



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 prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html

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

WEDNESDAY, JANUARY 6, 2021

2:00 PM

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE**
2. **SWEARING IN:**
 - a. Carole Groom for a term ending 12-31-2024 (Representing Board of Supervisors)
 - b. Rose Guilbault for a term ending 12-31-2024 (Public Member)

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

- c. Josh Powell for a term ending 12-31-2024 (Public Member)
- d. Jeff Gee for a term ending 12-31-2024 (Representing Southern Judicial Cities)

3. ROLL CALL

4. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Regular Meeting of December 2, 2020
- b. Approval of Minutes of the Board of Directors Special Meeting of December 22, 2020
- c. Acceptance of Statement of Revenues and Expenses for the Period Ending November 30, 2020

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

6. REPORT OF THE CHAIR

- a. Resolution of Appreciation for Ron Collins

7. REPORT OF THE GENERAL MANAGER/CEO

- a. Dumbarton Rail Corridor Update

8. BOARD MEMBER REQUESTS/COMMENTS

9. 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. Approval of Minutes of Community Relations Committee Meeting of December 2, 2020

INFORMATIONAL

- 3. Accessible Services Update
- 4. Paratransit Coordinating Council Update
- 5. Multimodal Ridership Report – November 2020
- 6. Adjourn

B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE*
(J. Powell, Chair, C. Stone)

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of December 2, 2020
3. Authorize an Amendment to the Contract with Giro, Inc. for Continued Hastus Maintenance and Support Services and Award a Separate Contract to Giro, Inc. for Hastus Cloud Hosting, Support, and Transition Services
4. Award of Contract for Bus Operator Uniforms
5. Award of Contract for Purchase, Configuration, Installation, and Warranty of Cradlepoint Routers, and Five-year Subscription to Advanced Net Cloud Manager Software, to Provide Onboard Wifi Connectivity
6. Adjourn

C. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE*
(M. Fraser, P. Ratto)

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of December 2, 2020
3. Adoption of 2021 Legislative Program

INFORMATIONAL

4. State and Federal Legislative Update
5. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Multimodal Ridership Report – November 2020

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTIONS

- a. Authorizing an Amendment to an Existing Contract with Giro, Inc. for Continued Hastus Maintenance and Support Services for a Three-year Period for a Total Amount of \$485,702 and Awarding a Separate Contract to Giro, Inc. for Hastus Cloud Hosting, Support, and Transition Services for a One-year Period for a Total Contract Amount of \$154,753

- b. Awarding a Contract to FMS Ventures, Inc. dba Banner Uniform to Furnish Bus Operator Uniforms for a Not-to-exceed Amount of \$560,137 for a Five-year Term
- c. Awarding a Contract to Premier Wireless Solutions for Purchase, Configuration, Installation, and Warranty of Cradlepoint Routers, and a Five-year Subscription to Advanced Net Cloud Manager Software to Provide Onboard Wifi Connectivity for a Not-to-exceed Amount of \$926,635

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

MOTION

- a. Adoption of 2021 Legislative Program

SUBJECT DISCUSSED

- b. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

- 15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, February 3, 2021 at 2:00 pm, via Zoom teleconference

16. GENERAL COUNSEL REPORT

- a. Report-out from December 22, 2020 Closed Session
Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957
Position: General Manager/CEO
- b. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957 / Conference with Labor Negotiators Pursuant to Government Code Section 54957.6
Agency-designated Representative: Board Chair
Title/Unrepresented Employee: General Manager/CEO Jim Hartnett
- c. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957
Position: General Manager/CEO

Following the Closed Sessions, the Board may consider potential actions related to the noticed topics.

17. ADJOURN

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at: http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html. Communications to the Board of Directors can be emailed to board@samtrans.com.

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

*Should Zoom not be operational, please check online

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

Public Comment

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF BOARD OF DIRECTORS MEETING
DECEMBER 2, 2020**

MEMBERS PRESENT: R. Collins, M. Fraser, C. Groom, R. Guilbault, K. Matsumoto, D. Pine
(Via Teleconference) (left at 5:03 pm), J. Powell, P. Ratto (Vice Chair), C. Stone (Chair)

MEMBERS ABSENT: None

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

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Outgoing Chair Karyl Matsumoto called the meeting to order at 2:02 pm and led the Pledge of Allegiance.

2. ROLL CALL

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

3. GENERAL COUNSEL REPORT FROM NOVEMBER 4 CLOSED SESSIONS

- a. Conference with Labor Negotiator Pursuant to Government Code Section 54957.6
Employee Organization: International Brotherhood of Teamsters, Local 856 (All Units)**
- b. Conference with Labor Negotiator Pursuant to Government Code Section 54957.6
Employee Organization: Amalgamated Transit Union, Local 1574 (All Units)**

Joan Cassman, Legal Counsel, reported that at the November 4 closed sessions, the Board was advised that there was an extension of the agreements with no change in economic terms and that negotiations will resume next year. She noted that the Board will take final action on Consent Item #5e for a one-year extension of the Collective Bargaining Agreements with Teamsters Union, Local 856.

4. PUBLIC HEARING/CONSIDERATION OF RESOLUTION OF NECESSITY (Continued from October 7, 2020)

- a. Property Location: 201 Gateway Blvd., South San Francisco, CA 94080
APN: 015-024-240
Property Owner: Healthpeak Life Science Properties, Inc.**

- 1. Chair Matsumoto opened the public hearing.
- 2. Brian Fitzpatrick, Director, Real Estate and Property Development, provided the presentation.
- 3. Chair Matsumoto called for any public comment.

Drew Cressman, Healthpeak Life Science Properties, Inc., summarized Healthpeak's opposition to the overhead power lines coming across their property. He said they are working with District staff on an underground option where the power lines would go to the westernmost point on their property and then go up and across the railway

easement. He requested that in passing the resolution that the Board direct staff to continue to negotiate with them on an underground option for the power lines, and to postpone commencement of the eminent domain lawsuit.

4. Chair Matsumoto closed the public hearing.

Jim Hartnett, General Manager/CEO, said it was important that the resolution of necessity and the legal options that arise from it be maintained so that the District can proceed in accordance with the process and the schedule.

Mr. Fitzpatrick said that the District and its partners at Healthpeak recognized that an option for drilling under the Caltrain right of way is risky and potentially time-consuming. He said the solution they are attempting to implement avoids that risk of drilling under the Caltrain right-of-way, which contains many utilities, including a gas line that serves the airport.

5. Chair Matsumoto expressed appreciation for Healthpeak's working relationship with staff and noted that Healthpeak was willing to pay their full share. She proposed language for adoption by the Board.

Approved by Resolution No. 2020-47:

Motion/Second: Stone/Collins

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

Noes: None

Absent: None

5. CONSENT CALENDAR

- a. **Approval of Minutes of the Board of Directors Meeting of November 4, 2020**
- b. **Acceptance of Statement of Revenues and Expenses for the Period Ending October 31, 2020**
- c. **Acceptance of Capital Projects Quarterly Status Report 1st Quarter FY 2021**
- d. **Approval of Continuation of the Safe Harbor Transit Ticket Program**
- e. **Approving the One-year Extension of the Collective Bargaining Agreements with Teamsters Union, Local 856 -- Approved by Resolution No. 2020-48**
- f. **Renewal of Delta Dental Insurance Contract -- Approved by Resolution No. 2020-49**

Motion/Second: Groom/Stone

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

Noes: None

Absent: None

6. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

There were no comments.

7. REPORT OF THE CHAIR

a. Report of the Public Member Nominating Committee and Appointment of Two Public Member Seats for Four-year Terms Ending 12/31/2024 (Directors Groom, Ratto, and Stone)

Director Carole Groom said they had interviewed six candidates and that they recommended Josh Powell and Rose Guilbault to continue in their roles based on their experience. She noted that the Committee also recommended that the other applicants be invited to apply to the Citizens Advisory Committee.

Motion/Second: Groom/Stone

Public members do not vote

Ayes: Collins, Groom, Pine, Stone, Ratto, Matsumoto

Noes: None

Absent: None

b. Report of the 2021 Chair and Vice Chair Nominating Committee

Director Rose Guilbault said that the Nominating Committee (composed of herself and Director Josh Powell) proposed Peter Ratto as Chair and Charles Stone as Vice Chair for 2021. Vice Chair Ratto expressed his appreciation and proposed that he continue to serve as Vice Chair and Director Stone as Chair in light of the upcoming Caltrain governance issue and the value of the Board being represented by the elected official.

Motion/Second: Guilbault/Collins

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

Noes: None

Absent: None

8. REPORT OF THE GENERAL MANAGER/CEO

Jim Hartnett, General Manager/CEO, said that the report was in the packet.

Director Dave Pine reported on the future appointments processes for an auditor and independent counsel for Caltrain and the Board's commitment to make a recommendation on the Caltrain governance structure by December 31, 2021.

Director Matsumoto asked if administrative operations for Caltrain would fall under Measure RR. Director Pine said it would come out of Caltrain general fund, which is funded by Measure RR.

Mr. Hartnett discussed funding sources for the current fiscal year.

Director Ron Collins noted the difficult and expensive process of governance and changing of general counsel.

Director Guilbault express concern that Caltrain was spending during a time of debt.

Director Groom said that Measure RR funds being used for non-transportation purposes was troubling.

Director Pine said they did not know the incremental cost of hiring an independent counsel.

Mr. Hartnett noted that his report included several news articles for other transit agencies. Director Guilbault said she found the articles informative.

Public Comment:

Adina Levin, Seamless Bay Area, said that current SamTrans riders want more flexibility for connecting with other transit modalities.

9. BOARD MEMBER REQUESTS/COMMENTS

Director Matsumoto said that the City of South San Francisco is trying to do outreach on the Clipper START program. April Chan, Chief Officer, Planning, Grants/Transportation Authority, said that SamTrans had signed up with MTC (Metropolitan Transportation Commission) -and will begin participating in January. Millie Tolleson, Principal Planner, said that they will confirm with MTC what the specific date in January is.

10. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 3:09 pm.

Director Pine left the meeting at 5:03 pm

11. RECONVENE BOARD OF DIRECTORS MEETING

Chair Stone reconvened the Board meeting at 5:13 pm.

12. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

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

MOTION:

- a. Approval of Appointments to the Measure W Citizens Oversight Committee

Motion/Second: Fraser/Collins

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

Noes: None

Absent: Pine

Director Fraser reported on the following items:

SUBJECTS DISCUSSED:

- b. Accessible Services Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Quarterly Dashboard Report – July-September 2020
- f. Multimodal Ridership Report – October 2020

13. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

MOTION:

- a. Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2020

Motion/Second: Powell/Groom

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

Noes: None

Absent: Pine

Director Josh Powell led the Board on voting on the following items in one motion:

RESOLUTIONS:

- b. Awarding a Contract to The Cities Group for Workers' Compensation Program Administration Services for a Total Amount of \$1,767,000 -- *Approved by Resolution No. 2020-50*
- c. Authorizing an Amendment to the Contract with Conduent Transport Solutions, Inc., for Advanced Traveler Information System Signs Cellular Wi-Fi Upgrade Services and to Increase the Total Contract Amount by \$71,094 -- *Approved by Resolution No. 2020-51*

Motion/Second: Powell/Ratto

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

Noes: None

Absent: Pine

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

Director Carole Groom led the Board on voting on the following items in one motion:

RESOLUTIONS:

- a. Approving the San Mateo County Transit District Agency Safety Plan -- *Approved by Resolution No. 2020-52*
- b. Approving the San Mateo County Transit District's Rollout Plan to Comply with the California Air Resource Board's Innovative Clean Transit Plan -- *Approved by Resolution No. 2020-53*

Motion/Second: Groom/Guilbault

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

Noes: None

Absent: Pine

Director Groom reported on the following item:

SUBJECT DISCUSSED:

- c. Reimagine Update: Draft Service Policy Framework and Network Alternatives

15. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Ron Collins reported on the following items:

SUBJECTS DISCUSSED:

- a. State and Federal Legislative Update
- b. 2021 Draft Legislative Program

16. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

17. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Matsumoto announced the time and location of the next meeting as Wednesday, January 6, 2021 at 2:00 pm, with teleconference details to be provided prior to the meeting.

18. GENERAL COUNSEL REPORT

Ms. Cassman and Chair Stone each expressed their appreciation and congratulations on the Board appointments going into the new year and they each wished Director Collins well on his departure from the Board.

19. ADJOURN

The Board meeting adjourned at 5:22 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF SPECIAL BOARD OF DIRECTORS MEETING
DECEMBER 22, 2020**

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

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, M. Bouchard, S. Murphy, J. Cassman,
S. van Hoften, D. Seamans

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the meeting to order at 2:05 pm and requested that Director Dave Pine lead the Pledge of Allegiance.

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

2. CLOSED SESSION

Public Employee Appointment Pursuant to Government Code Section 54957

Position: General Manager/CEO

Joan Cassman, Legal Counsel, noted the following for the record: The special meeting notice and agenda were physically and electronically posted before 2:00 pm on December 21, 2020, and under the Ralph M. Brown Act, two out of four notification measures were inadvertently overlooked in preparing for the meeting:

- An additional meeting notice was not posted on the District's front web page as is typically required nor was a notice sent to subscribers (those who are on record requesting notice of any meetings of this Board of Directors or standing committees that are called) 24 hours prior to the meeting.
- When this came to our attention, these two additional notice measures were immediately corrected and addressed prior to the meeting.

She apologized on behalf of the District for this inadvertent mistake. She noted that if this meeting had anticipated any Board action, she would have advised the District to call off this meeting, but in this circumstance, given the subject matter, which is one that will not entertain, require, or seek any action of the Board and one which will not even require under the law a reportable action at the close of the closed session, she stated that the closed session will proceed.

Ms. Cassman announced that she would report that no action was taken in the closed session at the regular Board meeting on January 6, 2021.

The Board adjourned into closed session at 2:11 pm

3. ADJOURN

The meeting adjourned at 2:41 pm.

**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
NOVEMBER 30, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of November 30, 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 November 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 November year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$18.9 million higher than the prior year. This is primarily driven by the CARES Act funds (page 1, line 4). The increase 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 and line 11), and PCJPB, SMCTA and SAMTR capital wages and benefits (Page 1, line 14).

Year to Date Expenses: As of November year-to-date actual, the Total Uses of Funds (page 1, line 39) are \$1.0 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), A.D.A Programs (page 1, line 23), and Caltrain (page 1, line 24). The decreases are partially offset by increases in Sales Tax Allocation for Capital Programs (page 1, line 35).

BUDGET IMPACT

There is no budget impact for the month of November 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
NOVEMBER 2020**

% OF YEAR ELAPSED: 41.7%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES OF FUNDS					
Operating Revenues					
1 Passenger Fares	6,891,050	1,755,138	(5,135,913)	(74.5%)	5,260,150.00
2 Local TDA and STA Funds	24,894,281	17,477,267	(7,417,014)	(29.8%)	45,138,493
3 Pass through to Other Agencies	131,667	142,391	10,724	8.1%	580,345
4 CARES Act Funds	0	42,108,358	42,108,358	100.0%	25,547,295
5 Operating Grants	199,762	250,135	50,373	25.2%	3,338,767
6 SMCTA Measure A	6,027,594	5,060,036	(967,558)	(16.1%)	10,597,344
7 AB434 Funds, TA Funded Shuttle & Other	172,500	316,952	144,452	83.7%	452,000
8 Subtotal - Operating Revenues	38,316,854	67,110,277	28,793,424	75.1%	90,914,394
Other Revenue Sources					
10 District Sales Tax	40,473,450	33,812,581	(6,660,869)	(16.5%)	80,000,000
11 Measure W Sales Tax	19,212,280	16,709,912	(2,502,368)	100.0%	40,000,000
12 Investment Income	1,625,314	1,556,374	(68,940)	(4.2%)	3,630,000
13 Other Interest, Rent & Other Income	3,216,381	3,942,591	726,210	22.6%	6,902,350
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	11,741,023	10,337,275	(1,403,748)	(12.0%)	31,950,189
15					
16 Subtotal - Other Revenues	76,268,448	66,358,734	(9,909,714)	(13.0%)	162,482,539
17 Total Revenues	114,585,301	133,469,011	18,883,710	16.5%	253,396,933
18 Total Sources of Funds	114,585,301	133,469,011	18,883,710	16.5%	253,396,933
19					
USES OF FUNDS					
21 PCJPB, SMCTA & SAMTR Capital W&B	11,741,023	10,337,275	(1,403,748)	(12.0%)	31,950,189
22 Motor Bus	57,022,279	53,626,536	(3,395,742)	(6.0%)	146,116,387
23 A. D. A. Programs	6,895,161	5,965,552	(929,609)	(13.5%)	19,100,642
24 Caltrain	4,510,927	3,698,703	(812,224)	(36.1%)	8,876,887
25 Other Multi-modal Programs	1,030,175	896,659	(133,516)	(13.0%)	2,676,890
26 Pass through to Other Agencies	131,667	142,391	10,724	8.1%	580,345
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411
28 Total Operating Expense	81,331,231	74,667,116	(6,664,115)	(8.2%)	209,396,751
29					
30 Total Operating Surplus/ (Deficit)	33,254,070	58,801,895	25,547,825	76.8%	44,000,182
31					
32 District Sales Tax Capital	3,539,216	2,330,908	(1,208,308)	(34.1%)	5,594,180
33 Measure W Sales Tax Capital	1,014,583	416,667	(597,917)	100.0%	1,000,000
34 Reserves for Future Capital Allocation	-	7,607,110	7,607,110	100.0%	18,257,063
35 Sales Tax Allocation - Capital Program	4,553,800	10,354,685	5,800,885	127.4%	24,851,243
36					
37 Total Debt Service	3,890,596	3,694,492	(196,104)	(5.0%)	19,148,939
38					
39 Total Uses of Funds	89,775,627	88,716,293	(1,059,334)	(1.2%)	253,396,933
40					
41 NET SURPLUS/ (DEFICIT)	24,809,674	44,752,718	19,943,044	80.4%	0

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

% OF YEAR ELAPSED: 41.7%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES - MOTOR BUS					
1 PASSENGER FARES	6,544,229	1,697,778	(4,846,451)	(74.1%)	5,071,876
2					
3 LOCAL (TDA) TRANSIT FUND	19,003,847	15,009,103	(3,994,744)	(21.0%)	39,059,834
4					
5 STATE TRANSIT ASSISTANCE	4,169,509	1,475,057	(2,694,452)	(64.6%)	3,540,136
6					
7 OPERATING GRANTS	65,890	71,177	5,287	8.0%	1,256,231
8					
9 DISTRICT SALES TAX REVENUE	23,804,853	31,294,902	7,490,049	31.5%	90,606,856
10					
11 INVESTMENT INTEREST INCOME	1,386,573	1,231,503	(155,070)	(11.2%)	3,125,000
12					
13 OTHER REVENUE SOURCES:					
14 Rental Income	949,717	612,042	(337,675)	(35.6%)	1,451,492
15 Advertising Income	252,994	56,854	(196,140)	(77.5%)	804,549
16 Other Income	844,666	2,178,119	1,333,453	157.9%	1,200,413
17 TOTAL OTHER REVENUES	2,047,377	2,847,016	799,639	39.1%	3,456,454
18					
19 TOTAL MOTOR BUS	57,022,279	53,626,536	(3,395,742)	(6.0%)	146,116,387
20					
21 AMERICAN DISABILITIES ACT:					
22 Passenger Fares Redi-Wheels	346,821	57,359	(289,462)	(83.5%)	188,274
23 Local TDA 4.5 Redi-Wheels	1,029,894	794,840	(235,053)	(22.8%)	2,062,681
24 Local STA - Paratransit	691,031	198,268	(492,764)	(40.2%)	475,842
25 Operating Grants	133,872	178,958	45,086	100.0%	2,082,536
26 Sales Tax Revenue - ADA	2,443,236	2,571,515	128,279	5.3%	8,986,309
27 Interest Income - Paratransit Fund	238,741	324,871	86,130	36.1%	505,000
28 SMCTA Measure A Redi-Wheels	1,516,667	1,361,333	(155,333)	(10.2%)	3,200,000
29 SM County Measure K	-	-	-	100.0%	-
30 Measure M Paratransit	494,900	478,408	(16,492)	(3.3%)	1,600,000
31 TOTAL ADA PROGRAMS	6,895,161	5,965,552	(929,609)	(13.5%)	19,100,642
32					
33 MULTI-MODAL TRANSIT PROGRAMS:					
34					
35 Transfer from SMCTA for Caltrain	4,510,927	3,082,227	(1,428,701)	(31.7%)	7,397,344
36 Other Sources - Caltrain	-	616,476	616,476	100.0%	1,479,543
37 AB434 Funds-SamTrans Shuttle	172,500	316,952	144,452	83.7%	452,000
38 Employer SamTrans Shuttle Funds	674,104	412,616	(261,488)	(38.8%)	1,554,500
39 Dumbarton Rental Income	-	204,551	204,551	100.0%	291,396
40 Sales Tax Revenue - Gen. Operating Asst.	183,571	(37,461)	(221,032)	(120.4%)	378,994
41					
42 TOTAL MULTIMODAL	5,541,102	4,595,361	(945,741)	(17.1%)	11,553,777
43					
44 TOTAL REVENUES	69,458,541	64,187,449	(5,271,092)	(7.6%)	176,770,806

