportation fund and available, among other things, for allocation by a transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways for an operator to qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator’s total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating cost. If an operator was allocated funds from a local transportation fund during a fiscal year in which it did not maintain the required ratio of fare revenues to operating cost, existing law requires the operator’s eligibility to receive these moneys and specified allocations under the State Transit Assistance Program to be reduced during a subsequent penalty year by the amount of the difference between the required fare revenues and the actual fare revenues collected for the fiscal year that the required ratio was not maintained. This bill would prohibit the imposition of this penalty on an operator that does not maintain the required ratio of fare revenues to operating cost during the 2019–20 or 2020–21 fiscal year. This bill contains other related provisions and other existing laws.</p>	Watch
<a href="#">AB 107</a> Committee on Budget  State government.	On the Governor’s Desk.	<p>This budget trailer bill contains numerous items related to state governance, including the funding flexibility sought by the California Transit Association within the \$100 million SB 1 Transit State of Good Repair Program.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 252</a> <a href="#">Daly D</a>  Department of Transportation: environmental review process: federal program.	Signed by Governor Newsom.	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.	Supported May 2019
<a href="#">AB 752</a> <a href="#">Gabriel D</a>  Public transit: transit stations: lactation rooms.	Signed by Governor Newsom.	Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in private. This bill would require specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 784</a> <a href="#">Mullin</a> D</p> <p>Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2019</p>
<p><a href="#">AB 851</a> <a href="#">Cooper</a> D</p> <p>Drug masking products.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law generally prohibits the unauthorized use, possession, and sale of controlled substances, and regulates programs and facilities that provide treatment and other services to persons affected by narcotic, alcohol, and other drug abuse. Under existing law, it is unlawful to deliver, furnish, or transfer, possess with intent to deliver, furnish, or transfer, or manufacture with intent to deliver, furnish, or transfer, drug paraphernalia, as defined, knowing, or under circumstances where a person reasonably should know, that it will be used to engage in specified acts relating to controlled substances. This bill would prohibit a person from distributing, delivering, or selling, or possessing with intent to distribute, deliver, or sell, a drug masking product. The bill would define a “drug masking product” to mean synthetic urine, as defined, or any other substance designed to be added to human urine or hair for the purpose of defrauding an alcohol or drug screening test.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 992</a> <a href="#">Mullin</a> D</p> <p>Open meetings: local agencies: social media.</p>	<p>On the Governor’s Desk.</p>	<p>The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that, until January 1, 2026, the prohibition described above does not prevent a member from engaging in separate conversations or communications outside of a meeting authorized by this act with any other person using an internet-based social media platform, as defined, to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body, provided that a majority of the members do not use the internet-based social media platform to discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body, and that a member shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1286</a> <a href="#">Muratsuchi D</a>  Shared mobility devices: agreements.	On the Governor's Desk.	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1351</a> <a href="#">Lackey</a> R</p> <p>Transit operators: paratransit and dial-a-ride services: assessment.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law requires a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. Existing law requires a transit operator to honor any current valid identification card for the type of transportation service or discount requested and that has been issued to an individual with disabilities by another transit operator. Existing law establishes in state government the Transportation Agency, which consists of various state entities, including the Department of Transportation. This bill would require the agency, in consultation with public transit operators, to conduct an assessment of the procedures public transit operators use to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories and are certified to use another in-state public transit operator’s similar dial-a-ride and paratransit services. The bill would require the agency to publish the assessment on its internet website on or before July 1, 2021. The bill would require the agency, after conducting and publishing the assessment, to adopt guidelines for the development of a statewide program to enable individuals with disabilities who a public transit operator has certified to use its dial-a-ride and paratransit services to use another in-state public transit operator’s similar dial-a-ride and paratransit services.</p>	<p>Watch</p>



