



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

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: [http://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html)

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

**WEDNESDAY, JUNE 2, 2021**

**2:00 PM**

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

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

**3. CONFERENCE WITH LEGAL COUNSEL – REPORT FROM CLOSED SESSIONS AT MAY 5 BOARD MEETING:**

- a. Threat to Public Services or Facilities – Pursuant to Government Code Section 54957(a)  
Consultation with: General Counsel
- b. Anticipated Litigation: Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

**4. CONSENT CALENDAR**

**MOTION**

- a. Approval of Minutes of the Board of Directors Regular and Special Meetings of May 5, 2021
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending April 30, 2021
- c. Acceptance of Capital Projects Quarterly Status Report 3<sup>rd</sup> Quarter FY 2021
- d. Execution of Contracts for Information Technology Licenses, Maintenance Services and Professional Services
- e. Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Programs
- f. Authorization to Execute Master Agreement and Program Supplements for State-funded Transit Projects
- g. Authorization to File Claims and Receive Funds for Lifeline Transportation Program Projects, and to Enter into Agreements with City Project Sponsors for Pass-through Projects
- h. Adoption of Financial Reserve Policy

**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**

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

**8. BOARD MEMBER REQUESTS/COMMENTS**

**9. RECESS TO COMMITTEE MEETINGS**

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

- 1. Call to Order

**MOTION**

2. Approval of Minutes of Community Relations Committee Meeting of May 5, 2021

**INFORMATIONAL**

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

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

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of May 5, 2021
3. Adoption of Fiscal Year 2022 Operating and Capital Budgets
4. Award of Contract for the Purchase of Seven Battery Electric Buses through a Commonwealth of Virginia Cooperative Purchasing Contract and Increase the Fiscal Year 2021 Capital Budget by \$8,802,841 for a Total Capital Budget of \$20,701,363
5. Adjourn

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

1. Call to Order

**MOTION**

2. Approval of Minutes of Legislative Committee Meeting of May 5, 2021

**INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

**10. RECONVENE BOARD OF DIRECTORS MEETING**

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

**SUBJECTS DISCUSSED**

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update

- c. Citizens Advisory Committee Update
- d. Quarterly Dashboard Report – January-March 2021
- e. Monthly Performance Report – April 2021

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

**RESOLUTIONS**

- a. Adopting Fiscal Year 2022 Operating Budget in the Amount of \$199,389,100 and Fiscal Year 2022 Capital Budget in the Amount of \$41,050,326
- b. Awarding a Contract to New Flyer of America, Inc. for the Purchase of Seven Battery Electric Buses through a Commonwealth of Virginia Cooperative Procurement Contract and Increasing the Fiscal Year 2021 Capital Budget by \$8,802,841 for a Total Capital Budget of \$20,701,363

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

**SUBJECT DISCUSSED**

- a. State and Federal Legislative Update

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

**15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, July 7, 2021 at 2:00 pm, via Zoom teleconference

**16. GENERAL COUNSEL REPORT – CLOSED SESSION**

- a. Closed Session: Threat to Public Services or Facilities – Pursuant to Government Code Section 54957(a)  
Consultation with: General Counsel
- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Alice Cutino v. San Mateo County Transit District, Case No. 19-CIV-01788
- c. Closed Session: Conference with Real Property Negotiators – Pursuant to Government Code Section 54956.8  
Property: Parcels adjacent to Caltrain right-of-way in vicinity of Bayshore Station: San Francisco Property (APN 009-5102), San Mateo County Property (APNs 005-162-300, 005-162-320, 005-162-350, 005-162-360, 005-340-040, 005-340-090, 005-340-100, 005-350-070, 005-350-080)  
Agency Negotiators: Joan L. Cassman, General Counsel, Brian Fitzpatrick, Director of Real Estate, and Gary Cardona, Manager, Capital Project Support & Property Management  
Negotiating Parties: Visitacion Investment, LLC, a California Limited Liability Company (San Francisco property) and Oyster Point Properties, Inc., a California corporation (San Mateo County properties)  
Under negotiation: Price and terms of contract

- d. Closed Session: Conference with Labor Negotiators – Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn, David Olmeda, and Juliet Nogales-DeGuzman

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

Following the Closed Sessions, the Board may consider potential actions related to one or more of the above-noticed topics in Open Session.