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

% OF YEAR ELAPSED: **41.7%**

EXPENSES	YEAR-TO-DATE				ANNUAL BUDGET
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	
DISTRICT OPERATED BUSES					
1 Motor Bus Wages & Benefits	34,948,197	31,943,828	(3,004,369)	(8.6%)	76,529,126
2					
3 Services:					
4 Board of Directors	48,663	47,427	(1,236)	(2.5%)	122,366
5 Contracted Vehicle Maintenance	469,915	480,874	10,960	2.3%	1,277,216
6 Property Maintenance	554,602	519,030	(35,572)	(6.4%)	1,833,000
7 Professional Services	780,683	1,132,485	351,802	45.1%	5,520,982
8 Technical Services	2,952,563	3,292,376	339,813	11.5%	10,655,112
9 Other Services	999,300	1,293,915	294,614	29.5%	4,197,236
10 Materials & Supply:					
11 Fuel and Lubricants	1,197,864	716,834	(481,030)	(40.2%)	2,567,023
12 Bus Parts and Materials	663,725	817,543	153,818	23.2%	2,149,404
13 Uniforms and Driver Expense	72,348	117,278	44,930	62.1%	712,678
14 Timetables and Tickets	24,388	-	(24,388)	(100.0%)	215,000
15 Office Supplies / Printing	194,497	106,449	(88,048)	(45.3%)	665,791
16 Other Materials and Supply	47,883	74,723	26,840	56.1%	142,800
17					
18 Utilities:					
19 Telephone	214,975	219,908	4,932	2.3%	667,500
20 Other Utilities	474,312	449,369	(24,943)	(5.3%)	1,778,540
21 Insurance	575,642	803,474	227,831	39.6%	2,202,982
22 Claims Reserves and Payments	104,884	36,080	(68,804)	100.0%	1,455,563
23 Workers' Compensation	1,267,918	1,182,033	(85,885)	(6.8%)	3,817,674
24 Taxes and License Fees	328,241	241,118	(87,123)	(26.5%)	836,273
25 Leases and Rentals	61,877	29,860	(32,017)	(51.7%)	71,800
26 Promotional and Legal Advertising	258,926	41,548	(217,379)	(84.0%)	1,098,250
27 Training and Business Travel	123,393	111,205	(12,189)	(9.9%)	472,432
28 Dues and Membership	40,394	49,550	9,155	22.7%	201,853
29 Postage and Other	49,788	57,518	7,730	15.5%	216,580
30					
31 Total District Operated Buses	46,454,979	43,764,426	(2,690,553)	(5.8%)	119,407,181
32					
33 CONTRACTED BUS SERVICES					
34 Contracted Urban Bus Service	9,344,401	8,193,373	(1,151,028)	(12.3%)	22,704,800
35 Coasts de Services	664,082	647,302	(16,781)	(2.5%)	1,754,000
36 Redi Coast Non-ADA	96,802	87,146	(9,656)	(10.0%)	260,800
37 La Honda - Pescadero	19,688	-	(19,688)	(100.0%)	55,130
38 SamCoast - Pescadero	41,311	13,791	(27,520)	(66.6%)	149,000
39 CUB Related Wages & Benefits	137,236	150,221	12,986	100.0%	440,419
40 CUB Related Other Support	35,910	38,648	2,738	7.6%	109,200
41 CUB Insurance	192,116	367,359	175,242	91.2%	1,017,457
42 CUB Claims Reserves & Payments	35,754	364,271	328,517	100.0%	218,400
43 Total Contracted Bus Service	10,567,299	9,862,110	(705,189)	(6.7%)	26,709,206
44					
45 TOTAL MOTOR BUS	57,022,278	53,626,536	(3,395,742)	(6.0%)	146,116,387

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

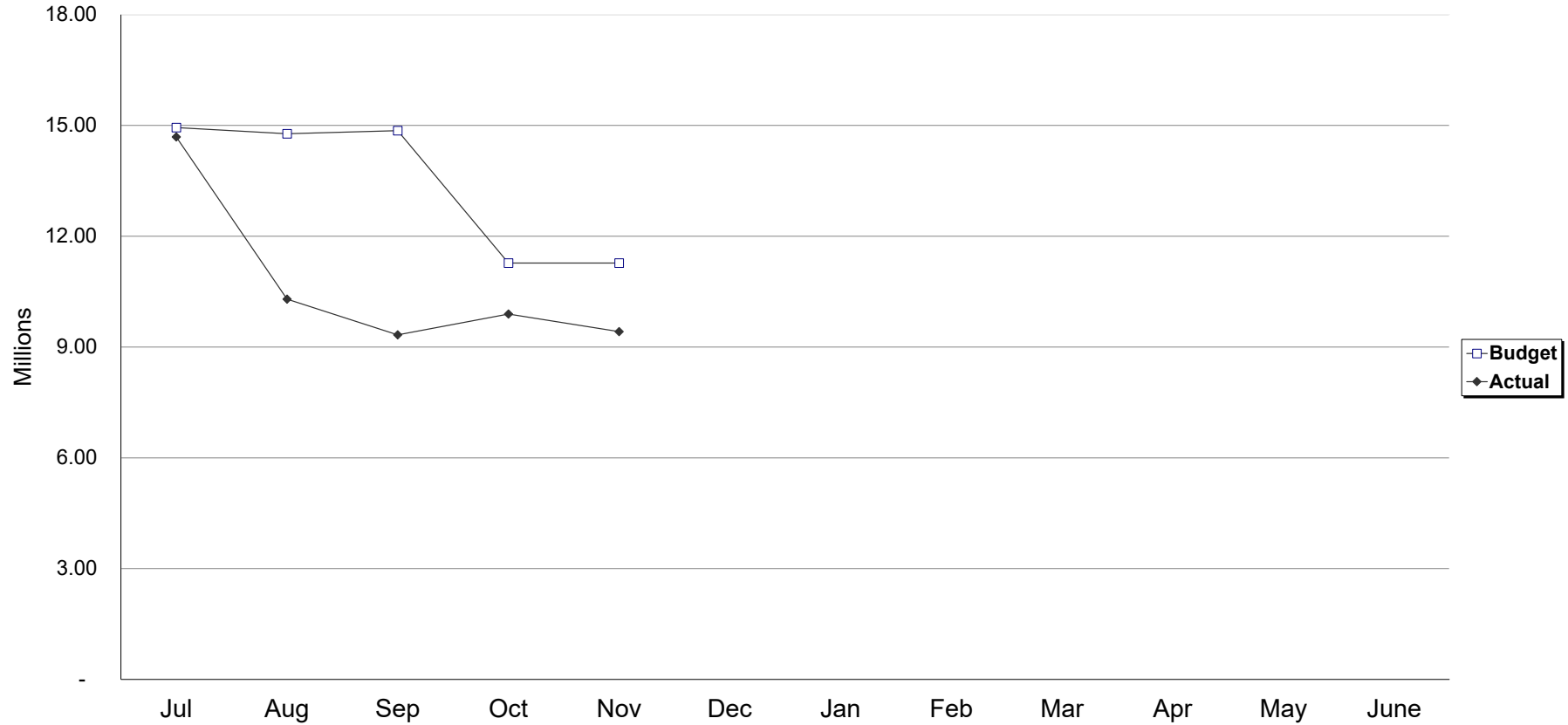
% OF YEAR ELAPSED: **41.7%**

EXPENSES	YEAR-TO-DATE				ANNUAL BUDGET
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	
46 AMERICAN DISABILITY ACT PROGRAMS					
47					
48 Elderly & Disabled/Redi-Wheels	2,034,619	2,818,016	783,396	38.5%	6,929,800
49 ADA Sedans / Taxi Service	2,430,435	777,117	(1,653,318)	(68.0%)	3,629,400
50 Coastside ADA	777,314	475,532	(301,782)	(38.8%)	2,032,900
51 ADA Related Wages & Benefits	1,016,552	1,161,200	144,648	14.2%	2,649,599
52 ADA Related Other Support	534,142	448,649	(85,493)	(16.0%)	2,863,778
53 ADA Insurance	164,191	301,272	137,081	83.5%	776,765
54 ADA Claims Reserves & Payments	(62,092)	(16,234)	45,858	100.0%	218,400
55					
56 TOTAL ADA PROGRAMS	6,895,161	5,965,552	(929,609)	(13.5%)	19,100,642
57					
58					
59 MULTI-MODAL TRANSIT PROGRAMS					
60					
61 CALTRAIN SERVICE					
62 Peninsula Rail Service	4,510,927	3,698,703	(812,224)	(18.0%)	8,876,887
63 Total Caltrain Service	4,510,927	3,698,703	(812,224)	(18.0%)	8,876,887
64					
65 OTHER SUPPORT					
66 SamTrans Shuttle Service	886,759	797,098	(89,661)	(10.1%)	2,101,500
67 Shuttle Related Wages & Benefits	26,745	33,461	6,716	100.0%	92,875
68 Dumbarton M.O.W.	57,858	1,900	(55,958)	100.0%	309,515
69 Maintenance Multimodal Facilities	58,812	64,200	5,387	100.0%	173,000
70 Total Other Support	1,030,175	896,659	(133,516)	(13.0%)	2,676,890
71					
72					
73 TOTAL MULTI-MODAL PROGRAMS	5,541,102	4,595,361	(945,741)	(17.1%)	11,553,777
74					
75					
76 TOTAL OPERATING EXPENSES	69,458,542	64,187,449	(5,271,092)	(7.6%)	176,770,806

SAN MATEO COUNTY TRANSIT DISTRICT

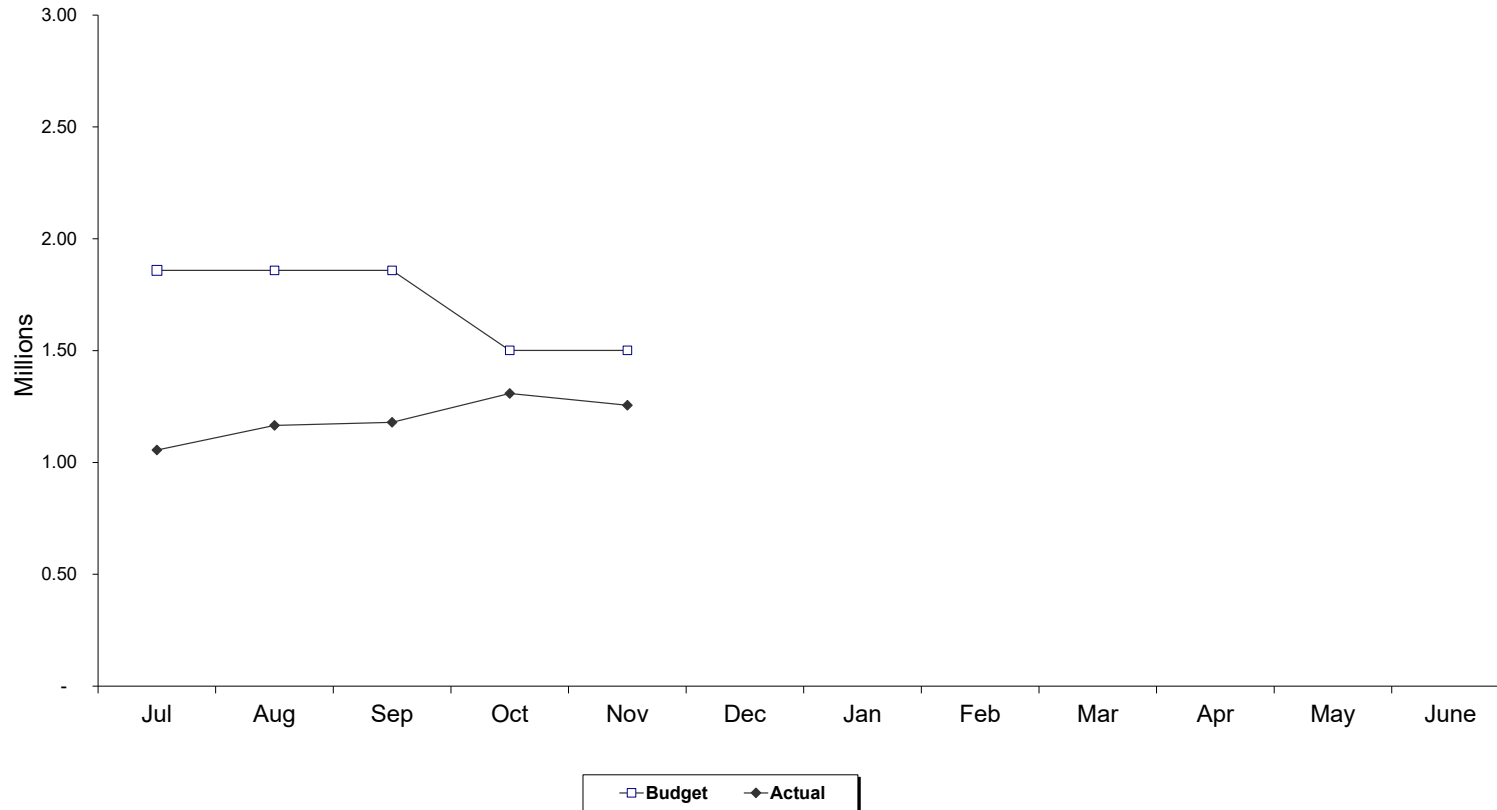
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2021



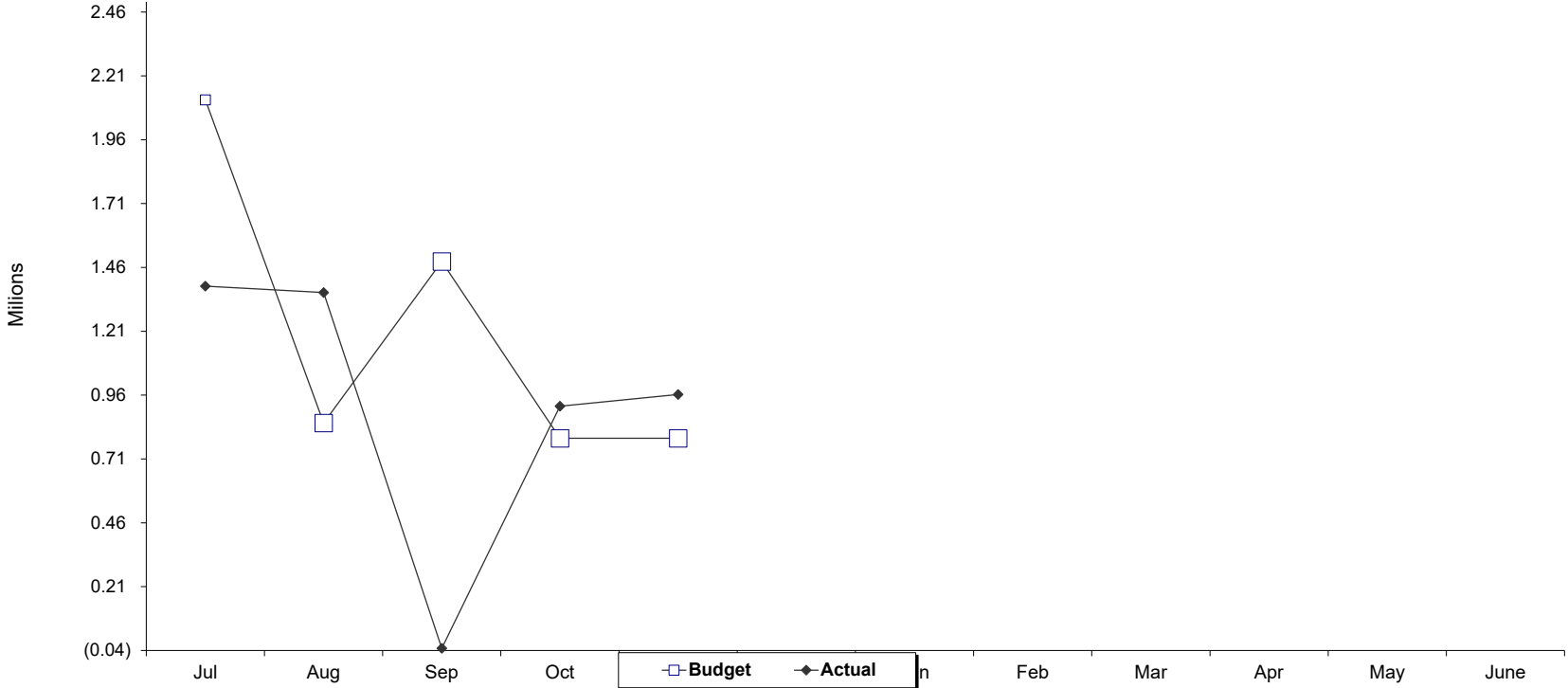
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	14,942,139	14,775,940	14,859,040	11,273,847	11,273,847							
Actual	14,687,367	10,297,742	9,329,172	9,894,653	9,417,603							
CUMULATIVE EXPENSES												
Budget	14,942,139	29,718,079	44,577,120	55,850,966	67,124,813							
Actual	14,687,367	24,985,109	34,314,281	44,208,934	53,626,536							
Variance - F(U)	254,773	4,732,971	10,262,839	11,642,032	13,498,276							
Variance %	1.7%	15.9%	23.02%	20.84%	20.11%							

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
MONTHLY EXPENSES												
Budget	1,858,824	1,858,824	1,858,824	1,500,969	1,500,969							
Actual	1,055,479	1,165,787	1,179,597	1,308,562	1,256,126							
CUMULATIVE EXPENSES												
Budget	1,858,824	3,717,648	5,576,472	7,077,441	8,578,409							
Actual	1,055,479	2,221,267	3,400,863	4,709,426	5,965,552							
Variance - F(U)	803,345	1,496,381	2,175,608	2,368,015	2,612,857							
Variance %	43.2%	40.3%	39.01%	33.46%	30.46%							

**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
MONTHLY EXPENSES												
Budget	2,116,061	850,520	1,483,290	791,040	791,040							
Actual	1,386,629	1,361,441	(31,577)	916,322	962,548							
CUMULATIVE EXPENSES												
Budget	2,116,061	2,966,581	4,449,871	5,240,911	6,031,950							
Actual	1,386,629	2,748,070	2,716,492	3,632,814	4,595,362							
Variance - F(U)	729,432	218,511	1,733,379	1,608,097	1,436,589							
Variance %	34.5%	7.4%	39.0%	30.7%	24%							

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

11/30/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	63,953,432.15
Bank of America Checking (Restricted)	9,679,111.05
Wells Fargo	558.79
LAIF	74,892,662.86

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	155,227,287.07
MMF - US Bank Custodian Account	8,792,448.55

Debt Service Reserves Held By Trustee	9,593,480.63
----------------------------------------------	---------------------

TOTAL	<u><u>322,138,981.10</u></u>
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* Fund Managed by PFM Investment Advisor



Risk Summary

11/01/2020 - 11/30/2020

SAM Transit District Agg (136232)

Dated: 12/09/2020

Cash and Fixed Income Summary

<i>Risk Metric</i>	<i>Value</i>
MMFund (incl LAIF)	83,685,111.41
Fixed Income	155,227,287.07
Duration	2.269
Convexity	0.080
WAL	1.591
Years to Final Maturity	1.696
Years to Effective Maturity	1.591
Yield	0.305
Book Yield	0.960
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration

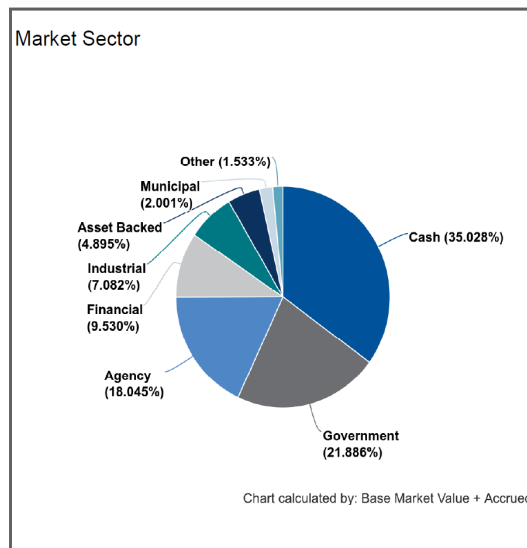
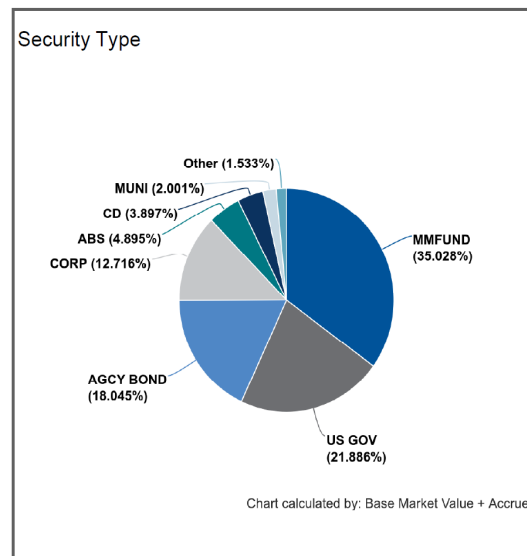
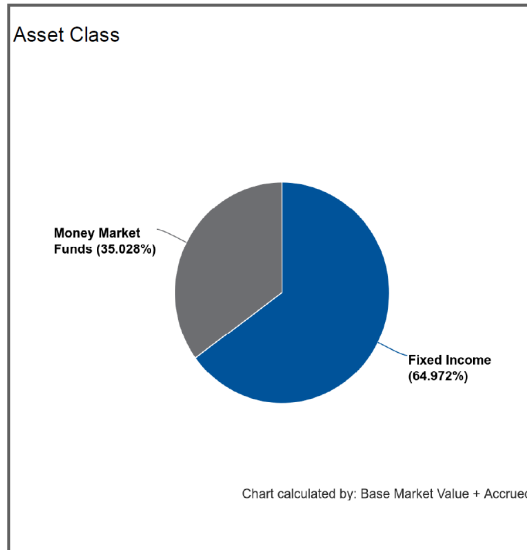
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	31.347%
United States	21.886%
Other	21.728%
Freddie Mac	12.457%
Federal National Mortgage Association	4.946%
U.S. Bancorp	4.486%
Federal Home Loan Banks	2.177%
Apple Inc.	0.974%

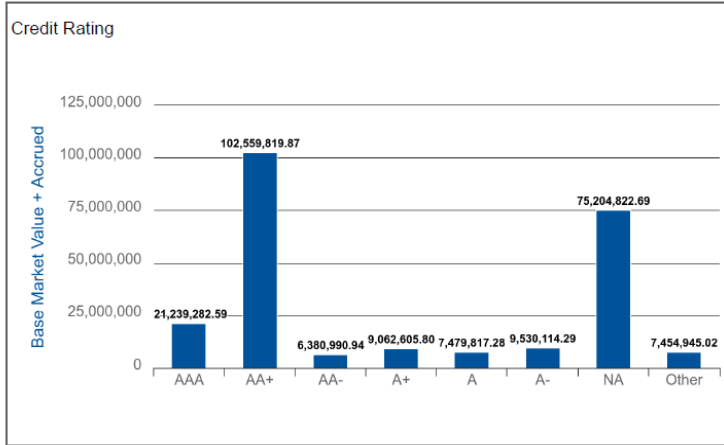
---	100.000%
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Footnotes: 1,2

Footnotes:

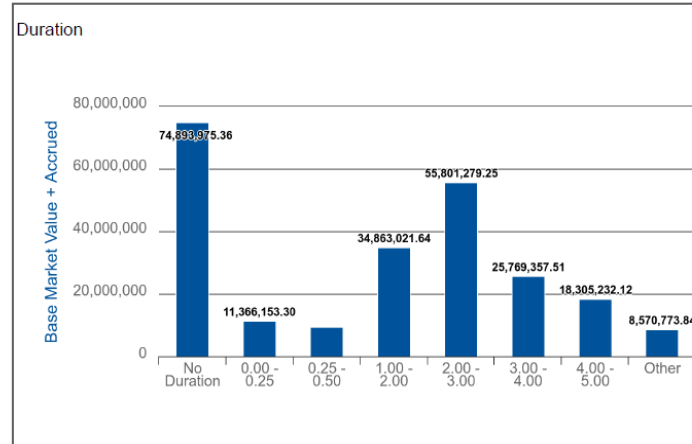
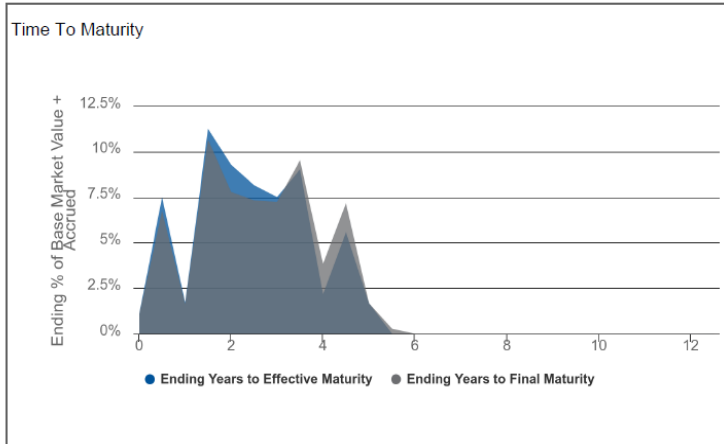
- 1) Grouped by Issuer Concentration
- 2) Groups sorted by: % of Base Market Value+Accrued





Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.210%	1.537%	2.829%	0.315%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	5.176%	10.025%	17.745%	8.962%	7.258%	0.000%	0.000%	0.000%	0.000%
A	2.381%	3.030%	2.652%	2.443%	0.406%	0.000%	0.000%	0.000%	0.000%
BBB	0.488%	0.000%	0.000%	1.067%	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%	0.131%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



Risk Summary

11/01/2020 - 11/30/2020

SAM Transit District Agg (136232)

Dated: 12/09/2020

Industry Sector

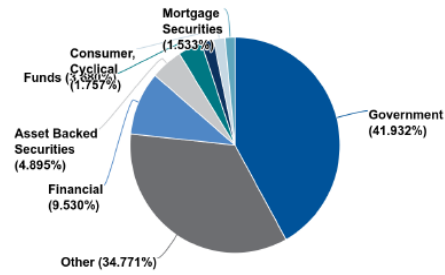


Chart calculated by: Base Market Value + Accrued

Industry Group

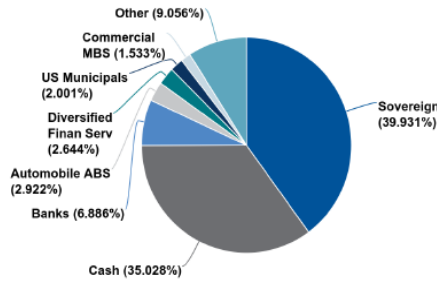


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

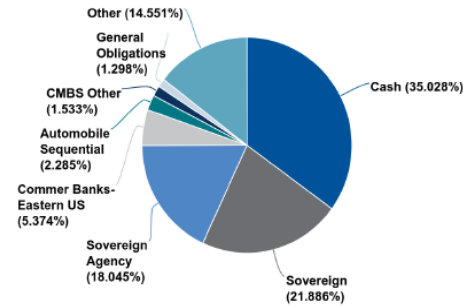


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

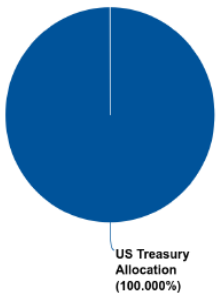


Chart calculated by: Base Market Value

Currency

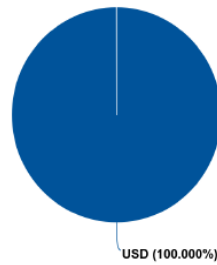


Chart calculated by: Base Market Value + Accrued

Country

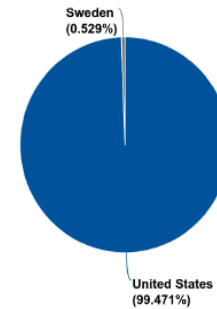


Chart calculated by: Base Market Value + Accrued

clearwater

Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 11/30/2020
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	---	11/30/2020	8,440,745.17	0.00	8,440,745.17	8,440,745.17
MMFUND			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

Clearwater

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 11/30/2020
 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	248,863.94	04/30/2018	11/15/2022	248,818.75	322.97	251,515.55	251,838.52
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	315,936.89	315,962.09
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,695,777.98	1,697,046.96
ABS	14313FAD1	CARMX 2018-3 A3	296,774.46	07/25/2018	06/15/2023	296,734.00	412.85	301,874.79	302,287.64
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	116.25	452,250.26	452,366.51
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	96.14	424,786.72	424,882.87
ABS	36255JAD6	GMCAR 2018-3 A3	241,766.82	07/18/2018	05/16/2023	241,710.44	304.22	245,162.39	245,466.61
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	300,221.92	300,268.67
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	702,263.52	702,394.77
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	399,914.54	399,208.98
ABS	43814PAC4	HAROT 2017-3 A3	8,435.31	09/29/2017	09/18/2021	8,434.40	5.45	8,441.15	8,446.60
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,247,175.96	1,247,387.07
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	53.13	250,490.53	250,543.65
ABS	47788CAC6	JDOT 2018 A3	46,842.58	02/28/2018	04/18/2022	46,839.21	55.38	47,030.72	47,086.10
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	91.67	400,132.26	400,223.92
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,827.62	172.33	942,447.60	942,619.93
ABS	89238BAD4	TAOT 2018-A A3	132,179.52	01/31/2018	05/16/2022	132,178.00	138.05	132,832.49	132,970.55
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,031,600.42	1,031,748.34
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	485,663.37	485,931.87
ABS			9,569,862.63			9,568,133.50	3,931.49	9,634,750.16	9,638,681.65

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	3130ARQ55	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	11,559.38	2,716,713.00	2,728,272.38
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	652.78	1,004,658.00	1,005,310.78
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	458.33	549,291.05	549,749.38
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	13,215.28	11,013,596.00	11,026,811.28
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	1,010,119.00	1,010,796.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,250.00	1,003,040.00	1,005,290.00
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,272.92	1,295,294.00	1,296,566.92
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	316.67	1,203,956.40	1,204,273.07
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	47.92	1,150,124.20	1,150,172.12
AGCY BOND	3135G08N2	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	5,506.94	1,537,132.90	1,542,639.84
AGCY BOND	3135G08N2	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	1,715.28	478,775.70	480,494.38
AGCY BOND	3135G09U9	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	918.50	924,716.70	933,904.20
AGCY BOND	3137EAE86	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	257.29	954,107.80	954,365.09
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	1,076.39	1,001,118.00	1,002,194.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,133.33	1,595,788.80	1,597,922.13
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,736.11	2,502,287.50	2,504,023.61
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	664.58	1,100,717.20	1,101,381.78
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	906.25	1,500,978.00	1,501,884.25
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	893.75	1,294,601.10	1,295,494.85
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	187.50	1,196,173.20	1,196,360.70
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	234.72	1,300,137.80	1,300,372.52
AGCY BOND			36,250,000.00			36,183,410.95	54,950.00	36,333,329.75	36,388,279.75

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, NE	900,000.00	04/04/2019	04/01/2022	900,000.00	16,909.25	927,271.80	944,181.05
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	950,000.00	08/07/2020	02/01/2022	950,000.00	1,591.78	951,161.85	952,753.63
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	9,797.67	982,640.10	992,437.77
CD	6558TLL17	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	4,735.49	975,403.95	980,139.44
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	23,490.00	1,524,367.50	1,547,857.50
CD	8305PPDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	4,761.08	975,568.30	980,329.38
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR.	900,000.00	07/14/2020	07/08/2022	900,000.00	2,450.00	901,908.00	904,358.00
CD			7,100,000.00			7,100,000.00	63,735.26	7,238,321.50	7,302,056.76

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	85.00	976,167.00	976,252.00
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	1,181.25	910,943.10	912,124.35
CORP	02665WC22	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	953,375.40	962,615.40
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	1,022,465.00	1,023,090.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	1,022,465.00	1,023,090.00
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	956,564.10	964,064.10
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	10/19/2021	100,776.00	306.25	100,870.40	101,176.65
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	340.18	253,430.50	253,770.68
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	8,983.33	1,464,783.60	1,473,766.93
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	809.38	397,108.13	397,917.50

CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	1,871.91	730,122.13	731,994.03
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	216.56	225,375.98	225,592.54
CORP	16676BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	933,860.70	934,637.70
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	8,446.88	937,993.70	946,440.58
CORP	24422EVL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	4,803.13	461,579.85	466,382.98
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,193.33	180,643.23	182,836.56
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,202.43	983,987.20	988,189.63
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	943,617.60	948,917.48
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	987,724.80	1,001,488.55
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	496.00	364,531.32	365,027.32
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	7,685.00	903,987.90	911,672.90
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	3,381.05	962,141.40	965,522.45
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	4,810.50	933,149.70	937,960.20
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	2,295.83	377,837.63	380,133.46
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	3,152.94	518,897.01	522,049.95
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	979,093.80	990,293.80
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	2,315.63	335,022.68	337,338.30
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	422.43	394,721.13	395,143.56
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	1,533.33	603,064.80	604,598.13
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	514.58	576,405.66	576,920.24
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	469,861.20	472,291.20
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	146,179.04	146,935.04
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	140,958.36	141,687.36
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	3,821.35	730,032.95	733,854.30
CORP	91159HIX1	U.S. BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,909,931.40	1,924,451.40
CORP	931142EA7	WALMART INC	900,000.00	10/20/2017	12/15/2020	898,695.00	7,885.00	900,565.20	908,450.20
CORP			24,690,000.00			25,276,690.60	139,218.90	25,689,458.57	25,828,677.47

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	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	710,651.50	712,310.08
FHLMC		3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	464,508.00	465,666.75
FHLMC		3137F62S5	FHMS K-J31 A1	529,070.94	10/29/2020	05/25/2026	529,060.36	250.87	530,139.66	530,390.53
FHLMC		3137FKK39	FHMS K-P05 A	120,963.97	12/17/2018	07/25/2023	120,963.61	322.87	124,937.63	125,260.51
FHLMC		3137FQ3V3	FHMS K-J27 A1	284,755.80	11/26/2019	07/25/2024	284,748.97	496.42	294,443.19	294,939.62
FHLMC				2,034,790.71			2,070,800.27	3,887.50	2,124,679.99	2,128,567.49

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

	Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO		3137F7DH5	FHR 5048 B	1,300,000.00	11/30/2020	05/25/2033	1,316,453.12	1,083.33	0.00	1,083.33
FHLMC CMO				1,300,000.00			1,316,453.12	1,083.33	0.00	1,083.33

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	517,917.86	12/15/2016	05/25/2021	528,397.60	1,156.04	521,263.61	522,419.65
FNMA		3136B1XP4	FNA 2018-M5 A2	236,041.76	04/30/2018	09/25/2021	240,736.87	700.26	237,838.04	238,538.30
FNMA				753,959.62			769,134.47	1,856.30	759,101.65	760,957.95

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	116,953.49	---	11/30/2020	116,953.49	0.00	116,953.49	116,953.49
MMFUND				116,953.49			116,953.49	0.00	116,953.49	116,953.49

MUNI (MUNICIPAL BOND/NOTE)

	Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI		13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	73.23	256,703.40	256,776.63
MUNI		157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	241,557.50	243,168.27
MUNI		341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	917.29	357,052.50	357,969.79
MUNI		341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,703.54	663,097.50	664,801.04
MUNI		341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	655.21	255,037.50	255,692.71
MUNI		54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	248.00	557,628.50	557,876.50
MUNI		574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,232.50	750,270.00	751,502.50
MUNI		60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	680.40	407,798.55	408,478.95
MUNI		798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	358.80	571,665.00	572,023.80
MUNI				4,015,000.00			4,018,878.00	7,479.75	4,060,810.45	4,068,290.20

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	18,452.28	2,159,945.31	2,178,397.59
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	52,466.71	6,141,531.25	6,193,997.96
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,677.99	3,122,812.50	3,149,490.49
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	1,931.08	1,648,712.50	1,650,643.58
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	129.46	3,005,125.00	3,005,254.46
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.41	984,437.50	984,479.91
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.89	1,761,625.00	1,761,700.89
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	13.22	352,187.50	352,200.72
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	4,105.15	3,073,992.19	3,078,097.33
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,200.62	2,396,671.88	2,399,872.50
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	11,922.55	2,562,890.63	2,574,813.18
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	5,940.95	3,790,765.63	3,796,706.58
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,847.83	5,315,625.00	5,357,472.83
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,345.11	1,568,109.38	1,580,454.48
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,440.22	691,031.25	696,471.47
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,766.30	478,406.25	482,172.55
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,298.91	1,435,218.75	1,446,517.66
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,224.86	900,734.38	906,959.24
US GOV			39,740,000.00			39,376,210.18	205,881.55	41,389,821.88	41,595,703.43

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	125,570,566.45			125,796,664.58	482,024.09	127,347,227.43	127,829,251.51

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

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 11/30/2020
 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	70,830.51	04/30/2018	11/15/2022	70,817.64	91.92	71,585.19	71,677.12
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,267.68	90,274.88
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	485,237.68	485,600.79
ABS	14313FAD1	CARMX 2018-3 A3	77,726.64	07/25/2018	06/15/2023	77,716.05	108.13	79,062.45	79,170.57
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	33.58	130,650.07	130,683.66
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.62	99,949.82	99,972.44
ABS	36255JAD6	GMCAR 2018-3 A3	72,530.05	07/18/2018	05/16/2023	72,513.13	91.27	73,548.72	73,639.98
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,048.08	65,058.21
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,818.45	84,831.91
ABS	43814PAC4	HAROT 2017-3 A3	2,556.15	09/29/2017	09/18/2021	2,555.88	1.65	2,557.92	2,559.58
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	274,378.71	274,425.16
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	12.75	60,117.73	60,130.48
ABS	47788CAC6	JDOT 2018 A3	13,148.79	02/28/2018	04/18/2022	13,147.85	15.54	13,201.61	13,217.15
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	25.21	110,036.37	110,061.58
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	18.33	100,260.38	100,278.72
ABS	89238BAD4	TAOT 2018-A A3	36,716.53	01/31/2018	05/16/2022	36,716.11	38.35	36,897.91	36,936.26
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,233.07	150,254.61
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,806.15	127,876.81
ABS			2,038,508.68			2,038,139.41	991.90	2,055,657.99	2,056,649.90

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	2,226.25	523,218.80	525,445.05
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	276,280.95	276,460.46
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	95.83	114,851.77	114,947.60
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	277,782.73	277,968.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	618.75	275,836.00	276,454.75
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	269.27	274,004.50	274,273.77
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	72.57	275,906.68	275,979.24
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	10.42	250,027.00	250,037.42
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	505.56	141,113.84	141,619.40
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,661.11	463,659.76	465,320.87
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,552.08	256,865.75	259,417.83
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	74.48	276,189.10	276,263.58
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	296.01	275,307.45	275,603.46
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	466.67	349,078.80	349,545.47
AGCY BOND	3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	555.56	800,732.00	801,287.56
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	205.42	340,221.68	340,427.10
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	277.92	460,299.92	460,577.84
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	378.13	547,715.85	548,093.98
AGCY BOND	3137EAHY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	40.63	259,170.86	259,211.49
AGCY BOND	3137EAHZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	49.65	275,029.15	275,078.80
AGCY BOND			6,695,000.00			6,677,474.68	10,722.00	6,713,292.58	6,724,014.57

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, N	250,000.00	04/04/2019	04/01/2022	200,000.00	4,697.01	257,575.50	262,272.51
CD	22549L6F7	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	08/07/2020	02/01/2022	200,000.00	335.11	200,244.60	200,579.71
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,836.17	284,448.45	287,284.62
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,370.80	282,353.78	283,724.57
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	6,655.50	431,904.13	438,559.63
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,378.21	282,401.35	283,779.56
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK B	250,000.00	07/14/2020	07/08/2022	250,000.00	680.56	250,530.00	251,210.56
CD			1,950,000.00			1,950,000.00	17,953.35	1,989,457.80	2,007,411.15

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	328.13	253,039.75	253,367.88
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	264,826.50	267,393.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	281,177.88	281,349.75
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	265,712.25	267,795.58
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	76.56	25,217.60	25,294.16
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	102.05	76,029.15	76,131.20
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	215.83	105,895.50	106,111.33
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	516.39	201,413.00	201,929.39
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,227.47	117,959.30	119,186.76
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	626.67	51,612.35	52,239.02
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,194.38	279,659.52	280,853.90
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	274,368.00	278,191.26
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	137.78	101,258.70	101,396.48
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	2,134.72	251,107.75	253,242.47
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	1,336.25	259,208.25	260,544.50
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	136.04	100,126.20	100,262.24
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	612.22	100,756.70	101,368.92
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	918.33	151,135.05	152,053.38
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	271,970.50	275,081.61
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	712.50	103,083.90	103,796.40
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	421.67	165,842.82	166,264.49
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	144.44	161,798.08	161,942.52
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	130,517.00	131,192.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	52,206.80	52,476.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	26,103.40	26,238.40
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,054.17	201,388.40	202,442.57
CORP	931142EA7	WALMART INC	250,000.00	10/20/2017	12/15/2020	249,637.50	2,190.28	250,157.00	252,347.28
CORP			4,385,000.00			4,397,485.95	26,922.12	4,523,571.34	4,550,493.46

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	191,329.25	191,775.79
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	134,191.20	134,525.95
FHLMC	3137F6255	FHMS K-J31 A1	124,780.88	10/29/2020	05/25/2026	124,778.39	59.17	125,032.94	125,092.11
FHLMC	3137FKK39	FHMS K-P05 A	34,364.76	12/17/2018	07/25/2023	34,364.66	91.73	35,493.65	35,585.37
FHLMC	3137FQ3V3	FHMS K-J27 A1	73,962.55	11/26/2019	07/25/2024	73,960.77	128.94	76,478.75	76,607.69
FHLMC			538,108.19			547,878.82	1,061.13	562,525.79	563,586.91

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	275,000.00	11/30/2020	05/25/2033	278,480.47	229.17	0.00	229.17
FHLMC CMO			275,000.00			278,480.47	229.17	0.00	229.17

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	142,427.41	12/15/2016	05/25/2021	145,309.34	317.91	143,347.49	143,665.40
FNMA	3136B1XP4	FNA 2018-M5 A2	64,911.49	04/30/2018	09/25/2021	66,202.64	192.57	65,405.46	65,598.03
FNMA			207,338.90			211,511.98	510.48	208,752.95	209,263.44

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	234,749.89	---	11/30/2020	234,749.89	0.00	234,749.89	234,749.89
MMFUND			234,749.89			234,749.89	0.00	234,749.89	234,749.89

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	15.80	55,367.40	55,383.20
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	63,015.00	63,435.20
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	144.15	56,108.25	56,252.40
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	196.56	76,511.25	76,707.81
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	340.71	132,619.50	132,960.21
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	51.86	116,595.05	116,646.91
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	142.80	85,587.35	85,730.15
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	78.00	124,275.00	124,353.00
MUNI			700,000.00			700,886.10	1,390.07	710,078.80	711,468.87

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	889.50	175,792.97	176,682.47
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	6,224.86	728,656.25	734,881.11
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	14,228.26	1,665,500.00	1,679,728.26
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,558.76	884,796.88	892,355.64
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	217.83	185,982.81	186,200.65
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.93	207,250.00	207,258.93
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.55	569,937.50	569,962.05
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,182.84	885,726.56	886,909.40
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	869.73	651,269.53	652,139.27
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	3,338.32	717,609.38	720,947.69
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	2,087.36	1,331,890.63	1,333,977.99
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,788.04	1,116,281.25	1,125,069.29
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,557.07	451,828.13	455,385.19
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,046.20	132,890.63	133,936.82
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,464.67	186,046.88	187,511.55

US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,766.30	478,406.25	482,172.55
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,830.84	264,921.88	266,752.72
US GOV			10,210,000.00			10,138,744.92	57,084.08	10,634,787.50	10,691,871.58

SUMMARY

<u>Security Type</u>	<u>Identifier</u>	<u>Description</u>	<u>PAR</u>	<u>Settle Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Accrued Interest</u>	<u>Market Value</u>	<u>Base Market Value + Accrued</u>
	---		27,233,705.66			27,175,352.22	116,864.30	27,632,874.64	27,749,738.94