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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1413</a> <a href="#">Gloria D</a>  Transportation: transactions and use taxes.	Signed by Governor Newsom.	(1)Existing law authorizes various specified governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. This bill would authorize the agency to impose a transactions and use tax applicable to the entirety of, or a portion of, the County of Placer, excluding the Tahoe Basin, in conformity with the Transactions and Use Tax Law at a rate of no more than 1% if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters. The bill would require that any revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply and be spent only on transportation and transit infrastructure and services. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1486</a> <a href="#">Ting D</a>  Surplus land.	Signed by Governor Newsom.	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. Existing law defines “exempt surplus land” to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term “district” includes all districts within the state, and that this change is declaratory of existing law. The bill would revise the definition of “surplus land” to mean land owned in fee simple by any local agency, for which the local agency’s governing body takes formal action, in a regular public meeting, declaring, supported by written findings, that the land is surplus and is not necessary for the agency’s use, as defined. The bill would provide that “surplus land” for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for future development, as specified. The bill would also broaden the definition of “exempt surplus land” to include specified types of lands. This bill contains other related provisions and other existing laws.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1560</a> <a href="#">Friedman</a> D</p> <p>California Environmental Quality Act: transportation: major transit stop.</p>	<p>Signed by Governor Newsom.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other things, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to include a bus rapid transit station, as defined. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2730</a> <a href="#">Cervantes D</a></p> <p>Access and functional needs: local government: agreement for emergency management and transportation.</p>	<p>On the Governor's Desk.</p>	<p>Existing law requires a county, including a city and county, to, upon the next update to its emergency plan, integrate access and functional needs into its emergency plan by addressing, at a minimum, how the access and functional needs population, as defined, is served by emergency communications, emergency evacuation, and emergency sheltering. Existing law also requires that a county, or city and county, include representatives from the access and functional needs population when making this update. This bill would require a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. The bill would provide that an adjacent county means a county within the same standard metropolitan statistical area, as established by the United States Office of Management and Budget. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2992</a> <a href="#">Weber</a> D</p> <p>Employment practices: leave time.</p>	<p>On the Governor’s Desk.</p>	<p>(1)Existing law prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking, for taking time off from work to obtain or attempt to obtain relief to help ensure the health, safety, or welfare of the victim or victim’s child. Existing law requires an employee, as a condition of taking time off for these purposes, to give the employer reasonable advance notice of the employee’s intention to take time off, unless doing so is not feasible. Existing law prohibits an employer, when an unscheduled absence occurs, from taking any action against the employee if the employee, within a reasonable time after the absence, provides a certification to the employer meeting certain criteria, including documentation from one of specified persons that the employee was undergoing treatment for specific injuries. Existing law authorizes an employee to file a complaint with the Division of Labor Standards Enforcement for a violation of that prohibition, and makes it a misdemeanor for an employer to refuse to rehire, promote, or restore an employee who has been determined to be so eligible by a grievance procedure or legal hearing. This bill would expand the above provision to prohibit an employer from discharging, or discriminating or retaliating against, an employee who is a victim of crime or abuse for taking time off from work to obtain or attempt to obtain relief, as prescribed. The bill would also prohibit an employer from taking action against an employee, when an unscheduled absence occurs, if the employee victim of crime or abuse provides certification that they were receiving services for certain injuries, or if the documentation is from a victim advocate, as defined. The bill would additionally prohibit such action if the employee provides certification in any other form of documentation that reasonably verifies that the crime or abuse occurred. The bill would also define “victim” and “crime” for purposes of these provisions. By expanding the definition of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">HR 97</a> <a href="#">Frazier</a> D Relative to high-speed rail.	House Rule adopted by the Assembly, no further action to take effect.	This measure would resolve that the Assembly has an active role in appropriating \$4.2 billion in remaining Proposition 1A bond funds, and must be respected for their role to provide input before key decisions on the high-speed rail project's future direction. The Assembly has the time to provide appropriate oversight and thoughtful consideration of all project alternatives without discussions and debate being prematurely stopped through actions by the High-Speed Rail Authority proposed to take place in the fall of 2020. The High-Speed Rail Authority is hereby directed to not proceed with the execution of track and systems or train set procurements, or with the acquisition of the right-of-way along the City of Merced and the City of Bakersfield extensions, until the Assembly has considered and approved the High-Speed Rail Authority's funding request for appropriation of the remaining bond funds.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 128</a> <a href="#">Beall D</a></p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program.</p>	<p>Supported May 2019</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 146</a> <a href="#">Beall D</a></p> <p>Regional transportation plans: sustainable communities strategies: procedural requirements.</p>	<p>On the Governor's Desk.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, existing law requires a metropolitan planning organization to adopt a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Before the adoption of a sustainable communities strategy or an alternative planning strategy, existing law requires a metropolitan planning organization to complete certain procedural requirements, including a requirement to conduct informational meetings, as specified, and a requirement to adopt a public participation plan that includes, among other things, workshops throughout the region and public hearings on the draft sustainable communities strategy or alternative planning strategy, as specified. This bill, until January 1, 2023, would recharacterize the workshops as public engagement gatherings and would authorize these informational meetings, public engagement gatherings, and public hearings to be conducted by electronic means if a call-in telephonic option is also provided and the meeting is not required to be conducted pursuant to the Ralph M. Brown Act. The bill, until January 1, 2023, would make other related changes. This bill contains other existing laws.</p>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 288</a> <a href="#">Wiener</a> D</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>On the Governor's Desk.</p>	<p>This bill would further exempt from the requirements of CEQA certain projects, including projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, as specified, whether or not the right-of-way is in use for public mass transit. The bill would additionally exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, projects carried out by a city or county to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities.</p>	<p>Supported August 2020</p>
<p><a href="#">SB 397</a> <a href="#">Glazer</a> D</p> <p>Public transit operators: passengers with pets: evacuation orders.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law imposes various requirements on transit operators. Existing law prohibits a person from doing any of specified acts with respect to the property, facilities, or vehicles of a transit district, including, among other things, interfering with the operator or operation of a transit vehicle, or impeding the safe boarding or alighting of passengers. This bill would require the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 9/14/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 757</a> <a href="#">Allen (D)</a></p> <p>California Environmental Quality Act: environmental leadership projects: fixed guideway.</p>	<p>On the Governor's Desk.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1159</a> <a href="#">Hill D</a></p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>On the Governor's Desk.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. This bill would define "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. The bill would create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. The bill would limit the applicability of the presumption under certain circumstances. The bill would require an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. The bill would also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Until January 1, 2023, the bill would allow for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1215</a> <a href="#">Stern D</a></p> <p>Electricity: microgrids.</p>	<p>Failed passage in the Assembly Utilities and Energy Committee.</p>	<p>(1)Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission, in consultation with the State Energy Resources Conservation and Development Commission and the Independent System Operator, to take specified actions by December 1, 2020, to facilitate the commercialization of microgrids for distribution customers of large electrical corporations, including developing microgrid service standards necessary to meet state and local permitting requirements and developing methods to reduce barriers for microgrid deployment without shifting costs between ratepayers. This bill would require the commission, in consultation with the Office of Emergency Services, to create a database of critical facilities and critical infrastructure, and related critical circuits that are located in tier 2 or tier 3 high fire-threat districts served by electrical corporations, and identify with respect to each whether it serves low-income households or low-income communities, as defined. The bill would require an electrical corporation, upon request, to collaborate with local governments or community choice aggregators within its service area to identify critical circuits and microgrid projects. The bill would authorize the above listed entities and local publicly owned electric utilities to use capacity resulting from a microgrid project to satisfy specified resource adequacy requirements. The bill would require electrical corporations to provide local governments, tribal governments, and community choice aggregators with electrical distribution equipment data, transmission and distribution circuit data, grid hardening plans, and other information requested by those entities to ensure that they are able to plan and develop microgrid projects collaboratively with the electrical corporations. The bill would authorize the electrical corporations to require the use of a commission-approved nondisclosure agreement before providing the requested information. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1291</a> Committee on Transportation  Federal Statewide Transportation Improvement Program: submissions.	On the Governor's Desk.	Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies. Existing law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the department for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020. This bill contains other related provisions.	Watch