**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](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html). Communications to the Board of Directors can be emailed to [board@samtrans.com](mailto:board@samtrans.com).

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

### **Date and Time of Board and Citizens Advisory Committee Meetings**

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

### **Location of Meeting**

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

\*Should Zoom not be operational, please check online

at: [http://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html) for any updates or further instruction.

### **Public Comment**

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

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

### **Availability of Public Records**

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF BOARD OF DIRECTORS MEETING  
MAY 5, 2021**

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

**MEMBERS ABSENT:** C. Groom

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

**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

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

**2. ROLL CALL**

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

**3. CONFERENCE WITH LEGAL COUNSEL- REPORT FROM CLOSED SESSIONS AT APRIL 7 BOARD MEETING**

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

**Agency-designated Representatives: Pat Glenn and David Olmeda**

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

**b. Anticipated Litigation: Initiation of Litigation - Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**

Joan Cassman, Legal Counsel, said the Board received a report and that there were no reportable actions.

**4. CONSENT CALENDAR**

**a. Approval of Minutes of the Board of Directors Meeting of April 7, 2021**

**b. Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2021**

**c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending March 31, 2021**

**d. Acceptance of Quarterly Fuel Hedge Update**

**e. Adoption of the San Mateo County Transit District Energy Policy – Approved by Resolution No. 2021-14**

**f. Award of On-Call Contracts to Provide Printing Services – Approved by Resolution No. 2021-15**

**g. Award of Contract for Paratransit Eligibility Assessment Services – Approved by Resolution No. 2021-16**

**h. Authorization of the Application for and Receipt of Annual Cap and Trade Funding for Battery Electric Buses – Approved by Resolution No. 2021-17**

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Groom

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

There were no comments.

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

Chair Stone said he had recently gotten back to using public transit, including Caltrain, and encouraged everyone to do the same.

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

Carter Mau, Acting General Manager/CEO, thanked staff and the Board for making his transition to his new position go smoothly. He gave an update on bus service to the schools. He said they now have 47 morning and afternoon trips, restoring service to high-need routes. He said they would soon be working on planning the August runbook.

Mr. Mau said that the Office of Civil Rights is supporting a new initiative regarding the District's stand against racism. He noted that artwork supporting the initiative would be put on the buses. Director Rose Guilbault commended the timeliness of the initiative. Director Marina Fraser echoed Director Guilbault's comments and asked about the capacity ratio and the distancing guidelines on buses, which Mr. Mau confirmed as being consistent with CDC (Centers for Disease Control) guidelines and dependent on the size of each bus.

Chair Stone asked if the District was proactively communicating with the school districts, which Mr. Mau confirmed.

Vice Chair Peter Ratto said if the capacity restraints on buses were eliminated, it would help the District to provide a higher level of service.

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

Director Jeff Gee requested having a report from IT regarding cyber-security measures to prevent hacking incidents, and Mr. Mau concurred.

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

The Board meeting recessed to Committee meetings at 2:21 pm.

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

Chair Stone reconvened the Board meeting at 4:06 pm.



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

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

MOTION:

- a. Proclamation Declaring May as Older Americans Month

Motion/Second: Guilbault/Medina

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

Noes: None

Absent: Groom

Director Guilbault reported on the following items:

SUBJECTS DISCUSSED:

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

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

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

RESOLUTION:

- a. Awarding a Contract to Kimley Horn and Associates for Consultant Support Services for the Dumbarton Rail Corridor Program for a Total Not-to-exceed Amount of \$300,000 for a Two-year Term – *Approved by Resolution No. 2021-18*

Motion/Second: Powell/Guilbault

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

Noes: None

Absent: Groom

Director Powell reported on the following items:

SUBJECTS DISCUSSED:

- b. Financial Reserve Policy
- c. Preliminary Fiscal Year 2022 Operating and Capital Budgets

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

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

MOTION:

- a. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 917 (Bloom) and AB 1499 (Daly)

Motion/Second: Fraser/Powell

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

Noes: None

Absent: Groom

Director Fraser reported on the following item:

SUBJECT DISCUSSED:

b. SamTrans Federal Advocacy Update – May 2021

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

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

#### **15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING**

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

#### **16. RECESS TO SPECIAL BOARD OF DIRECTORS MEETING**

The Board meeting recessed to the Special Meeting at 4:11 pm.