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

clearwater

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 11/01/2020 - 11/30/2020
 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	2,089,223.92	0.000	Buy	---	---	11/30/2020	2,089,223.92	0.00	(2,089,223.92)
31846V534	FIRST AMER:US TRS MM Y	(5,431,472.35)	0.000	Sell	---	---	11/30/2020	(5,431,472.35)	0.00	5,431,472.35
31846V534	FIRST AMER:US TRS MM Y	581,848.33	0.000	Buy	---	---	11/30/2020	581,848.33	0.00	(581,848.33)
31846V534	FIRST AMER:US TRS MM Y	(1,227,345.31)	0.000	Sell	---	---	11/30/2020	(1,227,345.31)	0.00	1,227,345.31
3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	0.250	Buy	11/03/2020	11/05/2020	11/06/2023	1,298,830.00	0.00	(1,298,830.00)
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	0.250	Buy	11/23/2020	11/25/2020	11/27/2023	1,148,689.00	0.00	(1,148,689.00)
3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	0.250	Buy	11/03/2020	11/05/2020	11/06/2023	274,752.50	0.00	(274,752.50)
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	0.250	Buy	11/23/2020	11/25/2020	11/27/2023	249,715.00	0.00	(249,715.00)
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	0.500	Buy	11/09/2020	11/12/2020	11/07/2025	1,195,704.00	0.00	(1,195,704.00)
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	0.500	Buy	11/09/2020	11/12/2020	11/07/2025	274,015.50	0.00	(274,015.50)
3137F62S5	FHMS K-J31 A1	(929.06)	0.569	Principal Paydown	11/01/2020	11/01/2020	05/25/2026	(929.06)	0.00	929.06
3137F62S5	FHMS K-J31 A1	(219.12)	0.569	Principal Paydown	11/01/2020	11/01/2020	05/25/2026	(219.12)	0.00	219.12
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	0.773	Buy	10/30/2020	11/10/2020	08/01/2025	550,000.00	0.00	(550,000.00)
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	0.773	Buy	10/30/2020	11/10/2020	08/01/2025	115,000.00	0.00	(115,000.00)
3137F7DH5	FHR 5048 B	1,300,000.00	1.000	Buy	11/25/2020	11/30/2020	05/25/2033	1,316,453.12	1,047.22	(1,317,500.34)
3137F7DH5	FHR 5048 B	275,000.00	1.000	Buy	11/25/2020	11/30/2020	05/25/2033	278,480.47	221.53	(278,702.00)
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	1.477	Buy	11/13/2020	11/24/2020	07/01/2023	255,000.00	0.00	(255,000.00)
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	1.477	Buy	11/13/2020	11/24/2020	07/01/2023	55,000.00	0.00	(55,000.00)
43814PAC4	HAROT 2017-3 A3	(12,572.89)	1.790	Principal Paydown	11/18/2020	11/18/2020	09/18/2021	(12,572.89)	0.00	12,572.89
43814PAC4	HAROT 2017-3 A3	(3,809.97)	1.790	Principal Paydown	11/18/2020	11/18/2020	09/18/2021	(3,809.97)	0.00	3,809.97
47788BAD6	JDOT 2017-B A3	(1,021.01)	1.820	Principal Paydown	11/15/2020	11/15/2020	10/15/2021	(1,021.01)	0.00	1,021.01
47788BAD6	JDOT 2017-B A3	(289.29)	1.820	Principal Paydown	11/15/2020	11/15/2020	10/15/2021	(289.28)	0.00	289.28
3137FQ3V3	FHMS K-J27 A1	(500.74)	2.092	Principal Paydown	11/01/2020	11/01/2020	07/25/2024	(500.74)	0.00	500.74
3137FQ3V3	FHMS K-J27 A1	(130.06)	2.092	Principal Paydown	11/01/2020	11/01/2020	07/25/2024	(130.06)	0.00	130.06
912828N30	UNITED STATES TREASURY	(200,000.00)	2.125	Sell	11/09/2020	11/12/2020	12/31/2022	(208,218.75)	(1,559.10)	209,777.85
87019U6D6	SWEDBANK AB (PUBL)	(1,800,000.00)	2.270	Maturity	11/16/2020	11/16/2020	11/16/2020	(1,800,000.00)	0.00	1,800,000.00
87019U6D6	SWEDBANK AB (PUBL)	(500,000.00)	2.270	Maturity	11/16/2020	11/16/2020	11/16/2020	(500,000.00)	0.00	500,000.00
89238BAD4	TAOT 2018-A A3	(22,515.31)	2.350	Principal Paydown	11/15/2020	11/15/2020	05/16/2022	(22,515.30)	0.00	22,515.30
89238BAD4	TAOT 2018-A A3	(6,254.25)	2.350	Principal Paydown	11/15/2020	11/15/2020	05/16/2022	(6,254.25)	0.00	6,254.25
47788CAC6	JDOT 2018 A3	(22,244.06)	2.660	Principal Paydown	11/15/2020	11/15/2020	04/18/2022	(22,244.06)	0.00	22,244.06
47788CAC6	JDOT 2018 A3	(6,243.95)	2.660	Principal Paydown	11/15/2020	11/15/2020	04/18/2022	(6,243.95)	0.00	6,243.95
3136AJ7G5	FNA 2014-M6 A2	(25,986.34)	2.679	Principal Paydown	11/01/2020	11/01/2020	05/25/2021	(25,986.34)	0.00	25,986.34
3136AJ7G5	FNA 2014-M6 A2	(7,146.24)	2.679	Principal Paydown	11/01/2020	11/01/2020	05/25/2021	(7,146.24)	0.00	7,146.24
02004VAC7	ALLYA 2018-2 A3	(33,185.50)	2.920	Principal Paydown	11/15/2020	11/15/2020	11/15/2022	(33,185.50)	0.00	33,185.50
02004VAC7	ALLYA 2018-2 A3	(9,445.10)	2.920	Principal Paydown	11/15/2020	11/15/2020	11/15/2022	(9,445.10)	0.00	9,445.10
36255JAD6	GMCAR 2018-3 A3	(23,064.17)	3.020	Principal Paydown	11/16/2020	11/16/2020	05/16/2023	(23,064.17)	0.00	23,064.17
36255JAD6	GMCAR 2018-3 A3	(6,919.25)	3.020	Principal Paydown	11/16/2020	11/16/2020	05/16/2023	(6,919.25)	0.00	6,919.25
14313FAD1	CARMX 2018-3 A3	(22,991.01)	3.130	Principal Paydown	11/15/2020	11/15/2020	06/15/2023	(22,991.01)	0.00	22,991.01
14313FAD1	CARMX 2018-3 A3	(6,021.46)	3.130	Principal Paydown	11/15/2020	11/15/2020	06/15/2023	(6,021.46)	0.00	6,021.46
3137FKK39	FHMS K-P05 A	(212.43)	3.203	Principal Paydown	11/01/2020	11/01/2020	07/25/2023	(212.43)	0.00	212.43
3137FKK39	FHMS K-P05 A	(60.35)	3.203	Principal Paydown	11/01/2020	11/01/2020	07/25/2023	(60.35)	0.00	60.35
3136B1XP4	FNA 2018-M5 A2	(9,097.90)	3.560	Principal Paydown	11/01/2020	11/01/2020	09/25/2021	(9,097.90)	0.00	9,097.90
3136B1XP4	FNA 2018-M5 A2	(2,501.92)	3.560	Principal Paydown	11/01/2020	11/01/2020	09/25/2021	(2,501.92)	0.00	2,501.92
---	---	288,893.20	0.541	---	---	---	01/16/2023	292,314.07	(290.35)	(292,023.72)

* 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.

SUMMARY OF BUDGET ACTIVITY FOR NOVEMBER 2020

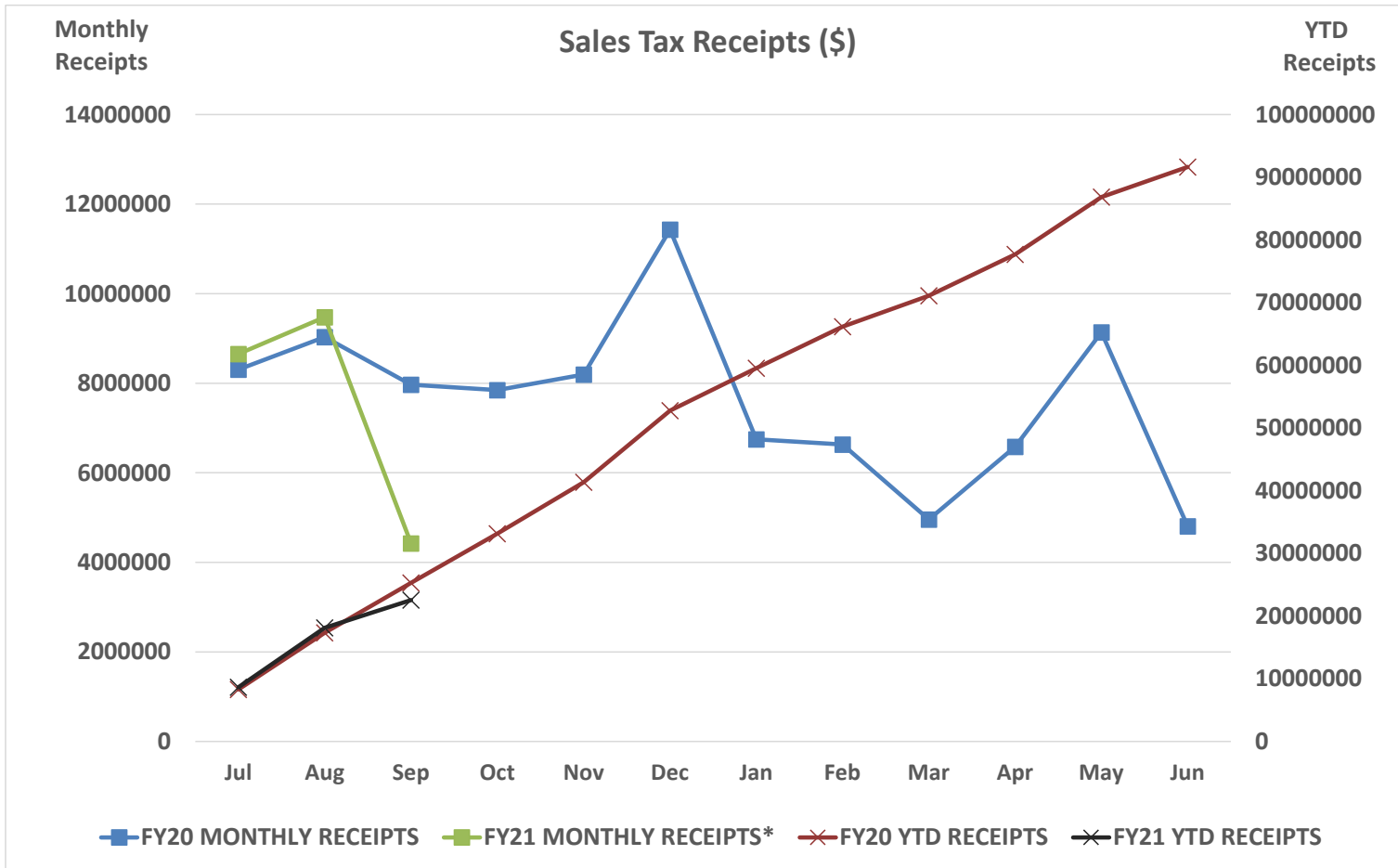
BUDGET AMENDMENTS

Amount	Line Item	Description
Nov-20		Line Nov-20
<u>\$ -</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

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

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

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
Jul	\$8,304,089	8,652,560	4.2%	\$8,304,089	8,652,560	4.2%
Aug	9,033,753	9,475,233	4.9%	17,337,842	18,127,793	4.6%
Sep	7,968,941	4,423,442	(44.5%)	25,306,783	22,551,235	(10.9%)
Oct	7,849,372		(100.0%)	33,156,155		(100.0%)
Nov	8,194,769		(100.0%)	41,350,924		(100.0%)
Dec	11,430,057		(100.0%)	52,780,982		(100.0%)
Jan	6,746,535		(100.0%)	59,527,516		(100.0%)
Feb	6,631,567		(100.0%)	66,159,083		(100.0%)
Mar	4,960,039		(100.0%)	71,119,122		(100.0%)
Apr	6,579,611		(100.0%)	77,698,734		(100.0%)
May	9,136,069		(100.0%)	86,834,803		(100.0%)
Jun	4,806,110		(100.0%)	91,640,913		(100.0%)
Total	<u>\$91,640,913</u>	<u>22,551,235</u>				

SAN MATEO COUNTY TRANSIT DISTRICT
RESOLUTION NO. 2021 – 1

EXPRESSING APPRECIATION TO

RON COLLINS

FOR HIS OUTSTANDING PUBLIC SERVICE ON THE
SAMTRANS BOARD OF DIRECTORS

WHEREAS, RON COLLINS was appointed to the SamTrans Board of Directors by the San Mateo County City Selection Committee, representing the southern portion of San Mateo County beginning January 2019, and

WHEREAS, RON COLLINS has been an advocate for important transportation issues and improvements, bringing a strong sense of initiative to the Board and furthering SamTrans' goal of providing quality transportation service to improve the quality of life for the communities we serve throughout San Mateo County; and

WHEREAS, RON COLLINS has been a wonderful asset to the Board and Transit District, bringing professional insight and thoughtful advice in making critical decisions for the agency; and

WHEREAS, RON COLLINS has been a significant part of the decision-making process related to the coronavirus (COVID-19) pandemic, including the endorsement of the Bay Area Healthy Transit Plan, a regional transit plan that outlines best practices for frequent cleaning, personal protective equipment, face coverings, physical distancing, ventilation, and touchless fares in order to ensure that public transit is safe for all Bay Area residents and transit employees; and

WHEREAS, RON COLLINS supported the adoption SamTrans' participation in the Clipper START program, which allow adults age 19-64, who are lower-income, to receive fare discounts on select transit services around the region; Clipper START offers eligible SamTrans riders a 50 percent discount, which the agency recently increased following the economic fallout resulting from COVID-19; and

WHEREAS, RON COLLINS, during his tenure on the Board has been very supportive of key District programs including providing free bus passes for community college students in San Mateo County, launching the FCX route in Foster City and launching the *Reimagine SamTrans* project, a comprehensive operational analysis of the agency that will pinpoint challenges and opportunities using data, public input and innovation to improve bus service.

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors hereby commends and expresses its sincere appreciation to **RON COLLINS** for his outstanding service to the District, his many accomplishments on the Board and for his collaborative leadership on matters of public transit. Regularly passed and adopted this 6th day of January, 2021.

Charles Stone, Chair
San Mateo County Transit District





BOARD OF DIRECTORS 2021

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

JIM HARTNETT
GENERAL MANAGER/CEO

MEMORANDUM

**BOD ITEM #7
JANUARY 6, 2021**

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

5-months Ending November 2020 Summary

The effects of the COVID-19 pandemic persist in adversely impacting local and national ridership. The severe decline in ridership significantly decreased farebox revenues causing financial concerns at many agencies. Although SamTrans benefits from Measure W, there are major capital requirements on the horizon. SamTrans is in the process of reviewing the non-wage baseline budget in preparation for the FY 2022 budget, which will be presented to the Board in May.

SamTrans motor bus ridership is recovering at a faster rate than the national motor bus average. SamTrans increased the number of trip by 97.4% from April to October, compared to 71.0% achieved at a national level for the same time period of April to October. Resent surges in COVID-19 positive tests and hospitalizations prompted additional health restrictions and business restrictions that are expected to adversely affect ridership.

Staff continues to monitor San Mateo County's rating on the California Coronavirus Watch List and changes in business activities. San Mateo County schools are likely to remain with distance learning until the spring of 2021. SamTrans Bus Operations is poised to accommodate on a limited basis, and only to the highest need school routes using extra board operators. Staff will continue to work with the school districts in order to plan for changes that could take place after January and in the 2021 fall semester.

For Bus Transportation, a good day starts with a successful pull-out, no service interruptions, and a happy driver delivering excellent service to our customers. This can only be accomplished with a safe, clean, and reliable fleet. The Average Miles Between Service Calls achieved in November was 40,505, YTD the fleet achieved 34,130 miles between service calls, which exceeds the goal of 25,000 miles. The high level of reliability is the result of dedicated, skilled, professional, and well trained maintenance employees. About 15 years ago, the District's goal was 11,000 miles and through continuous improvement in vehicle design, tooling, and training, the District's goal has risen to 25,000 miles. The national average for road calls is 9,500 miles between mechanical failures. Kudos to the Maintenance Team and a hearty **THANK YOU** for everything you do!

Kalief Porter-Brown, bus operator and artist, painted a mural as a tribute to SamTrans Bus Operators. The mural is located at North Base, Building 100, Bus Transportation in South San Francisco. Kalief used the iconic South San Francisco sign as the background and placed a SamTrans bus to recognize the Bus Operator of the Month as passengers. In the driver's seat, the mural honors the Bus Operator of the Year. Plans are underway to have Kalief paint a similar mural at South Base.



Runbook 134, Effective January 17, 2021

- Route 250 frequency will increase from 60 minutes to 30 minutes
- Improve connectivity between Route 17 and Routes 110/112
- Resume service on Routes 250, 260 and 294 serving the College of San Mateo, which has open laboratories

Bus Ridership/Performance

The 364,580 trips in November is 39.3 percent of the pre-COVID level of 926,908 trips.

Total Trips

<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>
336,120	332,260	360,730	398,250	364,580

Ridership	<u>November 2020</u>	<u>YTD FY 2021</u>	<u>YTD FY 2020</u>
• AWR	13,690	12,910	37,300
• Total Trips	364,580	1,791,940	4,738,170

On-time Performance goal is 85.0%:

• Directly operated service	88.1%	87.9%	81.9%
• Contracted bus service	84.5%	84.1%	72.9%
• Coastside service	80.0%	81.0%	73.2%
• Combined service	86.7%	86.6%	79.3%
Trips that Did Not Operate (DNO)	10	29	1,220

The combined service OTP has exceeded the goal of 85.0 percent for nine consecutive months from March through November.

ADA Paratransit Ridership/Performance

The 9,300 trips in November is 33.9 percent of the pre-COVID level of 27,461 trips. The Adult Day Care Centers remain closed.

Total Paratransit Trips

<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>
10,500	9,650	9,880	10,400	9,300

Ridership	<u>Nov. 2020</u>	<u>YTD FY 2021</u>	<u>YTD FY 2020</u>
• Paratransit AWR	380	390	1,140
• Paratransit Total Trips	9,300	49,720	142,230
On-time Performance goal is 90.0%			
• Redi-Wheels	97.3%	97.1%	91.6%
• RediCoast	95.3%	95.4%	96.4%
Complaints per 1,000 trips			
• Redi-Wheels	N/A	0.55	0.75
• RediCoast	0.00	0.00	1.40

There were 7,140 registrants as of November 2020, an 8.9 percent decrease or 701 fewer registrants compared to November 2019.

Human Capital Investment

	<u>Nov. 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	0	0	3,366	421	7,800	975
New fleet/route orientation	0	0	0	0	278	35
VTT/DMV mandated training	296	37	1,196	150	1,282	160
Bus Operator retraining	129	16	1,138	142	989	123
Maintenance training	360	45	1,617	202	2,886	361
CPR/AED/First Aid/Other	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>244</u>	<u>31</u>
Total Hours	785	98	7,317	915	13,479	1,685

The Federal Transportation Administration (FTA) requires all Bus Operators to be trained on the detection of Human Trafficking. The training for supervisors although optional is provided to the Transportation Supervisors. Bus Operators are trained to call Radio Control if they encounter a possible case. Radio Controllers then alert authorities and document the incident in the Daily Radio Control Logs to be used to track and report incidents. During the month of November, 108 employees completed the training, the balance of Bus Operators and Supervisors will be trained by the end of December.

Training Class #165 will begin January 20, with up to 15 Trainees.

Maintenance Department

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

	<u>November 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	405,249	10	40,525	2,081,919	61	34,130	2,721,250	90	30,236
Paratransit	82,319	3	27,440	422,290	14	30,164	538,960	12	44,913

SamTrans Digital Communications (Social & Web)

	<u>Nov. 2020</u>	<u>YTD FY 2021</u>	<u>YTD FY 2020</u>
*Impressions	54,846	454,170	3,723,033
*Interactions	1,566	15,842	49,073
**Website Sessions	48,527	265,034	638,847

*Facebook, Twitter, Instagram

**Website sessions down for the 9th month in a row

Total followers for the month of November 2020, only including the social applications above: 8494

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Carter Mau
Deputy General Manager/CEO

SUBJECT: **DUMBARTON RAIL CORRIDOR UPDATE**

BACKGROUND

Since 2018, the San Mateo County Transit District (District) has worked with Cross Bay Transit Partners, LLC (CBTP) through an [Exclusive Negotiating Agreement](#) to investigate the potential for high capacity transit service over the Dumbarton Rail Corridor connecting cities of Redwood City, Menlo Park, and East Palo Alto on the Peninsula, with cities of Newark, Fremont and Union City in the East Bay and providing transit connections to Caltrain, BART, Capitol Corridor, Altamont Corridor Express, and future Valley Link Rail. The purpose of the ENA was to determine the feasibility and terms under which CBTP could develop the Dumbarton Rail Corridor. Work continued under the ENA through 2019. In the Spring of 2020, these efforts were paused due to the global pandemic. Since that time, we have entered into an MOU with Facebook during Fall 2020 to restart the efforts and compile and document the work done to date in engineering, environmental and other technical areas. This effort is intended to develop the alternatives analysis documentation so that the District and the region can determine the Project's future. Facebook has also transferred its rights in CBTP to the Plenary Group.

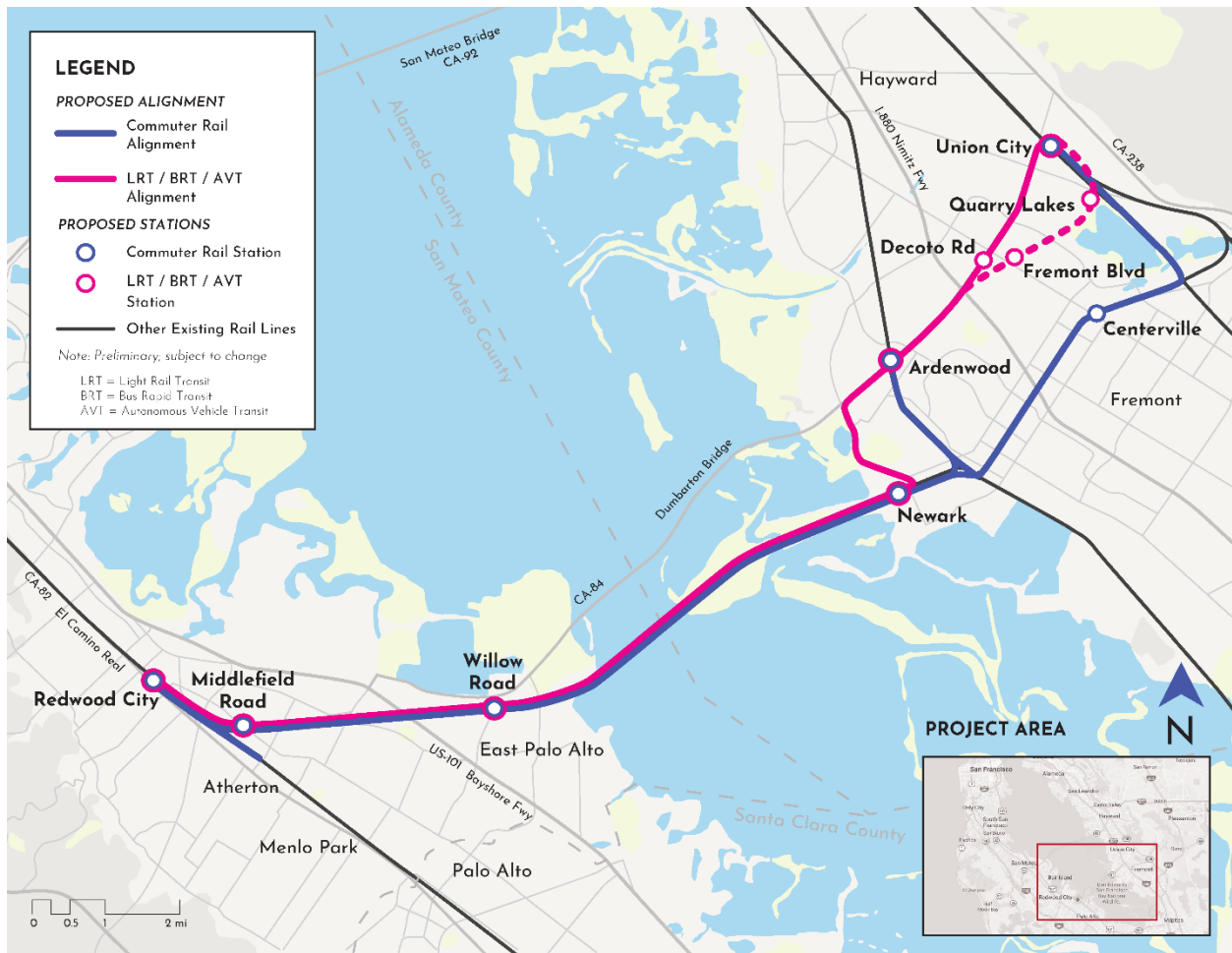
PROJECT STATUS

Building from the work conducted under the ENA, the Facebook team is advancing the conceptual design of the alignment and stations, developing concepts for a bike/ped facility, and evaluating technology options for the proposed service. District's main focus of the current effort is to refine the concepts with local feedback and technical information to ensure the project reflects the region's needs.