**San Mateo County Transit District  
State Legislative Matrix 9/14/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1351</a> <a href="#">Beall D</a></p> <p>Transportation improvement fee: revenue bonds.</p>	<p>On the Governor's Desk.</p>	<p>Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various revenues for the program in the Road Maintenance and Rehabilitation Account, including specified portions of revenues from certain fuel excise taxes, a road improvement fee imposed on certain zero-emission vehicles, and the transportation improvement fee. Existing law imposes the transportation improvement fee under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and an inflation adjustment, and requires the fee to be collected at the same time and in the same manner as the vehicle registration fee. Existing law requires revenues in the Road Maintenance and Rehabilitation Account to be annually allocated by first making specified deductions for various specified purposes and then continuously appropriating the remaining revenues in the account 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. This bill would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would transfer the revenues from the transportation improvement fee that are deposited in the Road Maintenance and Rehabilitation Account to the subaccount. The bill would continuously appropriate the revenues in the subaccount to the department and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account. The bill would prohibit the revenues in the subaccount from being used to satisfy the above-described deductions from the Road Maintenance and Rehabilitation Account, except under specified circumstances. The bill would require the revenues in the subaccount to be used first to satisfy the 50% allocation to the department and would require those revenues to be deposited in the State Highway and SHOPP TIF Account, which the bill would create in the State Transportation Fund.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 145</a> <a href="#">Frazier</a> D  High-Speed Rail Authority: Senate confirmation.	Failed passage in the Senate Transportation Committee.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.	Watch
<a href="#">AB 196</a> <a href="#">Gonzalez</a> D  Workers' compensation: COVID-19: essential occupations and industries.	Failed passage on the Senate Floor.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of employment. This bill would define "injury," for certain employees who are employed in an occupation or industry deemed essential in the Governor's Executive Order of March 19, 2020 (Executive Order N-33-20), except as specified, or who are subsequently deemed essential, to include coronavirus disease 2019 (COVID-19) that develops or manifests itself during a period of employment of those persons in the essential occupation or industry. The bill would apply to injuries occurring on or after March 1, 2020, would create a conclusive presumption, as specified, that the injury arose out of and in the course of the employment, and would extend that presumption following termination of service for a period of 90 days, commencing with the last date actually worked.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 291</a> <a href="#">Chu D</a>  Local Emergency Preparedness and Hazard Mitigation Fund.	Failed passage in the Senate Governmental Organization Committee.	<p>The California Emergency Services Act creates within the office of the Governor the Office of Emergency Services, which is responsible for the state’s emergency and disaster response services, as specified. Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. This bill would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2021, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community. The bill would require, upon appropriation by the Legislature, the Office of Emergency Services to receive \$1,000,000 annually and each county to receive \$500,000 annually for specified purposes. The bill would require the Office of Emergency Services to distribute funds to lead agencies, subject to certain requirements and restrictions, as specified. The bill would require lead agencies to further distribute those funds to local governments pursuant to a specified schedule for specified purposes, and impose various requirements on local governments that receive funds pursuant to these provisions. The bill would include related legislative findings. This bill contains other related provisions and other existing laws.</p>	Watch



## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 314</a> <a href="#">Bonta</a> D  Public employment: labor relations: release time.	Vetoed by Governor Newsom.	Current law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those activities. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1112</a> <a href="#">Friedman</a> D  Shared mobility devices: local regulation.	Failed passage in the Senate Transportation Committee.*	Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1142</a> <a href="#">Friedman</a> D  Regional transportation plans: transportation network companies.	Failed passage in the Senate Appropriations Committee.*	Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1350</a> <a href="#">Gonzalez</a> D  Free youth transit passes: eligibility for state funding.	Failed passage in Senate Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1991</a> <a href="#">Friedman</a> D  Transit and Intercity Rail Capital Program: passenger tramways.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of 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 achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1992</a> <a href="#">Friedman</a> D  Transportation: transportation infrastructure: climate change.	Failed passage in the Assembly Transportation Committee.*	Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state's limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council's report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission's revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2012</a> <a href="#">Chu</a> D  Free senior transit passes: eligibility for state funding.	Failed passage in the Assembly Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.	Watch
<a href="#">AB 2057</a> <a href="#">Chiu</a> D  San Francisco Bay area: public transportation.	Failed passage in the Assembly Transportation Committee.*	This bill would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst's Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
		its activities. The bill would repeal these provisions on January 1, 2027. This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express.	
<a href="#">AB 2121</a> <a href="#">Friedman D</a>  Traffic safety.	Failed passage in the Assembly Transportation Committee.*	Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.	Supported April 2020

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2176</a> <a href="#">Holden</a> D  Free student transit passes: eligibility for state funding.	Failed passage in the Assembly Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.	Watch



## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2237</a> <a href="#">Berman</a> D  Bay area county transportation authorities: contracting.	Failed passage in the Assembly Transportation Committee.*	The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.	Supported March 2020