The evaluation of alternatives will consider ridership forecasting, operations and service planning, and cost estimates for alignment and station options between the Peninsula and the East Bay. The range of technology options under consideration include:

- Commuter Rail (CRT)
- Light Rail (LRT)
- Autonomous Vehicle Transit (AVT)
- Bus Rapid Transit (BRT)

The alternatives follow the existing Dumbarton Rail Corridor between Redwood City and Newark with variable alignment concepts on the East Bay illustrated below:



Stations are planned for Redwood City, Middlefield Road, Willow Road, Newark, Ardenwood and Union City with options for additional stops along Decoto Road or Quarry Lakes Parkway for the LRT/BRT/AVT technologies, and an additional stop at Centerville for the Commuter Rail Technology.

Bike and Pedestrian facilities are also part of the conceptual planning work. The project team will continue coordination with jurisdictions, communities, and advocacy

groups to get feedback on location and placement of these amenities. The decision to include bike/pedestrian facilities on the future Dumbarton Rail Bridge will be based on safety and technology, as well as cost considerations and will be done in conjunction with our future funding and regulatory partners.

OUTREACH TO DATE

Since the Fall of 2020, virtual coordination meetings have been conducted with staff of Union City, Fremont and Newark, to receive input and share updates on the Project's East Bay alignment that would accommodate LRT, BRT or AVT. On the East Bay, these meetings helped to develop the Quarry Lakes Parkway alignment option, plan multi-modal connections, and coordinate alignment details with planned local projects and development opportunities. In addition, virtual Project update meetings were held with the staff of Redwood City, Menlo Park, East Palo Alto and San Mateo County. Additional meetings are planned, discussed in Next Steps, to follow up this coordination and complete feedback on the conceptual alignments and technology options that will be included in the alternatives analysis work compiled in Spring 2021.

NEXT STEPS

Development of the alternatives analysis will continue to Spring 2021. Virtual community outreach will continue with East Bay community stakeholders and Peninsula stakeholders. A virtual meeting of the Project's Technical Advisory Group/Stakeholder Advisory Group is anticipated for early Spring 2021, as well as a corridor-wide community meeting.

Feedback and insight gained from these outreach efforts are intended to inform refinement of the alignments, stations, technology options, and bike/pedestrian facilities and will be compiled as part of the alternatives analysis documentation.

In Spring 2021, the District Board will weigh the options for the Project's advancement after review of the alternative analysis work. Additional coordination with project and funding partners including but not limited to MTC, ACTC, San Mateo County, and Santa Clara County and PCJPB is anticipated to determine funding for the next step in the project development phase: NEPA/CEQA documentation and design work.



BOARD OF DIRECTORS 2021

CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
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JIM HARTNETT
GENERAL MANAGER/CEO

A G E N D A

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

WEDNESDAY, JANUARY 6, 2021 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of December 2, 2020

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Multimodal Ridership Report – November 2020
6. 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 (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
DECEMBER 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, A. Chan, J. Brook,
D. Seamans

1. CALL TO ORDER

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

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 4, 2020

Motion/Second: Collins/Guilbault

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

Noes: None

Absent: None

3. APPROVAL OF APPOINTMENTS TO THE MEASURE W CITIZENS OVERSIGHT COMMITTEE

Seamus Murphy, Chief Communications Officer, provided recommendations for 15 proposed members from the 28 applications that were received.

Motion/Second: Stone/Guilbault

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

Noes: None

Absent: None

4. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, said that they had attended a travel training roundtable meeting.

5. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said they are recruiting new members and have approved one new member in November and have a prospective new member.

6. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Vice Chair, Citizens Advisory Committee, thanked Director Karyl Matsumoto for all her past support. He gave a summary of the November 18 meeting, which included an update on the Reimagine SamTrans program.

7. QUARTERLY DASHBOARD REPORT – JULY-SEPTEMBER 2020

Jim Hartnett, General Manager/CEO, said he would like to combine discussion of the Dashboard and the Multimodal report together.

David Olmeda, Chief Operations Officer/Bus, said that ridership on essential routes is approaching 40 percent of pre-COVID levels.

Director Karyl Matsumoto requested confirmation that the District was not cutting any service despite reduced ridership during the pandemic. Mr. Olmeda said that the District is not currently providing school transportation since the schools remain closed. He added that they have made some schedule adjustments because they are not currently at full capacity.

Chair Charles Stone asked if SamTrans was prepared for a stricter shutdown order from the Governor. Mr. Hartnett said that Robert Sebez and his staff are monitoring the health directives daily. He said that since transit is an essential service, the new directives do not directly affect SamTrans. He said they have a source of extra buses and operators to reduce potential congestion. He noted that they are also faced with directives from multiple counties.

8. MULTIMODAL RIDERSHIP REPORT – OCTOBER 2020

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

9. ADJOURN

The meeting adjourned at 3:25 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: 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 meet monthly (except for August).

Minutes from the November 2020 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of November 10, 2020 Meeting

ATTENDANCE:

Members:

Valerie Campos, Vista Center; Susan Capeloto, Dept. of Rehabilitation Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Nancy Keegan, Sutter Health/Senior Focus; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health. (Member attendance = 11/13, Quorum = Yes)

Guests:

Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Serenity Anderson, First Transit/Redi-Wheels; Richard Weiner, Nelson\Nygaard; Alex Madrid, Consumer; David Scarbor, SamTrans; Richard Hedges, Community Member; Charles Posejpal, First Transit; Henry Silvas, SamTrans

Absentees:

Monica Colondres, Community Advocate; Judy Garcia, Consumer

WELCOME/INTRODUCTIONS:

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

APPROVAL OF OCTOBER MINUTES:

Mike Levinson moved to approve the October meeting minutes; Sandra Lang seconded the motion; the minutes were approved with no abstentions.

ADA UPDATE: CALACT CONFERENCE – RICHARD WEINER

Richard summarized proceedings from the CalACT conference held virtually on November 3-6.

- The keynote speaker was Tamika Butler, an attorney who has worked for transportation consulting firms and on racial and social equity issues. She spoke about what it means for her as an African American to be working in transit agencies or largely white organizations. Several sessions followed on racial equity.
- One point Ms. Butler made was that we're all transit dependent in some way. During COVID everyone is dependent on someone who uses transit, e.g. people who work in grocery stores, delivery people, etc., and this will lead to a mindset change about transit.
- A presentation from Monterey-Salinas Transit (MST) covered a pilot program with a ticketless card that results in quicker boarding, no handling of cash, etc.
- Tina Dubost gave a presentation on the lifeline fare assistance program at Redi-Wheels. Approximately 41% of paratransit trips are fare assistance. Pre-COVID of

those customers who ride in a given month fare assistance customers take more trips. She mentioned that the program is not difficult to administer but does result in between \$320K and \$350K per year of lost fare revenue. They have around 10 applications per week. Additionally, she reported that the fare elasticity calculated by a consultant estimates that for every 10% increase in fare, there is a 5% reduction in ridership.

- A session on the ADA included people who were around when the Act was passed 30 years ago and gave historical observations. They felt that the culture in relationship to accessibility had changed significantly in that time, especially in transportation.

COMMITTEE REPORTS:

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

See page 11.

Grant/Budget Review – Sammi Riley, Chair

There were no updates.

Education – Sammi Riley, Chair

Sammi reported that the committee met on November 6th. There are no upcoming events for the remainder of 2020.

Several committee members attended the Transition to Independence Fair on October 24th. There were 40 vendors on the website ([click here.](#)) The PCC's video is under the Independent Living Resources tab. The event included a welcome from the San Mateo County Commission on Disability followed by various panel discussions that included college students reporting on resources and successes after graduation, housing choice, and information on voting. Around 60 people attended.

Sammi thought it would be good for the PCC to put together a nicer video for Zoom presentations.

The next meeting will be on Friday, January 8th, 2021 at 1pm.

Executive – Benjamin McMullan, Chair

Ben reported on the November 3rd meeting during which the committee:

- received an update from Sammi on the Transition to Independence Fair.
- discussed an update on the scheduling software.
- talked about the CalACT conference.
- approved moving forward Alex Madrid's membership application to the full committee
- was informed that Nancy is following up on an application from Dao Do from Rosener House.

- discussed transportation to COVID-19 testing sites and had heard back from Cristina Ugaitafa.

At the PCC meeting, Tina reported that Redi-Wheels can take people who are not sick to the testing sites. The buses cannot utilize the drive-through service. Redi-Wheels does not do "wait trips", so riders will need to schedule rides there and back, one to seven days in advance. If people are sick, they should stay home. In addition, she had spoken to Cristina Ugaitafa and anyone who has symptoms of COVID should call the County Health Department for advice.

Everyone agreed that this was an improvement on the situation; Ben will follow up with Cristina on any remaining questions.

The next meeting is on Tuesday, December 1st, at 1pm.

Nominations/Membership – Nancy Keegan, Chair

In Nancy's absence, Ben presented the membership application from Alex Madrid to the council. Sandra moved to approve, Dinae seconded, and the application was approved.

CONSUMER COMMENTS

None.

OPERATIONAL REPORTS

None.

PERFORMANCE SUMMARY

Tina reported that total trips have been gradually increasing and are now down 62% compared to the same month last year. The average weekday ridership for October was 363; total cancellations are about the same as were late cancels and no-shows. There were no agency trips. Only 10% of trips were sent to taxis, down from 40% last year. Due to social distancing, productivity is low at 1.04 passengers.

COMMENT STATISTICS REPORT

Tina reported that the number of comments received is down. Seven comment cards and 19 complaint reports were received in September of which 5 were policy related and 15 were service related. The remaining comments were compliments.

SAFETY REPORT

Serenity reported that there were 2 accidents in October. One was preventable and one was not preventable. There were no injuries and only minor damage.

LIAISON REPORTS

Agency – Nancy Keegan

Tina asked if any of the agencies might be resuming service. Marie Violet reported that nothing is expected for a long time.

ERC – Mike Levinson

No report and no meetings are planned.

Center for Independence (CID) – Ben McMullan

They have created a [webpage](#) on resources provided through their CARES project. This includes PPE equipment, testing site information, information on the Great Meals program, and rental assistance. Requests are screened based on need.

They will begin community outreach on PSPS shut off assistance in the spring.

Commission on Disabilities (CoD) – Ben McMullan

At the last meeting members received an overview of the Brown Act and a presentation on the partnership between CID and COD and their advocacy efforts. COD members visited Tunitas Beach where the Park Service is proposing upgrades to be more accessible. Henry Silvas asked for more information as this would probably affect SamTrans service in the area.

Commission on Aging (CoA) – Scott McMullin

Elections were held at their November 9th meeting with the same people elected to office.

Members talked about the five action items stimulated by the pandemic.

1. Social isolation – locating people who are isolated.
2. Building relationships with other organizations in the county to maximize impact.
3. Food insecurity – encouraging people to look for other resources after the Great Meals program ends. These are listed in the [Help at Home](#) booklet.
4. Technology and advocating for equipment, education, and access.
5. Emergency preparedness – Jeff Norris, administrator for SMC Alert gave a presentation.

There's a Transportation sub-committee meeting on Thursday, November 12th at 3pm.

Tina mentioned that the SamTrans Planning Department is conducting a technology training open to the public on how to use Zoom. Anyone interested can sign up at <https://forms.gle/7NcuboVNPZmz4guM8> or call 650-508-6241 ext. 7.

Mike asked about an electronic link to the "Help at Home" publication. [It can be found here.](#)

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that the committee met in October. Ridership hasn't recovered on the coast as much but RediCoast is continuing to provide essential service

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

Sandra reported that the group met on November 3rd and received information on:

1. An overview of the 101 express lanes.
2. A draft list of projects recommended for funding under Measure W; these were presented to the Transportation Authority on November 5th with decisions expected in December.

Sandra will report back on any projects that serve the senior and disabled communities. Tina thanked Sandra for her dedication to the Committee.

OTHER BUSINESS

Sandra asked how people who are sight impaired can receive information from SMC Alerts. Scott thought that if they did not have an email address, they would need someone else to complete the registration on their behalf. Valerie thought that the site should be checked for accessibility. Mike reported that he called PG&E directly and signed up as a telephone contact.

The next meeting will be on December 8th at 1:30pm. The meeting adjourned at 3:15pm.

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

The minutes from the October PAL meeting were included in the meeting packet; Dinae Cruise moved to approve; Ben McMullan seconded the motion; the minutes were approved.

Legislative Update

Tina reported that Measure RR was approved and that this will provide a lifeline for Caltrain. The agency is moving to electric trains, clean energy, and more frequent service. Sandra reported that during the lead-up to the election, most people contacted viewed Caltrain as a valuable service on the Peninsula.

Mike reported that Proposition 22 had passed enabling drivers of app-based corporations to be treated as independent contractors. Also, Proposition 15, to reverse the commercial side of Proposition 13, is losing.

Local Advocacy

Tina introduced Serenity Anderson as the new interim manager at First Transit. Patty Talbot left on November 6th. The committee welcomed Serenity.

Tina mentioned again how important transportation is at this time and thanked the Redi-Wheels and First Transit staff for their commitment and hard work.

Redi-Wheels is continuing to require face masks and the drivers have a limited supply of disposable masks on hand. All vehicles are cleaned daily with CDC-approved products and also receive periodic wipe downs during the day. They are still managing the number of people on the bus and drivers can assign seating.

Ridership is gradually increasing. They are receiving five replacement cutaway buses now with more scheduled. Paratransit eligibility is still a paper process.

They recently conducted a ridership survey and should have a report in December or January.

Alex Madrid asked if a driver could assist a wheelchair passenger wanting to transfer to a seat on the bus. Lynn Spicer reported that riding in a seat is much more secure. Drivers have PPE and can assist in the transfer. It's helpful if passengers request this service when making a reservation.

Policy Issues

Sandra mentioned upcoming legislation regarding broadband expansion. She will report back to the committee at the appropriate time. Rich Hedges mentioned a webinar, [Broadband for America's Future](#), from California Forward (CA FWD) on this topic.

Ben asked about the status of the RFP on the new schedule software. Tina will let the committee know when the RFP is released but reported that they are hoping to receive proposals and present a final decision to the Board of Directors around September 2021.

The next PAL meeting will be on December 8th.

**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 – NOVEMBER 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. Although ridership has increased since April 2020, it remains stagnant due to limited reopening, and the continuation of distance learning for schools and colleges. San Mateo County moved back into the Purple Tier of the California Blueprint for a Safer Economy on November 28, 2020.

The average weekday ridership across all modes declined by 85.3 percent in the month of November 2020 compared to November 2019. The performance of each mode is as follows: average weekday ridership for Bus (-63.7%), Paratransit (-65.8%), Shuttles (-86.9%), Caltrain (-94.6%), and BART (-89.0%).

The total ridership across all modes for the month of November 2020 declined by 83.2 percent compared to November 2019. The performance of each mode is as follows: total monthly ridership for Bus (-60.0%), Paratransit (-65.0%), Shuttles (-87.2%), Caltrain (-93.8%) and BART (-88.2%).

On November 2, SamTrans resumed modified service on Route 83 to Hillview Middle School after the school reopened for limited in-person learning. Route 83 is currently carrying approximately 1-2 student riders each trip. Youth ridership on SamTrans (Bus) for November 2020 was 5.7 percent of the total ridership, compared to 21.5 percent last November.

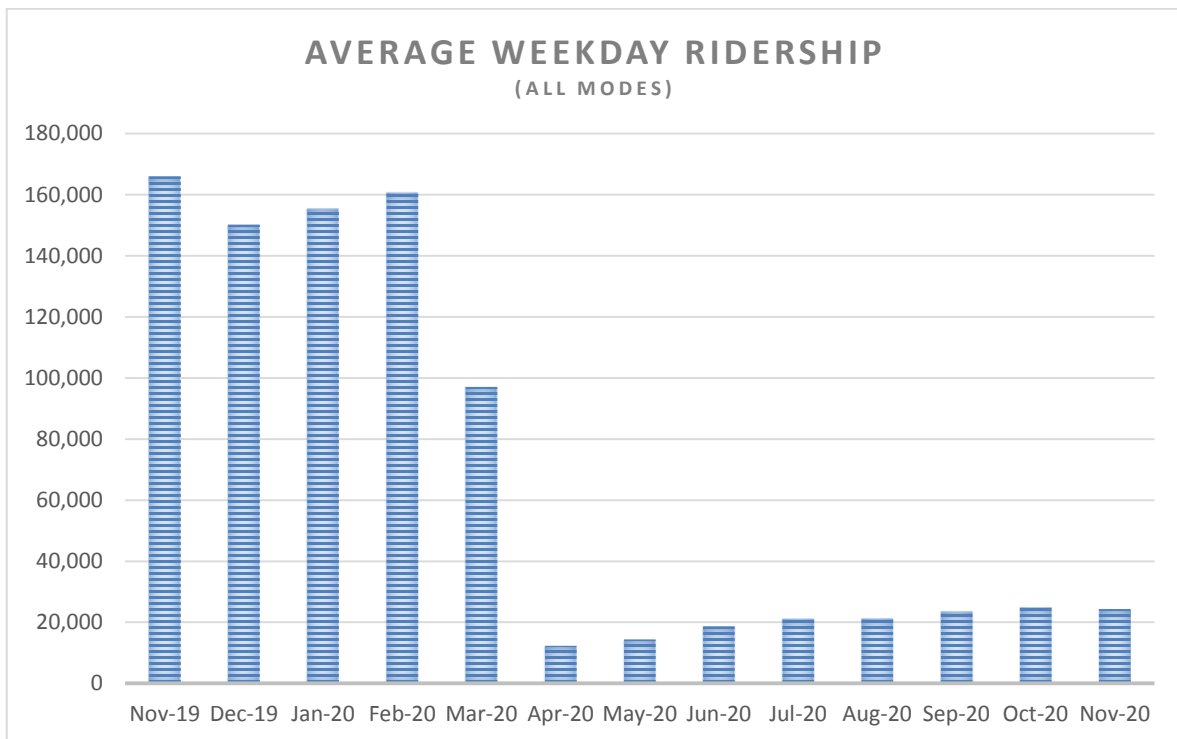
AVERAGE WEEKDAY RIDERSHIP (AWR): November 2020 compared to November 2019

**Table A
Average Weekday Ridership**

November 2020 Average Weekday Ridership				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	35,180	37,750	13,690	-63.7%
Paratransit	1,140	1,110	380	-65.8%
Shuttles	11,240	11,940	1,560	-86.9%
Caltrain	65,600	69,610	3,740	-94.6%
Subtotal	113,160	120,410	19,370	-83.9%
BART Extension (No Daly City)	45,280	45,600	5,010	-89.0%
Grand Total	158,440	166,010	24,380	-85.3%
Weekdays	21	20	20	

November 2020 Year-to-date				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	36,250	37,300	12,910	-65.4%
Paratransit	1,190	1,140	390	-65.8%
Shuttles	11,450	12,060	1,540	-87.2%
Caltrain	69,040	70,880	3,640	-94.9%
Subtotal	117,930	121,380	18,480	-84.8%
BART Extension (No Daly City)	47,470	46,640	4,680	-90.0%
Grand Total	165,400	168,020	23,160	-86.2%

Chart A



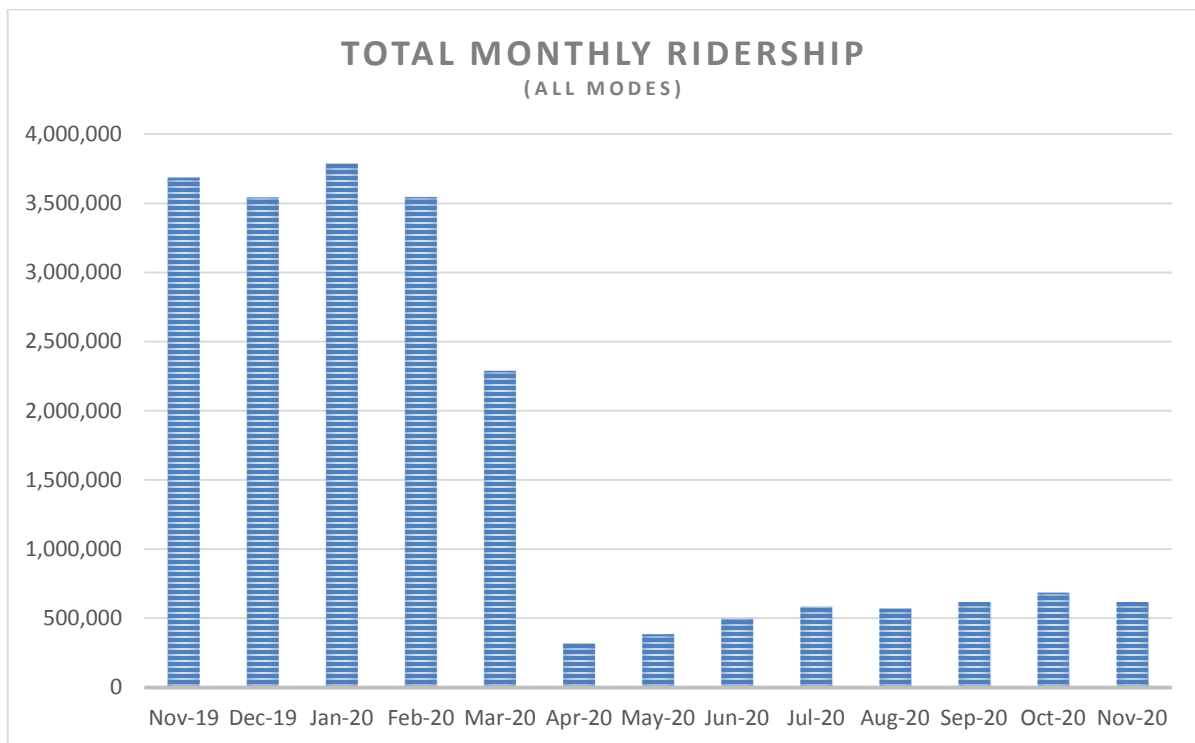
MONTHLY TOTAL RIDERSHIP: November 2020 compared to November 2019

Table B
Total Monthly Ridership

November 2020 Total Monthly Ridership				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	876,360	911,870	364,580	-60.0%
Paratransit	27,450	26,600	9,300	-65.0%
Shuttles	236,100	234,190	29,910	-87.2%
Caltrain	1,435,130	1,472,690	91,330	-93.8%
Subtotal	2,575,040	2,645,350	495,120	-81.3%
BART Extension (No Daly City)	1,076,960	1,041,450	122,970	-88.2%
Grand Total	3,652,000	3,686,800	618,090	-83.2%
Weekdays	21	20	20	

November 2020 Year-to-date				
Mode	FY2019	FY2020	FY2021	Percent Change
Bus	4,631,670	4,738,170	1,791,940	-62.2%
Paratransit	146,650	142,230	49,720	-65.0%
Shuttles	1,239,430	1,298,000	162,720	-87.5%
Caltrain	7,933,250	8,159,970	470,940	-94.2%
Subtotal	13,951,000	14,338,370	2,475,320	-82.7%
BART Extension (No Daly City)	5,927,920	5,781,030	604,480	-89.5%
Grand Total	19,878,920	20,119,400	3,079,800	-84.7%

Chart B



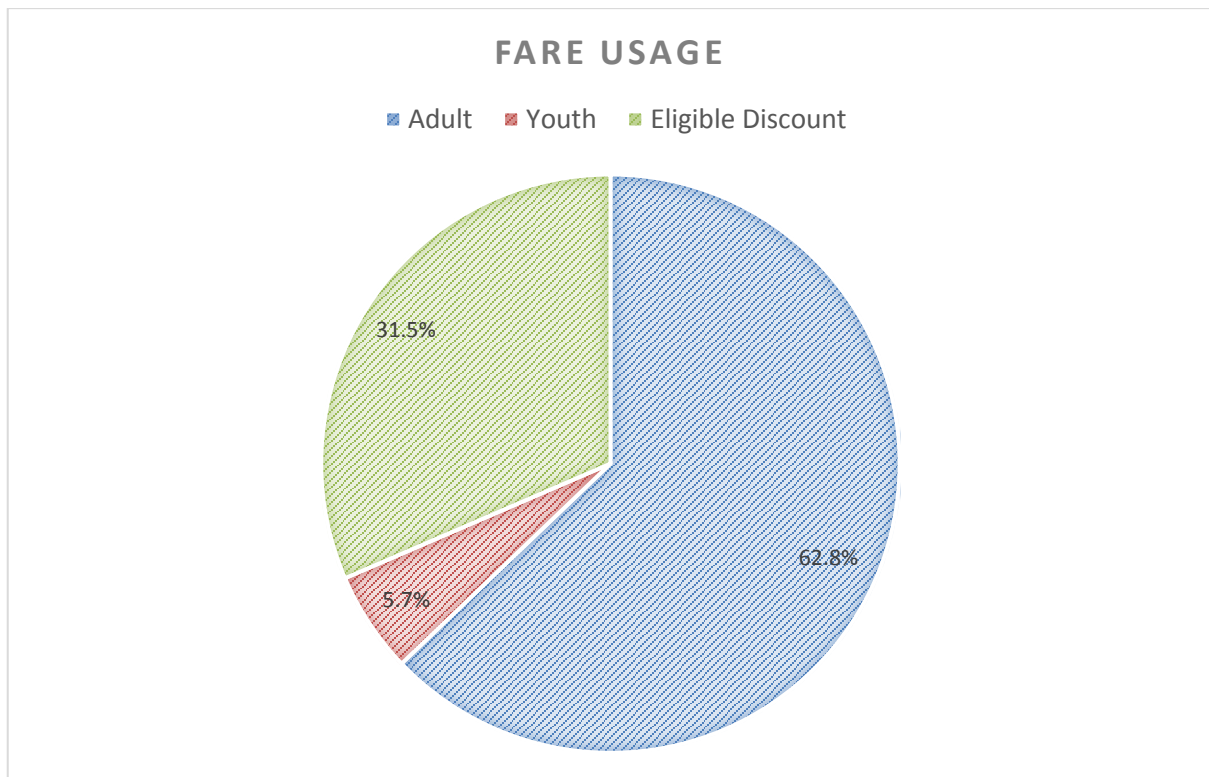
SAMTRANS BUS FARE USAGE: November 2020

Table C illustrates the number of riders by fare category for the month of November 2020, 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	November 2018	November 2019	November 2020
Adult	448,249	476,049	228,554
Youth	199,597	195,207	20,606
Eligible Discount	225,535	237,452	114,492
Total	873,381	908,708	363,652

Chart C

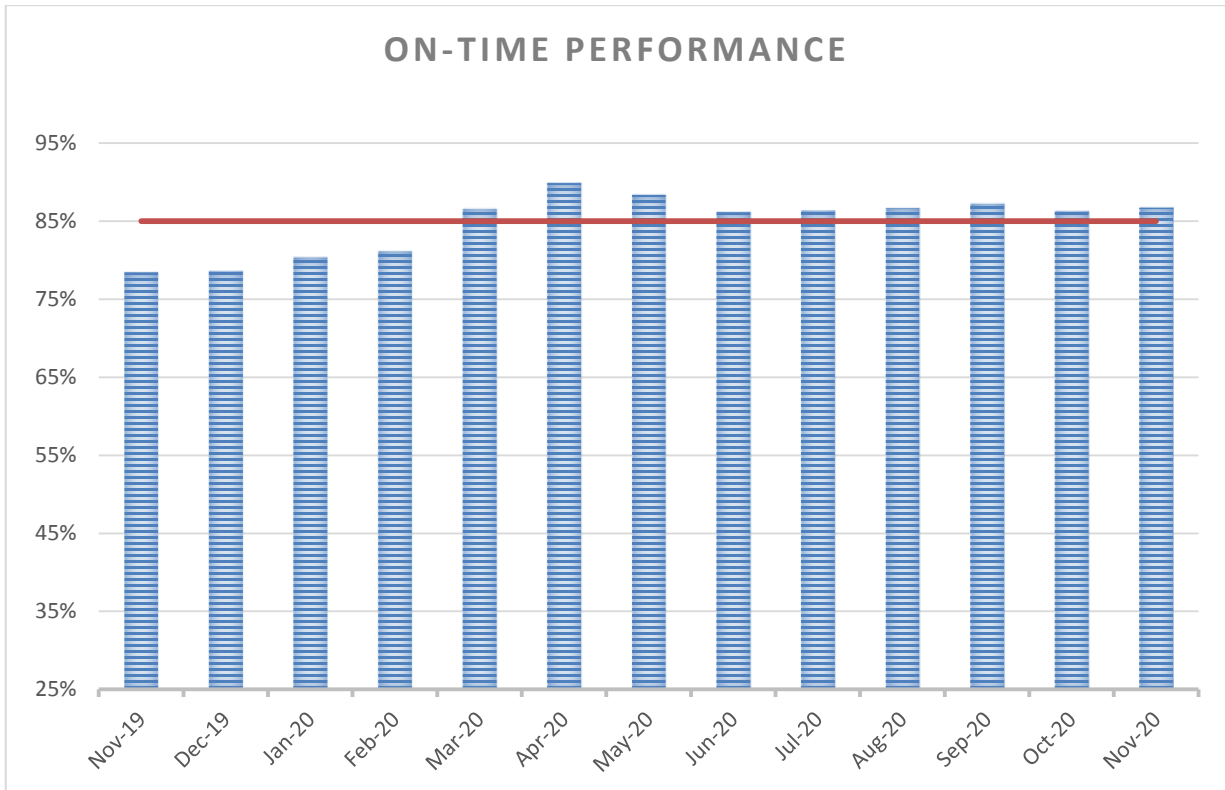


SAMTRANS ON-TIME PERFORMANCE: November 2020

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 considered *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 November 2020 was **86.7 percent**.

Chart D



SAMTRANS RIDE NOW TAXI SUBSIDY PILOT PROGRAM: November 2020

The Ride Now Taxi Subsidy Pilot Program started on August 1, 2020. The program offers a subsidized taxi service for seniors and people with disabilities, inclusive of existing SamTrans Redi-Wheels customers. Taxi trips subsidized through this program must start and end within San Carlos, Redwood City, and North Fair Oaks.

In the month of November 2020, there were **8 trips** taken with an **average trip length of 2.8 miles**. The Board will receive the pilot evaluation in spring 2021.

Table D
Ride Now Taxi Subsidy Pilot Program -- Month-over-Month

Key Performance Indicators	Aug-20	Sep-20	Oct-20	Nov-20
All Rides (One-Way)	13	29	17	8
Unique Riders	8	13	7	4
Average Trip Length (miles)	2.4	2.1	2.6	2.8
Average Wait Time (minutes)	15.8	10.8	16.5	19.8

SamTrans Digital Metrics - Nov 2020



New Followers

+33

Nov 20 - 11,093

Oct 20 - 11,060

Nov 19 - 9,989

Top Tagged Issues

1. Complement (4)

2. COVID (2)

3. Clipper (2)

4. Skipped Stop (2)

SamTrans.com Sessions

Nov 20 - 48,527

Oct 20 - 54,061

Nov 19 - 122,551

Social Engagement

Video Views

502 (Oct: 851)

Content Impressions

52,189 (Oct: 47K)

Interactions

1,566 (Oct: 1,379)

SamTrans Mobile - Nov

Downloads - 655 (Oct: 665)

Accounts - 440 (Oct: 483)

Orders - 2,374 (Oct: 5,414)

Apple Rting - 2.1 - 26 reviews

Yelp & FB Rating

1.0 (of 5 stars)

(1 Nov review)



@SamTrans



@gosamtrans



@samtrans



BOARD OF DIRECTORS 2021

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

JIM HARTNETT
GENERAL MANAGER/CEO

A G E N D A

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, JANUARY 6, 2021 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of December 2, 2020
3. Authorize an Amendment to the Contract with Giro, Inc. for Continued Hastus Maintenance and Support Services and Award a Separate Contract to Giro, Inc. for Hastus Cloud Hosting, Support, and Transition Services
4. Award of Contract for Bus Operator Uniforms
5. Award of Contract for Purchase, Configuration, Installation, and Warranty of Cradlepoint Routers, and Five-year Subscription to Advanced Net Cloud Manager Software, to Provide Onboard Wifi Connectivity
6. Adjourn

Committee Members: Josh Powell (Chair), 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
DECEMBER 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, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 3:25 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 4, 2020

Committee Chair Powell thanked the Board for his reappointment to a new term as a public member. He said he would take a single motion after all the items were heard.

**3. COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDING
JUNE 30, 2020**

Derek Hansel, Chief Financial Officer, thanked Grace Martinez, Deputy Chief Financial Officer, and her team, and the team at auditor Eide Bailly.

Ms. Martinez introduced Ahmad Gharaibeh, Partner, Eide Bailly LLP, and they both provided the presentation.

Jim Hartnett, General Manager/CEO, expressed his appreciation to the Finance team and Mr. Gharaibeh for a job well done.

**4. AWARD OF CONTRACT FOR WORKERS' COMPENSATION PROGRAM (WCP)
ADMINISTRATION SERVICES**

Kevin Yin, Director, Contracts and Procurement, provided the staff report.

**5. AUTHORIZE AN AMENDMENT TO THE CONTRACT WITH CONDUENT TRANSPORT
SOLUTIONS, INC. FOR ADVANCED TRAVELER INFORMATION SYSTEM (ATIS) SIGNS
CELLULAR WI-FI UPGRADE SERVICES**

David Harbour, Director, Bus Maintenance, provided the staff report.

Committee Chair Powell asked if the service was 5G. Mr. Harbour said it was 5G-capable but that the current availability was spotty.

The Board made a motion to approve Items #2 through # 5 together.

Motion/Second: Ratto/Collins

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

Noes: None

Absent: None

6. ADJOURN

The meeting adjourned at 3:45 pm.

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

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer of Planning,
Grants & TA

SUBJECT: **AUTHORIZE AN AMENDMENT TO THE CONTRACT WITH GIRO, INC. FOR CONTINUED HASTUS MAINTENANCE AND SUPPORT SERVICES AND AWARD A SEPARATE CONTRACT TO GIRO, INC. FOR HASTUS CLOUD HOSTING, SUPPORT, AND TRANSITION SERVICES**

ACTION

Staff proposes that the Committee recommend the Board:

1. Approve an amendment to extend an existing contract with Giro, Inc. (Giro) of Montreal, Canada, for warranty, maintenance, and support services for Hastus scheduling software for three additional years for a total amount of \$485,702; and
2. Award a separate one-year contract to Giro for Hastus cloud hosting, support, and transition services for a total amount of \$154,753 for a one-year term; and
3. Authorize the General Manager/CEO or his designee to execute a contract amendment with Giro in a form approved by legal counsel; and
4. Authorize the General Manager/CEO or his designee to execute a contract with Giro in a form approved by legal counsel.

SIGNIFICANCE

The San Mateo County Transit District's (District) existing Hastus maintenance and support agreement with Giro will expire on January 28, 2021. Approval of the proposed contract amendment will provide the District with continued maintenance and support services for the Hastus software under the Giro license for an additional three-year

period. The fixed-price amendment will allow the District to lock in an annual rate increase and efficiently control costs over the amendment term.

Approval of the proposed Hastus cloud hosting, support, and transition services contract offers several benefits for the District including, but not limited to: ease the increasing demand for the District's internal information technology (IT) resources; increase the security of our scheduling data to protect against cyber attacks; minimize future hardware capital costs; increase the scalability of our scheduling software; facilitate an upgrade to allow the District to use the latest version of the Hastus software; simplify the IT support process by having direct access to and accountability of Giro, the creator of the Hastus software; and continue the process of shifting our technology to align with the District's service model.

BUDGET IMPACT

Funding for this project is included within the FY2021 Capital Budget approved September 3, 2020.

BACKGROUND

In 1998, the District purchased Giro's Hastus scheduling software to develop bus and operator assignments. In 2009, the District purchased three new software modules – Minibus, Hastus ATP and GEO - to improve scheduling and on-time performance.

Resolution No. 2010-09 authorized the purchase of on-going Hastus scheduling software and maintenance support services in an aggregate amount of \$523,417 for six years.

Resolution No. 2015-47 authorized the purchase of on-going Hastus scheduling software and maintenance support services in an aggregate amount of \$634,039 for five years.

The current maintenance and support services agreement with Giro provides the District with functional and technical support and no-cost software enhancements contained in new releases. The proposed contract amendment would continue these support services for a period of three years and includes terms to cap current and future increases within the same timeframe.

Staff determined that the requirement to solicit competitive proposals is inapplicable to this procurement because Giro is the sole source provider of the Hastus software and therefore is the only firm that provides maintenance and support services for the Hastus software, including upgrades to the latest software version and cloud hosting services.

Staff requested a proposal from Giro for the provision of continued Hastus warranty, maintenance, and support services and Hastus cloud hosting services. Giro agreed to continue to provide maintenance and support services for three years for a total cost of \$485,702, inclusive of software license fees, warranty services, and upgrade services. Staff performed a cost analysis by comparing the proposed costs to the costs the

District paid in prior years and determined the cost of the continued maintenance and support services are fair and reasonable.

Giro proposed to provide the Hastus cloud hosting, support, and transition services under a separate one-year contract for a total cost of \$154,753. Giro declined to enter into a fixed multi-year pricing agreement for the cloud hosting services due to rate fluctuation for third-party hosting services.

Each year the District's Board of Directors (Board) approves a resolution to authorize the General Manager/CEO to purchase on-going IT software and maintenance support services up to an aggregate not-to-exceed amount for the fiscal year. To avoid the need for separate approval from the Board if the cloud hosting, support and transition services are renewed for a subsequent year, the cost of such services could be included in a future Board-approved resolution for on-going software and hardware maintenance and support services.

Contract Administrator: Shruti Ladani
Project Manager: Jonathan Stekete

650-622-7857
650-551-6166

RESOLUTION NO. 2020-

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

* * *

AUTHORIZING AN AMENDMENT TO AN EXISTING CONTRACT WITH GIRO, INC. FOR CONTINUED HASTUS MAINTENANCE AND SUPPORT SERVICES FOR A THREE-YEAR PERIOD FOR A TOTAL AMOUNT OF \$485,702 AND AWARDED A SEPARATE CONTRACT TO GIRO, INC. FOR HASTUS CLOUD HOSTING, SUPPORT, AND TRANSITION SERVICES FOR A ONE-YEAR PERIOD FOR A TOTAL CONTRACT AMOUNT OF \$154,753

WHEREAS, in 1998, the San Mateo County Transit District (District) purchased Giro, Inc.'s (Giro) Hastus scheduling software to develop bus and operator assignments; and

WHEREAS, over the past decade, the District has increased its Hastus software licenses and extended the term of its Hastus maintenance and support agreement with Giro; and

WHEREAS, the current maintenance and support services agreement with Giro will expire on January 28, 2021 and the District requires continued Hastus maintenance and support services; and

WHEREAS, staff has determined that adding Hastus cloud hosting, support, and transition services will offer several benefits to the District; and

WHEREAS, staff requested a proposal from Giro to continue the maintenance and support services for Hastus scheduling software for three additional years, including software licenses, warranty services, and upgrade services, and to add Hastus cloud hosting services to the scope of the existing maintenance and support agreement; and

WHEREAS, Giro proposed to provide Hastus maintenance and support services for a total amount of \$485,702 for three additional years, inclusive of software licenses, warranty services, and one upgrade; and

WHEREAS, Giro proposed to provide Hastus cloud hosting, support, and transition services under a separate one-year agreement for a total amount of \$154,753; and

WHEREAS, staff has determined that the requirement to solicit competitive proposals is inapplicable to this procurement because Giro is the sole source provider of the Hastus software and therefore is the only firm that provides maintenance and support services for the Hastus software, including upgrades to the latest software version and cloud hosting services; and

WHEREAS, the prices for the maintenance and support services, and the cloud hosting, support, and transition services, were determined to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize an amendment to the existing contract with Giro to continue Hastus maintenance and support services for a three-year period, and award a separate one-year contract to Giro for Hastus cloud hosting, support, and transition services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District approves:

1. An amendment to the existing contract with Giro to continue Hastus software maintenance and support services for a three-year period for a total amount of \$485,702; and
2. A separate one-year contract with Giro for the provision of Hastus software cloud housing, support, and transition services for a total amount of \$154,753.

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

Regularly passed and adopted this 6th day of January, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR BUS OPERATOR UNIFORMS**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to FMS Ventures, Inc., dba Banner Uniform (Banner Uniform) of San Francisco, California to furnish bus operator uniforms for a total not-to-exceed amount of \$560,137 for a five-year term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with Banner Uniform in full conformity with the terms and conditions of the solicitation and in a form approved by legal counsel.

SIGNIFICANCE

Award of the contract will provide the San Mateo County Transit District (District) with a single full-service and highly qualified uniform provider to meet the needs of Bus Operations for bus operator uniforms.

BUDGET IMPACT

Funds are available under the approved and projected operating budgets.

BACKGROUND

On July 8, 2020, the Board rejected the three non-responsive bids submitted in response to Invitation for Bids to Furnish Bus Operator Uniforms 20-S-M-016 and authorized staff to re-solicit for bus operator uniforms. Staff issued a Request for Quotations (RFQ) to all three firms who submitted bids in response to the previous solicitation. Two bids, as indicated in the table below, were received via the RFQ process:

Company	Bid Amount
1. FMS Ventures, Inc. dba Banner Uniform	\$560,136.77
2. Murphy & Hartelius/M&H Uniforms	\$568,094.54

The current bids are significantly lower than our previous contract due to a scope change in the articles of clothing requested in the RFQ. The previous contract included many customized articles of clothing. The new contract has replaced those items with items available off-the-shelf. Staff determined that Banner Uniform is the responsive and responsible bidder offering the lowest price and best overall value to the District. Based on a price analysis, including the independent cost estimate, the other bid received, and historical pricing for bus uniforms, staff determined that Banner Uniform's prices are fair and reasonable.

The District's current bus operator uniform contract with M&H Uniforms at an estimated five-year cost of \$710,146 will expire on December 31, 2020. Staff has ensured appropriate transition coverage by the incumbent during the change to the new service provider.

Small Business Enterprises (SBEs), as defined in the RFQ, were eligible to apply for a five percent SBE preference. Banner Uniform is a certified Microbusiness in California and applied for the SBE preference. Banner was able to meet the SBE preference by pledging over 30% of the bid value to come directly from their firm's labor, materials, equipment, and other services.

The contract will provide the best overall value to the District. Staff recommends the Board award a contract with a five year term, from January 1, 2021 through December 31, 2025, to Banner Uniform.

STRATEGIC INITIATIVE

No strategic initiatives apply to the award of this contract.

Procurement Administrator II:
Contract Administrator:

Kevin Kelley
Said El-khatib

650-622-7892
650-508-7995

RESOLUTION NO. 2021 –

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

**AWARDING A CONTRACT TO FMS VENTURES, INC., dba BANNER UNIFORM
TO FURNISH BUS OPERATOR UNIFORMS FOR
A NOT-TO-EXCEED AMOUNT OF \$560,137 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) requested quotes from qualified firms to furnish bus operator uniforms; and

WHEREAS, in response to the District's solicitation, the District received two bids; and

WHEREAS, staff and legal counsel have reviewed the bids and determined FMS Ventures, Inc., dba Banner Uniform (Banner Uniform) of San Francisco, CA, to be the responsive and responsible bidder offering the lowest price and best value to the District; and

WHEREAS, Banner Uniform is a certified Microbusiness in California and has met the District's requirements for the Small Business Preference; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract to Banner Uniform, for a total not-to-exceed amount of \$560,137.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby awards a contract to FMS Ventures, Inc., dba Banner Uniform for the provision of bus operator uniforms for a total not-to-exceed amount of \$560,137 for a five-year term; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, is authorized to execute a contract on the behalf of the District with FMS Ventures, Inc.,

dba Banner Uniform in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of January, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR PURCHASE, CONFIGURATION, INSTALLATION,
AND WARRANTY OF CRADLEPOINT ROUTERS, AND FIVE-YEAR SUBSCRIPTION
TO ADVANCED NET CLOUD MANAGER SOFTWARE, TO PROVIDE ONBOARD
WIFI CONNECTIVITY**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Premier Wireless Solutions (PWS) of San Jose, California to provide Cradlepoint IBR1700 routers as well as router installation, configuration, validation and warranties for a portion of the San Mateo County Transit District's (District) fleet of buses and paratransit vehicles, and software upgrades to Advanced Net Cloud Manager, for all of the District's WiFi enabled buses and paratransit vehicles, for a not-to-exceed amount of \$926,635.
2. Authorize the General Manager/CEO or his designee to execute a contract in full conformity with the terms and conditions of the National Association of State Procurement Officials (NASPO) ValuePoint cooperative (piggyback) contract, which was competitively solicited, and in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will provide the District with WiFi equipment for the District's buses and paratransit vehicles purchased prior to 2018, enabling the use of Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL), electronic diagnostic systems (telematics), real-time video downloads, and passenger WiFi. The equipment will be reused in future replacement buses for WiFi connectivity. The actions will also provide the District's current WiFi enabled buses and paratransit vehicles with a software upgrade to Advanced Net Cloud Manager.

BUDGET IMPACT

Funds to support the contract are included in the adopted Fiscal Year 2021 Capital Budget. The funding will come from State Transit Assistance (State of Good Repair) and the District's sales tax proceeds.

BACKGROUND

The objective of this project is to install onboard WiFi equipment to provide 4G/5G cellular wireless capability that will support technical enhancements such as real-time CAD/AVL, telematics, real-time video downloads (for camera-equipped buses), passenger WiFi, and possible future enhancements.

The Cradlepoint routers are capable of supporting 4G and 5G cellular service with two separate modems. The project includes a 5-year software subscription for Advanced Net Cloud Manager, which is required for back-end support. Future software subscription renewals will be budgeted under operating funds. The onboard WiFi equipment will utilize cellular-based SIM Cards, the District's subscriptions for which will be captured as monthly subscription costs under the operating budget.