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2249</a> <a href="#">Mathis R</a>  High-speed rail: legislative oversight.	Failed passage in the Assembly Transportation Committee.*	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes. The bill would require the authority to submit to the committee on a monthly basis certain information relating to the authority's ongoing operations in the development and implementation of intercity high-speed train service, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2262</a> <a href="#">Berman</a> D  Greenhouse gases: zero-emission vehicle charging or fueling infrastructure: statewide assessment and zero-emission readiness plans.	Failed passage in the Assembly Transportation Committee.*	Existing law requires the State Energy Resources Conservation and Development Commission to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electrical vehicle adoption required for the state to meet the goal of deploying at least 5,000,000 vehicles by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Existing law requires the commission to update the assessment at least once every 2 years. This bill, on and after January 1, 2021, would require the assessment to consider the different electric vehicle charging infrastructure needs of metropolitan planning areas. The bill would require each metropolitan transportation organization to submit to the commission a zero-emission readiness plan, as specified. By imposing additional duties on metropolitan transportation organizations, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2307</a> <a href="#">Bonta</a> D Public employment: labor relations: release time.	Failed passage in the Assembly Public Employment and Retirement Committee.*	This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others; and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2323</a> <a href="#">Friedman</a> D  California Environmental Quality Act: exemptions.	Failed passage in the Senate Appropriations Committee.	CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects in transit priority project areas if the project is consistent with a specific plan for which an environmental impact report has been certified. This bill would additionally exempt those projects located in a very low vehicle travel area, as defined. The bill would require that the project is undertaken and is consistent with either a specific plan prepared pursuant to specific provisions of law or a community plan, as defined, for which an EIR has been certified within the preceding 15 years in order to be exempt. The bill would additionally require the project site to have been previously developed or to be a vacant site meeting certain requirements. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 2433</a> <a href="#">Cooper</a> D  Local public employee organizations.	Failed passage in the Assembly Appropriations Committee.*	The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2772</a> <a href="#">Reyes</a> D  Alternative and Renewable Fuel and Vehicle Technology Program.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. The bill would revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors. The bill instead would create a list of projects that the commission would be authorized to make eligible for funding, as specified. The bill would require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2824</a> <a href="#">Bonta</a> D  Bay Bridge Fast Forward Program.	Failed passage in the Assembly Transportation Committee.*	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission, Department of Transportation, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the commission, department, and certain transit operators, on or before January 1, 2022, to jointly submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would authorize the commission and department, on and after January 1, 2024, if a specified travel speed reliability performance target for the San Francisco-Oakland Bay Bridge corridor has not been met for a consecutive 6-month period, to, as a year-long pilot program, designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during specified time periods, and would require the commission, department, and certain transit operators to jointly submit to the Legislature a report on the pilot program's efficiency. The bill would require the department to obtain federal approval or waivers, as necessary, to implement these provisions. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2873</a> <a href="#">Kalra D</a>  Public transit operators: bus procurement: new technology considerations.	Failed passage in the Assembly Transportation Committee.*	Existing law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design. This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 2943</a> <a href="#">Ting D</a>  Surplus property: disposal.	Failed passage in the Assembly Local Government Committee.*	Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.	Watch



## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2987</a> <a href="#">Flora R</a>  Local agency public contracts: bidding procedures.	Failed passage in the Local Government Committee.*	The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3100</a> <a href="#">Garcia, Eduardo</a> D</p> <p>State Energy Resources Conservation and Development Commission: Blue Ribbon Commission on Lithium Extraction in California: report.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>Existing law establishes in the Resources Agency the State Energy Resources Conservation and Development Commission, consisting of 5 members appointed by the Governor, as specified. Existing law requires the commission to undertake a continuing assessment of trends in the consumption of electrical energy and other forms of energy and analyze the social, economic, and environmental consequences of these trends, and to carry out, or cause to be carried out, under contract or other arrangements, research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance. This bill would require, on or before March 1, 2021, the commission to establish and convene the Blue Ribbon Commission on Lithium Extraction in California, with specified members appointed as prescribed. The bill would require the Blue Ribbon Commission on Lithium Extraction in California to review, investigate, and analyze certain issues regarding lithium extraction and use in California, and to consult, if feasible, with the United States Environmental Protection Agency in performing these tasks. The bill would require the Blue Ribbon Commission on Lithium Extraction in California to submit, on or before October 1, 2022, a report to the Legislature discussing and documenting its findings and recommendations.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3128</a> <a href="#">Burke D</a>  Electricity: deenergization events: fuel cells.	Failed passage in the Assembly Natural Resources Committee.*	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.	Watch
<a href="#">AB 3213</a> <a href="#">Rivas, Luz D</a>  High-Speed Rail Authority: high-speed rail service: priorities.	Failed passage in the Assembly Appropriations Committee.	Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3256</a> <a href="#">Garcia, Eduardo</a> D  Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation, and Flood Protection Bond Act of 2020.	Held in the Assembly Rules Committee.	The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide direct primary election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. This bill would enact the Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,980,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, climate resilience, drought preparation, and flood protection program. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3278</a> <a href="#">Patterson</a> R  High-speed rail.	Failed passage in the Assembly Appropriation Committee.	The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes. Existing law requires the High-Speed Rail Authority, before committing those bond proceeds for expenditure for construction and real property and equipment acquisition, to have approved and concurrently submitted to the Director of Finance and the Chairperson of the Joint Legislative Budget Committee both a detailed funding plan and a report, prepared by one or more financial services firms, financial consulting firms, or other consultants involved in funding or constructing the high-speed train system, indicating that, among other things, the planned passenger train service to be provided by the authority, or pursuant to its authority, will not require an operating subsidy. This bill would state that passenger train service is provided by the authority, or pursuant to its authority for those purposes when high-speed train service uses the high-speed train system owned by the authority, regardless of whether the service is provided directly by the authority or provided by a third party pursuant to a lease agreement with the authority.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3335</a> <a href="#">Friedman</a> D  California Environmental Quality Act: transit priority projects.	Failed passage in the Assembly Natural Resources Committee.*	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 25</a> <a href="#">Caballero D</a></p> <p>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that are funded, in whole or in part, by specified public funds or public agencies and that meet certain requirements. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program. The bill would require the Judicial Council, by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 43</a> <a href="#">Allen</a> D Carbon intensity and pricing: retail products.	Failed passage in the Assembly Revenue and Taxation Committee.*	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.	Watch



## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 50</a> <a href="#">Wiener D</a>  Planning and zoning: housing development: streamlined approval: incentives.	Failed passage on the Senate Floor.	(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 127</a> <a href="#">Wiener</a> D  Transportation funding: active transportation: complete streets.	Vetoed by Governor Newsom.	Existing law provides that the Department of Transportation has full possession and control over the highways of the state and is responsible for preparing the State Highway Operation and Protection Program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Existing law also creates the California Transportation Commission, with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of state transportation funds for state transportation improvement projects. Existing law requires the department, in consultation with the commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Existing law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. The bill would require the department to include complete streets elements in the asset management plan, as specified.	Watch
<a href="#">SB 147</a> <a href="#">Beall</a> D  High-Speed Rail Authority.	Failed passage in the Assembly Transportation Committee.*	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 277</a> <a href="#">Beall D</a>  Road Maintenance and Rehabilitation Program: Local Partnership Program.	Vetoed by Governor Newsom.	<p>Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds into the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to distribute the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in consultation with transportation planning agencies, county transportation commissions, and other local agencies, to develop separate guidelines for the distribution or allocation of the funds in each subaccount that, among other things, establish the types of eligible projects consistent with specified requirements. In order to receive a distribution of funds from the Local Partnership</p>	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
		Formula Subaccount from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a description of a project nominated to be funded with the funds, including the project's status and the amount of eligible local matching funds the eligible entity is committing to the project. The bill would require the commission to review the accompanying documentation for nominated projects to ensure that each nominated project meets certain requirements, and would require that projects determined to meet those requirements be deemed eligible for funding.	
<a href="#">SB 278</a> <a href="#">Beall D</a>  Metropolitan Transportation Commission.	Failed passage in the Assembly Transportation Committee.*	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region. This bill contains other related provisions and other existing laws.</p> <p>This bill was the legislative vehicle for the FASTER Bay Area framework and expenditure plan.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 336</a> <a href="#">Dodd D</a>  Transportation: fully-automated transit vehicles.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Existing law imposes various requirements on transit operators. This bill would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.	Watch
<a href="#">SB 664</a> <a href="#">Allen D</a>  Electronic toll and transit fare collection systems.	Failed passage in the Assembly Privacy and Consumer Protection Committee.*	(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle’s use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities. The bill would limit the above-described authorization to those operators engaged in an interstate interoperability program. The bill would assert that these provisions are declarative of existing law. This bill contains other related provisions and other existing laws.	Supported August 2019

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 795</a> <a href="#">Beall</a> D  Economic development: housing: workforce development: climate change infrastructure.	Failed passage in the Assembly Appropriations Committee.	Existing law establishes various housing programs administered by the Department of Housing and Community Development, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified types of housing projects. Existing law also establishes the Homeless Housing, Assistance, and Prevention program, administered by the Business, Consumer Services, and Housing Agency, for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as provided. This bill, upon appropriation by the Legislature, would make up to \$2,000,000,000 available in each fiscal year for the purpose of providing emergency economic recovery and development, climate change, and disaster response. Of the amount made available for any fiscal year, the bill would require the Controller to allocate \$1,808,000,000, or a proportional amount of the total available amount for the applicable fiscal year, among various housing programs administered by the Department of Housing and Community Development, the Homeless Housing, Assistance, and Prevention program, and for distribution by the California Workforce Development Board among local agencies to participate in, invest in, or partner with new or existing preapprenticeship training programs established as described above. The bill would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to that program under the bill. This bill contains other related provisions and other existing laws.	Supported April 2020

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 902</a> <a href="#">Wiener D</a>  Planning and zoning: housing development: density.	Failed passage in the Assembly Appropriations Committee.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 931</a> <a href="#">Wieckowski D</a>  Local government meetings: agenda and documents.	Failed passage in the Senate Governance and Finance Committee.*	Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require, if the local agency has an internet website, a legislative body or its designee to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. The bill would require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by electronic mail or by other electronic means, the legislative body or its designee to send by electronic mail a copy of the agenda or a website link to the agenda and mail a copy of all other documents constituting the agenda packet in accordance with the mailing requirements. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch



## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 995</a> <a href="#">Atkins D</a>  Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011: housing projects.	Failed passage on the Senate Floor.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specified plan for housing projects where the state has provided funding for the preparation of the master EIR. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 988</a> <a href="#">McGuire D</a> Aviation fuel.	Failed passaged in the Senate Governance and Finance Committee.*	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Existing law requires a seller or person subject to sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. Existing law provides that if the California Department of Tax and Fee Administration (the department) finds that a person's failure to make a timely return or payment is due to reasonable cause and circumstances beyond the person's control, and occurred notwithstanding the exercise of ordinary care and the absence of willful neglect, the person shall be relieved of the penalties for failing to file a return. This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to a penalty of \$5,000. The bill would exempt from those penalties a person who fails to file a return or provides information or files an inaccurate return, if that person's failure is due to reasonable cause and circumstances beyond the person's control, notwithstanding the exercise of ordinary care and the absence of willful neglect. The bill would require the department to collect and disseminate, as specified, information from those information returns and calculate the amount of revenue collected from the sale, storage, use, or consumption of aviation fuel in the state. This bill would also require the department to report corresponding tax revenue information to local tax entities.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1258</a> <a href="#">Stern D</a>  California Climate Technology and Infrastructure Financing Act.	Failed passage in the Senate Appropriations Committee.	Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other assistance for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1283</a> <a href="#">Beall</a> D</p> <p>Transit buses: Counties of Monterey and Santa Cruz.</p>	<p>Failed passage in the Senate Transportation Committee.*</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1314</a> <a href="#">Dodd D</a>  Community Energy Resilience Act of 2020.	Failed passage in the Senate Natural Resources and Water Committee.*	Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council various duties, including managing and awarding grants and loans to support the planning and development of sustainable communities, as provided. This bill, the Community Energy Resilience Act of 2020, would require the council to develop and implement a grant program for local governments to develop community energy resilience plans. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1330</a> <a href="#">Umberg D</a>  Sales and Use Tax Law: zero emissions vehicle exemption.	Failed passage in the Senate Governance and Finance Committee.*	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2021, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. This bill would take effect immediately as a tax levy.	Watch

## San Mateo County Transit District State Legislative Matrix 9/14/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1363</a> <a href="#">Allen D</a> Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.	Failed passage in the Senate Environmental Quality Committee.*	Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the State Air Resources Board, no later than September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, those greenhouse gas emission reduction targets approved by the state board. This bill would also require the state board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SCA 1</a> <a href="#">Allen D</a> Public housing projects.	Failed passage in the Assembly Housing and Community Development Committee.*	The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.	Watch

\*This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.