The Board of Directors approved the onboard WiFi project in the Fiscal Year 2021 Capital Budget. The District currently has a fleet of 312 heavy duty buses and 70 paratransit vehicles, of which 87 buses and 13 paratransit cutaway vehicles have been equipped with onboard WiFi equipment.

The 87 buses and 13 paratransit cutaway vehicles that are already equipped with onboard WiFi equipment have Cradlepoint routers. Purchasing Cradlepoint routers for this WiFi project will enable the District to benefit from efficiency and labor costs in the organization by managing one system instead of multiple systems. The District also saves time and money by piggybacking off of the NASPO ValuePoint cooperative Master Agreement, a competitively-sourced contract.

Staff has selected one of the California-authorized NASPO ValuePoint partners to facilitate the purchase. The partner, Premier Wireless Solutions (PWS), provided a quote based on the NASPO contract pricing, which is 25% off from the Manufacturer Suggested Retail Price for all solutions and equipment. The NASPO contract also limits the rates charged for the related services. Staff evaluated PWS' quote and determined it to be fair and reasonable.

Procurement Manager: John Montenero 650-508-7767
Project Manager: Karambir Cheema, Deputy Director of ITS 650-508-7998

RESOLUTION NO. 2021 -

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

* * *

**AWARDING A CONTRACT TO PREMIER WIRELESS SOLUTIONS FOR PURCHASE,
CONFIGURATION, INSTALLATION, AND WARRANTY OF CRADLEPOINT ROUTERS, AND A
FIVE-YEAR SUBSCRIPTION TO ADVANCED NET CLOUD MANAGER SOFTWARE TO PROVIDE
ONBOARD WIFI CONNECTIVITY FOR A NOT-TO-EXCEED AMOUNT OF \$926,635**

WHEREAS, the San Mateo County Transit District (District) requires onboard WiFi equipment with 4G/5G cellular wireless capability that will support technical enhancements such as real-time CAD/AVL, real-time onboard diagnostics (telematics), real-time video downloads (camera equipped buses), passenger WiFi, and possible future enhancements; and

WHEREAS, the District's heavy duty and paratransit subfleets purchased prior to 2018 do not have the WiFi equipment with any of the above listed capabilities; and

WHEREAS, the District is permitted to procure products and services through the purchasing cooperative offered by the National Association of State Procurement Officers (NASPO) ValuePoint, which competitively solicits, negotiates, and establishes contracts for products and services, and makes these contracts available to public agencies; and

WHEREAS, through the NASPO ValuePoint cooperative Master Agreement, the District will procure Cradlepoint routers, configuration, installation, and warranty services for a portion of the District's fleet of buses and paratransit vehicles, and a five-year subscription to Advanced Net Cloud Manager software upgrades for all of the District's WiFi enabled buses and paratransit vehicles; and

WHEREAS, the District has selected one of the California-authorized NASPO ValuePoint partners, Premier Wireless Solutions (PWS), which provided a quote based on the NASPO contract pricing that staff has determined to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (Board) award a contract to PWS of San Jose, California, for a not-to-exceed amount of \$926,635 in accordance with the NASPO ValuePoint cooperative Master Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract to Premier Wireless Solutions of San Jose, California for the provision of Cradlepoint routers, as well as router configuration, installation, and warranty services, and a five-year subscription to Advanced Net Cloud Manager software, for a not-to-exceed amount of \$926,635; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with PWS in full conformity with the terms and conditions of the NASPO ValuePoint cooperative contract and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of January, 2021, by the following
vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transit District

District Secretary



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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

WEDNESDAY, JANUARY 6, 2021 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of December 2, 2020
3. Adoption of 2021 Legislative Program

INFORMATIONAL

4. State and Federal Legislative Update
5. Adjourn

Committee Members: 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
DECEMBER 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, J. Powell, C. Stone

Other Board Members Absent: D. Pine

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

1. CALL TO ORDER

Committee Chair Ron Collins called the meeting to order at 5:03 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 4, 2020

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: Pine

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation. She said that President-Elect Biden had appointed a transportation transition team. She said that a potential COVID relief package is being tracked closely but may not pass before the end of the year.

She said the state is required to certify election results by December 11.

4. 2021 DRAFT LEGISLATIVE PROGRAM

Ms. Fromson presented the staff report. She said that the Board would be asked to adopt the final program in January.

Director Collins announced that he was retiring from the Board and thanked the Board and staff for all their support.

5. ADJOURN

The meeting adjourned at 5:13 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **ADOPTION OF 2021 LEGISLATIVE PROGRAM**

ACTION

At the January 6, 2021 Board meeting, staff will present the final 2021 Legislative Program for Committee review and Board adoption.

SIGNIFICANCE

The 2021 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transit District's (District) legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the 2021-2022 State legislative session and first session of the 117th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the District to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the District's priorities.

Objectives

The 2021 Program is organized to guide the District's actions and positions in support of three primary objectives:

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

The Program is structured to apply these core objectives to a series of issues detailed in the 2021 Legislative Program.

Should other issues surface that require the District's attention, actions will be guided by

the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the District's Board of Directors for consideration.

Advocacy Process

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

The District and its legislative consultants will employ a variety of engagement tools to support the 2021 Legislative Program, including:

1. Direct Engagement

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

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2021 Program.

3. Media Engagement

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the District's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Director Government and Community Affairs 650-508-6493

San Mateo County Transit District

2021 Legislative Program

Purpose

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

The 2021 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the 2021-22 State legislative session and first session of the 117th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2021 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

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

Issues

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

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

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

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

Advocacy Process

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

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2021 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2021 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

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

State and Regional

Funding Opportunities and Challenges

<i>Issue / Background</i>	<i>Strategy</i>
<p>General Funding In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Caltrain and SamTrans ridership dropped by 95% and 65%, respectively. While federal funding has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s impact.</p> <p>In 2017, the State enacted SB1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	<ul style="list-style-type: none"> ● Direct advocacy for additional resources and support efforts by the California Transit Association and other stakeholders to secure additional state funding for transit systems in response to COVID-19. ● Ensure that COVID relief funding is sub allocated through the region is based on revenue losses. ● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services. ● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure. ● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA). ● Monitor efforts to implement a mileage-based user fee as a potential revenue source.
<p>Formula Funding In 2020, transit formula funding suffered due to the COVID-19 pandemic as fuel consumption declined.</p> <p>After years of diversion to support the State’s</p>	<ul style="list-style-type: none"> ● Support CTA efforts to provide formula funding flexibility as part of a larger response to COVID-19 impacts. ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.

<p>General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds. In 2020, the TDA conversation will continue to assess adjustments to TDA to maximize flexibility for maintaining and expanding service. The Agency is part of the working group. The Agency is part of the working group.</p>	<ul style="list-style-type: none"> ● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. ● Support full and timely allocation of the Agency’s STIP share. ● Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-</p>	<ul style="list-style-type: none"> ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Work to direct additional revenues to transit-eligible programs, including efforts to

<p>trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<p>secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project.</p> <ul style="list-style-type: none"> • Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.
<p>Voter Threshold Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They may be working towards a future ballot and many details about the timing, funding mechanism and expenditure plan are still being discussed.</p>	<ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the agency. • Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce development, retention and housing to attract and retain quality personnel. • Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. • Work to ensure the agency is at the table and appropriately funded as part of any

<p>In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<p>potential regional funding measure.</p> <ul style="list-style-type: none"> • Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations. • Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency). • Monitor the implementation of the Surplus Lands Act and advocate for clarifying language on the disposition of properties subject to the Act.
<p>Transportation Projects</p>	
<p>General As the Bay Area’s population continues to grow, the region’s transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p>	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.
<p>Dumbarton Rail Corridor In 2018, the District kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global pandemic. In fall 2020, the project was</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Support policies that will promote long-term transit use and access in the Dumbarton Corridor.

<p>recently restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. The District is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties.</p>	
<p>The Grand Boulevard Initiative (GBI) The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at Daly City and ending near the Diridon Caltrain Station in central San Jose, the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street.</p>	<ul style="list-style-type: none"> • Support funding for GBI projects such as complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.
<p>101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Participate in future workshops held by the California Transportation Commission to

<p>infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. The 101 project received \$253 million from SB1 to fund the project. Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</p>	<p>ensure eligibility for funding Phase II.</p> <ul style="list-style-type: none"> • Support funding and regulations that complement a 2021 board adopted 101 equity program.
<p>Transit Oriented Development / First and Last Mile First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new and innovative first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that with compliment transit services. • Support the State’s GHG reduction goals by supporting transit oriented developments. • Support state funding incentives and streamlining processes for transit oriented development.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.
<p>Caltrain Modernization (CalMod) Program In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the</p>	<ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program.

corridor, install an advanced signaling system and replace Caltrain's aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.

Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete early 2021.

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

High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach

- Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.
- Advocate for funding and policies to support grade separation projects.
- Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects.
- Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans.
- Support funding and regulations that are consistent with Caltrain's equity and growth policy.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.
- Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state's rail modernization efforts.
- **Secure one-time bonus funding from the California Transportation Commission from the Local Partnership Program for successful passage of Measure RR.**

<p>and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2021.</p>	
Regulatory and Administrative Issues	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p> <p>State is providing guidance on COVID related transit measure to protect the public health and reduce virus transmission during the pandemic.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. • Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force and the “Seamless” Bay Area efforts. • Ensure that new requirements impacting transit agencies support improve connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of statutory exemptions for transit and active</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects. • Monitor the implementation and opportunities related to SB 288 (Wiener).

<p>transportation projects under CEQA.</p>	
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning, especially the Caltrain Business Plan.
<p>Transit Bus Electrification In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> • Advocate for priority funding from the State Legislature, ARB, CEC and CPUC for zero-emission buses and charging infrastructure to facilitate compliance with the ICT regulation. • Continue to educate State Legislature, ARB, CEC and CPUC on any challenges to implement the ICT regulation. • Continue to monitor implementation of Pacific Gas & Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.
<p>Executive Orders Related to GHG: Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in</p>	<ul style="list-style-type: none"> • Engage in the State’s effort to address the transit-specific goals outlined in the executive orders. • Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding). • Work to ensure state and federal funds are made available to achieve the goals

<p>transit, active transportation and land-use. The executive orders highlight the need for expanding clean transportation options. The Administrative efforts on this issue are also being referred to as: Climate Action Plan for Transportation Infrastructure (CAPTI).</p>	<p>outlined in the orders.</p>
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Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. SamTrans and Caltrain saw ridership drop 95% and 65%, respectively. While federal funding (CARES Act) has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s impact.</p> <p>Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2020, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through</p>	<ul style="list-style-type: none"> • Advocate directly as well as support broad stakeholders coalition efforts to secure additional federal funding for transit systems in response to COVID-19. • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program and BUILD. • Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>December 11, 2020. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2021.</p> <p>Despite Administration budgets to limit funding for the Capital Investment Grant program (New Starts/Small Starts/Core Capacity), Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements.</p>	
<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.
<p>Transportation Projects</p>	
<p>General Support the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Caltrain Modernization (CalMod) Program The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes some funding from the Federal Railroad Administration (FRA).</p>	<ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding. • Advocate for additional PTC funding for operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain-related projects. • Advocate for funding and policies to support grade separation projects.

The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.

Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete early 2021.

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

High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a

- Work to address regulatory actions or policies that negatively impact future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Support funding and regulations that are consistent with Caltrain's equity and growth policy.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	
<p>Dumbarton Rail Corridor In 2018, the District kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global pandemic. In fall 2020, the project was recently restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. The District is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.
<p>101 Express Lanes The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.

<p>to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</p>	
<p>Regulatory and Administrative Issues</p>	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.
<p>FAA Rule In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p> <p>The Senate FY2021 Transportation/HUD Appropriations bill includes report language encouraging the Department of Transportation “to continue working with State and local governments and the FAA to develop a path</p>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue. • Support the State of California in its efforts to respond and address FAA’s requests

<p>forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment.”</p> <p>Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.</p>	
<p>FAST Act Reauthorization and other Regulations In September 2020, Congress passed the extension of the FAST Act until September 2021.</p> <p>During Congress’ consideration of the reauthorization bill next year, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>Both Senate and House authorization committees have stated that passing the FAST Act authorization bill is their top priority.</p> <p>Background: In July 2019, the Senate Environment and Public Works (EPW) Committee passed, America’s Transportation Infrastructure Act of 2019. This bill will need to be introduced in the next Congress and will likely be the “base” bill that the Senate will use.</p> <p>However, four committees in the Senate have jurisdiction of the bill: EPW (highways); Banking (transit); Commerce (rail and goods movement); and Finance (paying for the bill). EPW is the only committee that has written their portion of the bill. The other three committees need to draft</p>	<ul style="list-style-type: none"> • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization. • Support efforts to increase authorization levels for transit programs – both discretionary and formula programs. • Support efforts to increase access to additional federal funds for bus electrification and infrastructure. • Support authorizing transit agencies to become direct subrecipients of Section 5310 for the Enhanced Mobility of Seniors and Individuals with Disabilities. • Support securing authorization to implement low-cost solutions, such as dynamic envelope painting, to increase safety at at-grade rail grade crossings. • Support additional funding for grade separations: Increase the annual funding for the Federal Highways Administration (FHWA) Railway-Highway Crossings (Section 130) Program by \$1B per year and authorize 50% of the annual funding set aside for a discretionary grant program that States, metropolitan planning organizations, local governments, special purpose districts or public authorities a transportation function, and tribal governments will be eligible. • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.

<p>their seconds and identify funding to pay for the bill.</p> <p>In July 2020, the House passed Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act as part of a broader infrastructure bill. The INVEST Act authorized a \$494 surface transportation bill. The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund. This bill will likely be reintroduced in the new Congress and the “base bill” that the House Transportation & Infrastructure Committee uses as it advances surface transportation reauthorization next year.</p>	
<p>Infrastructure Proposals Congress and the Biden Administration could consider an infrastructure package in 2021 that would include increased funding for highways, transit, aviation, and water programs. House Speaker Nancy Pelosi has said that the House’s infrastructure bill, Moving America Forward, will be the base for the House infrastructure bill. It is unclear if the Senate will consider an infrastructure bill.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed on the new Biden Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency’s projects and needs in a broad infrastructure proposal.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Jessica Epstein, Government and
Community Affairs Officer

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Samtrans As of December 18, 2020 - Transportation Report

Conflict Builds Around COVID-19 Economic Stimulus Aid

- Congress is going right up to the midnight shutdown deadline as leaders try to clinch a \$900 billion coronavirus aid package and to keep the government funded. Lawmakers are hoping to use the omnibus bill as a vehicle for more than \$900 billion in coronavirus-related stimulus.
- A deal on the roughly \$900 billion bipartisan, bicameral framework for a coronavirus relief package is reportedly close at hand.
- House Speaker Nancy Pelosi (D-Calif.) and Senate Minority Leader Chuck Schumer (D-N.Y.) threw their support behind the bipartisan pandemic relief proposal as the foundation for a new round of negotiations with Republicans and the Trump administration.
- President-elect Joe Biden voiced his support for the proposal at a virtual event on December 2, saying it would be a “down payment” ahead of a more comprehensive bill once he takes office. Both parties expect Biden to propose a bigger tranche of spending once he takes office on Jan. 20 as the pandemic continues threatening the recovery. On December 3, President Donald Trump said that he would sign a relief measure if Congress can broker a deal in the finale weeks of the year.
- Congressional leaders have struck a deal on the broad outlines of the package that would deliver \$600 stimulus to individuals and children, \$325 billion for small businesses, and a \$300 weekly unemployment boost as well as funding for transportation, vaccine distribution and schools. Of note, the package omits aid to state and local governments as well as lawsuit liability protections, key sticking points between the two parties.
- The bipartisan agreement would include \$15 billion for mass transit. Other transportation provisions include:
 - An extension of the Payroll Support Program (PSP) through March 31, 2021. As in the CARES Act, funds will go directly to frontline aviation workers’ wages, salaries, and benefits. Workers and taxpayers are protected though measures including prohibitions on stock buybacks and dividends, and limitations on executive compensation.

- Funding for airports, including set asides for airport concessionaires, Essential Air Service (EAS), and Small Community Air Service Development Program (SCASDP) through March 31, 2021.
- Funding to support the motorcoach and bus industry as well as others, including passenger ferries and school buses.
- Funding to support public transit systems across the country that will be used to prevent furloughs, meet operating needs, and keep systems running.
- Funding to allow Amtrak to continue to provide existing service and prevent additional furloughs through March 31, 2021.

Shutdown Looms as Deadline Arrives

- Congress faces a midnight deadline on December 18, 2020 to pass a spending bill or rush through another stopgap to keep the government funded through at least the weekend while talks continue.
- Several sticking points on the coronavirus aid package and spending bills have delayed an agreement. Some senators are objecting to certain provisions in the stimulus measure and may not go along with another funding extension if it is needed.
- The federal government faces the possibility of a partial weekend shutdown because of disputes. The government is currently operating on stopgap funding that expires in December 18.
- Current hurdles include a Democratic request for federal funds to match 100% of Federal Emergency Management Agency (FEMA) payouts for pandemic-related disasters, as well as the Republican demand to end the Federal Reserve's emergency lending program by the end of the year. Talks are also hung up on aid for entertainment venues and whether the relief bill needs to extend an existing eviction moratorium if it also includes adequate funds to help renters.
- If the deadline is missed, the White House budget office has some discretion to hold off on shutting federal agencies and furloughing workers over the weekend if a stopgap is expected to pass.
- The House voted 343-67 on December 9 to clear the stopgap legislation that expires tonight. The short-term spending bill was necessary because none of the 12 annual appropriations bills for the fiscal year that began October 1 have been enacted and talks on the omnibus package wrapping them altogether have not yet been completed.

President-Elect Biden's DOT Cabinet Pick

- President-elect Joe Biden has selected Pete Buttigieg to be the Department of Transportation (DOT) Secretary, which could make the former South Bend mayor the

first out gay person to be confirmed by the Senate to be a cabinet post. Biden pledged that the job will be essential to achieving his campaign pledge to “build back better.”

- Buttigieg, the former mayor of South Bend, Indiana, said his experience in that Midwestern city showed him the importance of transportation in a community’s well being.
- Biden ticked of the nation’s critical infrastructure needs, such as rebuilding roads, installing charging stations for electric vehicles and shoring up communities for the impact of climate change. “Buttigieg and Biden will be facing an almost immediate cliff in highway funding -- one of the major elements of any infrastructure plan -- which is currently set to run out in October 2021.

Democrats Plan to Bring Back Earmarks

- House Democrats plan to reintroduce earmarks in the 117th Congress. The practice of allowing individual lawmakers to insert pet projects into bills would help secure votes to pass Biden's legislative agenda and to protect the House majority in 2022.
- House Majority Leader Steny Hoyer (D-Md.) is leading the effort to restore this practice, and has said that earmarks allowed individual lawmakers to advocate for their districts.
 - Additionally, earmarks will be available for Biden's infrastructure bill and annual agency funding bills.
- In an attempt to eliminate earmark scandals, there will be caps on total dollar amounts, including a ban on benefits for for-profit companies. Leader Hoyer said total earmarks would be capped at 1% of the spending level.

Grant Opportunities & Award Announcements

- **Expedited Project Delivery Pilot Program**: FTA continues to announce the availability of \$100 million aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. Applications will be accepted on a rolling basis until up to eight grants are awarded, subject to funding availability.



December 14, 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 – January 2021**

General Update

The Legislature convened the 2021-2022 Regular Legislative Session on December 7, 2020, welcoming new and returning state legislators to Sacramento for a constitutionally required “organizing session.” The organizing session provided state legislators with the opportunity to introduce an initial round of bills, constitutional amendments, and resolutions for action by the Legislature in 2021 and 2022. Already, we have seen 189 measures introduced. We expect the Legislature and the Governor to focus on several high-profile issues, including pandemic response, climate change/sea-level rise, wildfire response & recovery, housing & homelessness, and police reform.

Following the organizing session, state legislators returned to their districts for the remainder of December. The Legislature will reconvene on January 4 and will begin its work in earnest, introducing and acting on additional measures. On January 10, Governor Newsom will introduce his proposed Fiscal Year 2021-2022 State Budget. The Legislature has until February 19 to introduce bills.

Over the weekend, Assembly Speaker Rendon (D-Lakewood) [announced](#) the committee assignments for the 2021-22 Legislative Session. Of note, Assembly Member Frazier (D-Oakley) is no longer the Chair of the Assembly Transportation Committee. He is now the Chair of the Assembly Governmental Organization Committee. **Assembly Member Friedman (D-Glendale) was appointed Chair of the Assembly Transportation Committee** (she previously served as Chair of the Assembly Natural Resources Committee). During her time in the Assembly, Assembly Member Friedman has been a vocal supporter of public transit.

On December 14, Senate President pro Tem Atkins (D-San Diego) [announced](#) the new Senate committee chairs and committee members for the 2021-22 session. Of note, **the Senate Transportation Committee will be chaired by Senator Gonzalez (D-Long Beach)** and the Senate Budget Committee will be chaired by Senator Skinner (D-Oakland). **Senator Becker was appointed to the Senate Transportation Committee and as Vice-Chair of the newly-formed Joint Legislative Committee on Climate Change Policies.**

A complete listing of Senate and Assembly appointments is included with the Board packet.

As a reminder, the 2021 Legislative Calendars were released and can be found [here](#) (Senate) and [here](#) (Assembly). These contain deadlines and recess schedules. We expect the Legislature will maintain most

of the social distancing protocols used in 2020 for committee hearings and floor sessions through early-2021.

Bills of Interest

SB 44 (Allen) CEQA: Streamlined Judicial Review: Environmental Leadership Transit Projects.

This bill would establish procedures for the expedited administrative and judicial review of a fixed guideway transit project undertaken by a public agency that meets certain criteria and deemed to be an “environmental leadership” project. More specifically, the bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, 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 an environmental leadership transit project.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. SamTrans supported a nearly identical measure, also ACA 1 (Aguiar-Curry), in 2019.

New CARB Board Members Announced

For several months, there has been a lot of speculation as to who would replace outgoing Air Resources Board (CARB) Chair Mary Nichols. On December 9, Governor Newsom announced his pick for the top spot, appointing Liane Randolph to the Chair post. Ms. Randolph has been a Commissioner at the California Public Utilities Commission since 2015 and was Deputy Secretary and General Counsel at the California Natural Resources Agency from 2011 to 2014. **Additionally, Governor Newsom appointed Belmont Councilmember and Bay Area Air Quality Management District Member Davina Hurt to CARB.**

Update on ARB Heavy-Duty Omnibus Regulation

The California Transit Association, guided by an internal subcommittee that includes SamTrans, has reached tentative agreement with the California Air Resources Board on a series of amendments to ARB’s [Heavy-Duty Engine and Vehicle Omnibus regulation](#). The amendments would permit transit agencies to legally procure diesel engines and diesel buses after 2024 while they transition to zero-emission bus technologies, as required by the Innovative Clean Transit (ICT) regulation.

We anticipate that the amendments will be released for public comment this December and will see action by ARB in early 2021. We will keep you apprised of the release of the amendments and any additional actions that are necessary.

Grants

On December 9, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements. According to the CTC, the funded projects would create more than 100,000 jobs over the next several

years. Unfortunately, SamTrans was not successful in securing funding during the most recent cycle. However, the CTC will solicit applications for the next round of funding in approximately 12-18 months.

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 (\$25 million in FY 2020-21)

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 has yet to adopt a Cap and Trade Expenditure Plan for Fiscal Year 2020-21; as such, the HVIP program is supported in this fiscal year by only a nominal investment of \$25 million from the ARB-controlled Air Quality Improvement Program.

Current Guidelines: An update to the guidelines for FY 2020-21 based on [the FY 2020-21 Funding Plan for Clean Transportation Incentives](#), adopted December 11, are expected

Status: [Funding cycle is expected to open in early 2021](#)

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 closed November 17](#)
- [Infrastructure Deployment solicitation closed November 17](#)

Grade Separation Funding

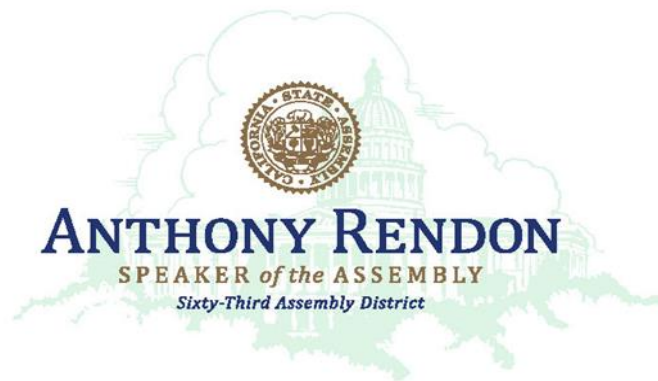
At the December 5, 2018 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding 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.



December 12, 2020

Sue Parker
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, California

Dear Ms. Parker:

Please be advised that I have made appointments to the following committees for the 2021-22 Regular Session:

Accountability and Administrative Review

Assemblymember Cottie Petrie-Norris, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Autumn Burke
Assemblymember Adam Gray
Assemblymember Tom Lackey
Assemblymember Jose Medina
Assemblymember Freddie Rodriguez

Aging and Long-Term Care

Assemblymember Adrin Nazarian, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Lisa Calderon
Assemblymember Tom Lackey
Assemblymember Eloise Reyes
Assemblymember Blanca Rubio

Agriculture

Assemblymember Robert Rivas, Chair
Assemblymember Devon Mathis, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Jordan Cunningham
Assemblymember Heath Flora
Assemblymember Adam Gray
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer

Agriculture (continued)

Assemblymember Marc Levine
Assemblymember Carlos Villapudua
Assemblymember Jim Wood

Appropriations

Assemblymember Lorena Gonzalez, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Richard Bloom
Assemblymember Rob Bonta
Assemblymember Lisa Calderon
Assemblymember Wendy Carrillo
Assemblymember Ed Chau
Assemblymember Megan Dahle
Assemblymember Laurie Davies
Assemblymember Vince Fong
Assemblymember Jesse Gabriel
Assemblymember Eduardo Garcia
Assemblymember Sydney Kamlager
Assemblymember Marc Levine
Assemblymember Bill Quirk
Assemblymember Robert Rivas
I have decreased the size of the committee from 18 to 16 members.

Arts, Entertainment, Sports, Tourism, and Internet Media

Assemblymember Sharon Quirk-Silva, Chair
Assemblymember Suzette Valladares, Vice Chair
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Laura Friedman
Assemblymember Sydney Kamlager
Assemblymember Adrin Nazarian

Banking and Finance

Assemblymember Timothy Grayson, Chair
Assemblymember Phillip Chen, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Autumn Burke
Assemblymember Sabrina Cervantes
Assemblymember Steven Choi
Assemblymember Jesse Gabriel
Assemblymember Cristina Garcia
Assemblymember Janet Nguyen
Assemblymember Mark Stone
Assemblymember Shirley Weber
Assemblymember Buffy Wicks

Budget

Assemblymember Phil Ting, Chair
Assemblymember Vince Fong, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Steve Bennett
Assemblymember Richard Bloom
Assemblymember Wendy Carrillo
Assemblymember David Chiu
Assemblymember Jim Cooper
Assemblymember Jim Frazier
Assemblymember James Gallagher
Assemblymember Cristina Garcia
Assemblymember Reginald Jones-Sawyer
Assemblymember Kevin Kiley
Assemblymember Tom Lackey
Assemblymember Alex Lee
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Kevin Mullin
Assemblymember Adrin Nazarian
Assemblymember Patrick O'Donnell
Assemblymember Jim Patterson
Assemblymember James Ramos
Assemblymember Eloise Reyes
Assemblymember Luz Rivas
Assemblymember Blanca Rubio
Assemblymember Thurston "Smitty" Smith
Assemblymember Mark Stone
Assemblymember Suzette Valladares
Assemblymember Shirley Weber
Assemblymember Jim Wood

Budget Subcommittee No. 1 on Health and Human Services

Assemblymember Joaquin Arambula, Chair
Assemblymember Jim Frazier
Assemblymember Devon Mathis
Assemblymember Jim Patterson
Assemblymember James Ramos
Assemblymember Blanca Rubio
Assemblymember Jim Wood
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 2 on Education Finance

Assemblymember Kevin McCarty, Chair
Assemblymember James Gallagher
Assemblymember Alex Lee
Assemblymember Jose Medina
Assemblymember Patrick O'Donnell
Assemblymember Eloise Reyes
Assemblymember Suzette Valladares
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy, and Transportation

Assemblymember Richard Bloom, Chair
Assemblymember Steve Bennett
Assemblymember Cristina Garcia
Assemblymember Kevin Mullin
Assemblymember Jim Patterson
Assemblymember Luz Rivas
Assemblymember Thurston "Smitty" Smith
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 4 on State Administration

Assemblymember Wendy Carrillo, Chair
Assemblymember David Chiu
Assemblymember Jim Cooper
Assemblymember Tom Lackey
Assemblymember Adrin Nazarian
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 5 on Public Safety

Assemblymember Shirley Weber, Chair
Assemblymember Reginald Jones-Sawyer
Assemblymember Tom Lackey
Assemblymember Mark Stone
Assemblymember Suzette Valladares
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Vince Fong, Republican Alternate

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation

Assemblymember Phil Ting, Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Wendy Carrillo
Assemblymember Vince Fong

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation
(continued)

Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Thurston “Smitty” Smith
Assemblymember Shirley Weber

Business and Professions

Assemblymember Evan Low, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Marc Berman
Assemblymember Richard Bloom
Assemblymember Phillip Chen
Assemblymember David Chiu
Assemblymember Jordan Cunningham
Assemblymember Megan Dahle
Assemblymember Vince Fong
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Chris Holden
Assemblymember Jacqui Irwin
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Kevin Mullin
Assemblymember Rudy Salas
Assemblymember Phil Ting

Communications and Conveyance

Assemblymember Miguel Santiago, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Rob Bonta
Assemblymember Sabrina Cervantes
Assemblymember Laurie Davies
Assemblymember Eduardo Garcia
Assemblymember Chris Holden
Assemblymember Sydney Kamlager
Assemblymember Evan Low
Assemblymember Sharon Quirk-Silva
Assemblymember Freddie Rodriguez
Assemblymember Suzette Valladares

Education

Assemblymember Patrick O'Donnell, Chair
Assemblymember Kevin Kiley, Vice Chair
Assemblymember Steve Bennett
Assemblymember Megan Dahle
Assemblymember Alex Lee
Assemblymember Kevin McCarty
Assemblymember Shirley Weber

Elections

Assemblymember Marc Berman, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Steve Bennett
Assemblymember Evan Low
Assemblymember Chad Mayes
Assemblymember Kevin Mullin
Assemblymember Shirley Weber

Emergency Management

Assemblymember Freddie Rodriguez, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Lisa Calderon
Assemblymember James Gallagher
Assemblymember Adam Gray
Assemblymember Christopher Ward

Environmental Safety and Toxic Materials

Assemblymember Bill Quirk, Chair
Assemblymember Thurston "Smitty" Smith, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Rebecca Bauer-Kahan
Assemblymember Megan Dahle
Assemblymember Cristina Garcia
Assemblymember Chris Holden
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi

Governmental Organization

Assemblymember Jim Frazier, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Marc Berman
Assemblymember Rob Bonta
Assemblymember Ken Cooley
Assemblymember Jim Cooper

Governmental Organization (continued)

Assemblymember Tom Daly
Assemblymember Laurie Davies
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Mike Gipson
Assemblymember Reginald Jones-Sawyer
Assemblymember Tom Lackey
Assemblymember Evan Low
Assemblymember Devon Mathis
Assemblymember Sharon Quirk-Silva
Assemblymember James Ramos
Assemblymember Robert Rivas
Assemblymember Blanca Rubio
Assemblymember Rudy Salas
Assemblymember Thurston "Smitty" Smith
I have increased the size of the committee from 21 to 22 members.

Health

Assemblymember Jim Wood, Chair
Assemblymember Chad Mayes, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Frank Bigelow
Assemblymember Rob Bonta
Assemblymember Autumn Burke
Assemblymember Wendy Carrillo
Assemblymember Heath Flora
Assemblymember Brian Maienschein
Assemblymember Kevin McCarty
Assemblymember Adrin Nazarian
Assemblymember Luz Rivas
Assemblymember Freddie Rodriguez
Assemblymember Miguel Santiago
Assemblymember Marie Waldron

Higher Education

Assemblymember Jose Medina, Chair
Assemblymember Steven Choi, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Jesse Gabriel
Assemblymember Jacqui Irwin
Assemblymember Kevin Kiley
Assemblymember Marc Levine
Assemblymember Evan Low
Assemblymember Miguel Santiago

Higher Education (continued)

Assemblymember Suzette Valladares
Assemblymember Shirley Weber

Housing and Community Development

Assemblymember David Chiu, Chair
Assemblymember Kelly Seyarto, Vice Chair
Assemblymember Jesse Gabriel
Assemblymember Ash Kalra
Assemblymember Kevin Kiley
Assemblymember Brian Maienschein
Assemblymember Sharon Quirk-Silva
Assemblymember Buffy Wicks

Human Services

Assemblymember Lisa Calderon, Chair
Assemblymember Janet Nguyen, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Steven Choi
Assemblymember Mike Gipson
Assemblymember Mark Stone
Assemblymember Carlos Villapudua
Assemblymember Christopher Ward

Insurance

Assemblymember Tom Daly, Chair
Assemblymember Chad Mayes, Vice Chair
Assemblymember Marc Berman
Assemblymember Frank Bigelow
Assemblymember Phillip Chen
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Jim Frazier
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Sydney Kamlager
Assemblymember Freddie Rodriguez
Assemblymember Randy Voepel
Assemblymember Jim Wood

Jobs, Economic Development, and the Economy

Assemblymember Sabrina Cervantes, Chair
Assemblymember Jordan Cunningham, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Ed Chau
Assemblymember Sharon Quirk-Silva

Jobs, Economic Development, and the Economy (continued)

Assemblymember James Ramos
Assemblymember Thurston "Smitty" Smith

Judiciary

Assemblymember Mark Stone, Chair
Assemblymember James Gallagher, Vice Chair
Assemblymember Ed Chau
Assemblymember David Chiu
Assemblymember Laurie Davies
Assemblymember Lorena Gonzalez
Assemblymember Chris Holden
Assemblymember Ash Kalra
Assemblymember Kevin Kiley
Assemblymember Brian Maienschein
Assemblymember Eloise Reyes

Labor and Employment

Assemblymember Ash Kalra, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Lorena Gonzalez
Assemblymember Reginald Jones-Sawyer
Assemblymember Eloise Reyes
Assemblymember Kelly Seyarto
Assemblymember Christopher Ward

Local Government

Assemblymember Cecilia Aguiar-Curry, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Richard Bloom
Assemblymember Tasha Boerner Horvath
Assemblymember James Ramos
Assemblymember Luz Rivas
Assemblymember Robert Rivas
Assemblymember Randy Voepel

Military and Veterans Affairs

Assemblymember Jacqui Irwin, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Tom Daly
Assemblymember Jim Frazier
Assemblymember Devon Mathis
Assemblymember Al Muratsuchi
Assemblymember Cottie Petrie-Norris
Assemblymember James Ramos

Military and Veterans Affairs (continued)

Assemblymember Rudy Salas
Assemblymember Thurston "Smitty" Smith

Natural Resources

Assemblymember Luz Rivas, Chair
Assemblymember Heath Flora, Vice Chair
Assemblymember Ed Chau
Assemblymember Laura Friedman
Assemblymember Cristina Garcia
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Al Muratsuchi
Assemblymember Kelly Seyarto
Assemblymember Mark Stone
Assemblymember Jim Wood

Privacy and Consumer Protection

Assemblymember Ed Chau, Chair
Assemblymember Kevin Kiley, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Steve Bennett
Assemblymember Wendy Carrillo
Assemblymember Jordan Cunningham
Assemblymember Jesse Gabriel
Assemblymember James Gallagher
Assemblymember Jacqui Irwin
Assemblymember Alex Lee
Assemblymember Buffy Wicks

Public Employment and Retirement

Assemblymember Jim Cooper, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Lisa Calderon
Assemblymember Sabrina Cervantes
Assemblymember Ken Cooley
Assemblymember Patrick O'Donnell
Assemblymember Kelly Seyarto

Public Safety

Assemblymember Reginald Jones-Sawyer, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Sydney Kamlager
Assemblymember Bill Quirk

Public Safety (continued)

Assemblymember Miguel Santiago
Assemblymember Kelly Seyarto
Assemblymember Buffy Wicks

Revenue and Taxation

Assemblymember Autumn Burke, Chair
Assemblymember Janet Nguyen, Vice Chair
Assemblymember Adam Gray
Assemblymember Timothy Grayson
Assemblymember Marc Levine
Assemblymember Chad Mayes
Assemblymember Kevin Mullin
Assemblymember Cottie Petrie-Norris
Assemblymember Bill Quirk
Assemblymember Luz Rivas
Assemblymember Kelly Seyarto

Rules

Assemblymember Ken Cooley, Chair
Assemblymember Jordan Cunningham, Vice Chair
Assemblymember Steve Bennett
Assemblymember Heath Flora
Assemblymember Mike Gipson
Assemblymember Sydney Kamlager
Assemblymember Alex Lee
Assemblymember Marc Levine
Assemblymember Brian Maienschein
Assemblymember Devon Mathis
Assemblymember James Ramos
Assemblymember Carlos Villapudua
Assemblymember Blanca Rubio, Democratic Alternate
Assemblymember Suzette Valladares, Republican Alternate

Transportation

Assemblymember Laura Friedman, Chair
Assemblymember Vince Fong, Vice Chair
Assemblymember Marc Berman
Assemblymember Jordan Cunningham
Assemblymember Tom Daly
Assemblymember Laurie Davies
Assemblymember Mike Gipson
Assemblymember Ash Kalra
Assemblymember Alex Lee
Assemblymember Jose Medina
Assemblymember Adrin Nazarian

Transportation (continued)

Assemblymember Janet Nguyen
Assemblymember Patrick O'Donnell
Assemblymember Christopher Ward
Assemblymember Buffy Wicks

Utilities and Energy

Assemblymember Chris Holden, Chair
Assemblymember Jim Patterson, Vice Chair
Assemblymember Rebecca Bauer-Kahan
Assemblymember Autumn Burke
Assemblymember Wendy Carrillo
Assemblymember Phillip Chen
Assemblymember Jordan Cunningham
Assemblymember Cristina Garcia
Assemblymember Eduardo Garcia
Assemblymember Chad Mayes
Assemblymember Al Muratsuchi
Assemblymember Bill Quirk
Assemblymember Eloise Reyes
Assemblymember Miguel Santiago
Assemblymember Phil Ting

Water, Parks, and Wildlife

Assemblymember Eduardo Garcia, Chair
Assemblymember Megan Dahle, Vice Chair
Assemblymember Steve Bennett
Assemblymember Frank Bigelow
Assemblymember Laura Friedman
Assemblymember Cristina Garcia
Assemblymember Ash Kalra
Assemblymember Marc Levine
Assemblymember Al Muratsuchi
Assemblymember Janet Nguyen
Assemblymember Blanca Rubio
Assemblymember Rudy Salas
Assemblymember Thurston "Smitty" Smith
Assemblymember Carlos Villapudua
Assemblymember Christopher Ward
I have increased the size of the committee from 14 to 15 members.

Joint Legislative Audit

Assemblymember Rudy Salas, Chair
Assemblymember Tasha Boerner Horvath
Assemblymember Kevin Kiley
Assemblymember Jim Patterson

Joint Legislative Audit (continued)

Assemblymember Blanca Rubio
Assemblymember Randy Voepel
Assemblymember Jim Wood

Joint Legislative Budget

Assemblymember Phil Ting, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Vince Fong
Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Luz Rivas
Assemblymember Shirley Weber

Legislative Ethics

Assemblymember Buffy Wicks, Co-Chair
Assemblymember Jordan Cunningham, Co-Chair
Assemblymember Marc Berman
Assemblymember Steven Choi
Assemblymember Heath Flora
Assemblymember Eloise Reyes

Sincerely,



ANTHONY RENDON
Speaker of the Assembly



FOR IMMEDIATE RELEASE

December 14, 2020

CONTACT: Niesha.Fritz@sen.ca.gov

**Senate Leader Atkins Announces Committee Membership for the
2020-2021 Legislative Session**

SACRAMENTO – California Senate President pro Tempore, Toni G. Atkins (D-San Diego), today announced the Senate’s committee membership assignments for the 2020-2021 Legislative session.

Standing Committees

Agriculture

- **Senator Andreas Borgeas (R-Fresno), Chair.**
- Senator Melissa Hurtado (D-Sanger), Vice Chair.
- Senator Anna M. Caballero (D-Salinas)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Steven M. Glazer (D-Contra Costa)

Appropriations

- **Senator Anthony J. Portantino (D-La Cañada-Flintridge), Chair.**
- Senator Patricia C. Bates (R-Laguna Niguel), Vice Chair.
- Senator Steven Bradford (D-Gardena)
- Senator Brian W. Jones (R-Santee)
- Senator John Laird (D-Santa Cruz)
- Senator Bob Wieckowski (D-Fremont)
- *Vacancy

Banking and Financial Institutions

- **Senator S. Monique Limón (D-Santa Barbara), Chair.**
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- Senator Ben Hueso (D-San Diego)
- Senator Brian W. Jones (R-Santee)
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- Senator Melissa Hurtado (D-Sanger)
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- Senator Steven M. Glazer (D-Contra Costa)
- Senator Ben Hueso (D-San Diego)
- Senator Melissa Hurtado (D-Sanger)
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- Senator Andreas Borgeas (R-Fresno)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Robert M. Hertzberg (D-Los Angeles)
- Senator Ben Hueso (D-San Diego)
- Senator John Laird (D-Santa Cruz)
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Budget Sub-Committees

Budget Subcommittee #1 on Education

- **Senator John Laird (D-Santa Cruz), Chair.**
- Senator Dave Min (D-Irvine)
- Senator Rosilicie Ochoa-Bogh (R-Yucaipa)

Budget Subcommittee #2 on Resources, Environmental Protection and Energy

- **Senator Bob Wieckowski (D-Fremont), Chair.**
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- Senator Mike McGuire (D-Healdsburg)
- Senator Henry I. Stern (D-Canoga Park)

Budget Subcommittee #3 on Health and Human Services

- **Senator Susan Talamantes Eggman (D-Stockton), Chair.**
- Senator Melissa Melendez (R-Lake Elsinore)
- Senator Richard Pan (D-Sacramento)

Budget Subcommittee #4 on State Administration and General Government

- **Senator Anna M. Caballero (D-Salinas), Chair.**
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Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation

- **Senator Maria Elena Durazo (D-Los Angeles), Chair.**
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Joint Legislative Audit Committee

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- Senator Steven M. Glazer (D-Contra Costa)
- Senator Robert M. Hertzberg (D-Los Angeles)
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- Senator Scott Wilk (R-Santa Clarita)
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Joint Legislative Committee on Climate Change Policies

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Joint Legislative Committee on Emergency Management

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- Senator Mike McGuire (D-Healdsburg)
- Senator Josh Newman (D-Fullerton)
- Senator Richard Pan (D-Sacramento)

Joint Committee on Fisheries and Aquaculture

- **Senator Mike McGuire (D-Healdsburg), Chair**
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- Senator Jim Nielsen (R-Tehama)
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Joint. Committee on Fairs Allocation and Classification

- **Senator Anna M. Caballero (D-Salinas), Vice Chair.**
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- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Jim Nielsen (R-Tehama)
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Joint Legislative Budget Committee

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- Senator Jim Nielsen (R-Tehama)
- Senator Richard Pan (D-Sacramento)
- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Nancy Skinner (D-Berkeley)
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Special Committee

Special Committee on Pandemic Emergency Response

- **Senator Josh Newman (D-Fullerton), Chair.**
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Website of President pro Tempore Toni G. Atkins: www.senate.ca.gov/Atkins.

San Mateo County Transit District State Legislative Matrix 12/15/20

Bill ID/Topic	Location	Summary	Position
<p>AB 5 Fong R</p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>Introduced in the Assembly.</p>	<p>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 act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021-22 and 2022-23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 43 Friedman D</p> <p>Traffic safety.</p>	<p>Introduced in the Assembly.</p>	<p>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.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 12/15/20

Bill ID/Topic	Location	Summary	Position
<p>AB 52 Frazier D</p> <p>California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006 (act) 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. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. The bill would also express the intent of the Legislature to appropriate an amount from the Greenhouse Gas Reduction Fund for wildfire mitigation and prevention. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 96 O'Donnell D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Introduced in the Assembly.</p>	<p>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 act authorizes the state board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20% of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. The bill would create a separate definition for “near-zero-emission” and revise the definition for “zero-emission,” as provided. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 12/15/20

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Introduced in the Assembly.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 7 Atkins D</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>Introduced in the Senate.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency 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 specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 12/15/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 10 Wiener D</p> <p>Planning and zoning: housing development: density.</p>	<p>Introduced in the Senate.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, 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. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 12/15/20**

Bill ID/Topic	Location	Summary	Position
SB 18 Skinner D Green hydrogen.	Introduced in the Senate.	<p>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 ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of green hydrogen, as defined, in California and an analysis of how curtailed power could be better utilized to help meet the state’s greenhouse gas emissions reduction goals. This bill contains other related provisions and other existing laws.</p>	Watch

**San Mateo County Transit District
State Legislative Matrix 12/15/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 44 Allen D</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>Introduced in the Senate.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, 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 an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 12/15/20

Bill ID/Topic	Location	Summary	Position
<p>SB 45 Portantino D</p> <p>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.</p>	<p>Introduced in the Senate.</p>	<p>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 primary direct election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>Introduced in the Senate.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. This bill contains other related provisions.</p>	<p>Watch</p>