#### **17. RECONVENE REGULAR BOARD OF DIRECTORS MEETING**

Chair Stone reconvened the Board meeting at 4:25 pm.

#### **18. GENERAL COUNSEL REPORT – CLOSED SESSIONS**

a. **Closed Session: Threat to Public Services or Facilities – Pursuant to Government Code Section 54957(a)**

**Consultation with: General Counsel**

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

Joan Cassman, Legal Counsel, noted that there would likely not be Board actions following the closed sessions but that she would provide the report-out from the closed sessions at the next Board meeting on June 2.

#### **19. ADJOURN**

The Board meeting adjourned into closed session at 4:26 pm. The closed session adjourned at 5:16 pm.

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

# Draft

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF BOARD OF DIRECTORS SPECIAL MEETING  
MAY 5, 2021**

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

**MEMBERS ABSENT:** C. Groom

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

## **1. CALL TO ORDER**

Chair Charles Stone called the meeting to order at 4:11 pm.

## **2. CONSIDER RESOLUTION EXPRESSING WILLINGNESS AND DESIRE TO CONTRIBUTE FUNDS FOR FISCAL YEAR 2021-22 CALTRAIN CAPITAL BUDGET– *Approved by Resolution No. 2021-19***

Carter Mau, Acting General Manager/CEO, introduced the resolution.

Director Dave Pine said that the future of Caltrain depends on SamTrans' capital contributions and that Caltrain cannot rely on Measure RR alone.

Director Rose Guilbault asked if other agencies besides SamTrans contribute. Chair Stone said that SamTrans is not bound to contribute \$5 million if the other agencies do not step up.

Director Jeff Gee said that deferring capital projects does not help. He said that constraining Caltrain will not allow them to grow ridership.

Chair Stone said that SamTrans has historically been able to contribute, and added that SamTrans cannot afford to not meet the obligation of having an electrified Caltrain.

Vice Chair Peter Ratto acknowledged that when Measure RR passed, it did not mean that SamTrans should no longer support Caltrain. He said he was in favor of the resolution.

Director Josh Powell said that it was vital for the District to continue to maintain investment in Caltrain infrastructure.

Director Guilbault said SamTrans has major expenses coming up with the purchase of zero-emission buses and updating the current bases, but that it still needs to support Caltrain.

Public Comment:

Roland requested that SamTrans directors support a reduction in Caltrain costs and an increase of revenues to boost Caltrain ridership.

Shotokan Karate noted the importance of capital funding.

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: Groom

**3. ADJOURN**

The Special Board meeting adjourned at 4:25 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

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

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of April 30, 2021 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through April 30, 2021. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

**SIGNIFICANCE**

**Annual Forecast:** The annual forecast was updated based on actual revenue and expense trends through April 2021. The forecast was derived by analyzing trends and reviewing details with cost center managers.

**Forecast Revenues:** Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 18) are forecast \$29.6 million higher than budget primarily due to CARES funding (page 1, line 4), Sales Tax revenues (page 1, line 10 & 11), and Other Interest, Rent, & Other Income (page 1, line 13). Sales Tax revenues reflects the latest projection which continues to show improvement in recovery of sales tax driven primarily by massive shift and growth of ecommerce. Other Interest, Rent, & Other Income is due to an insurance reimbursement from damages to Dumbarton Bridge in June 2019. This is partially offset by Passenger Fares (page 1, line 1) which is \$0.1 million lower than budget as ridership recovery remains lower than expected.

**Forecast Expenses:** Total Uses of Funds (page 1, line 39) are forecast \$17.9 million higher than budget. This is primarily due to an increase in the Reserves for Future Capital

Allocation (page 1, line 34) of \$30.0 million. The sales tax reserve is partially offset by lower expenses driven by both the budget re-baseline effort to reset baseline costs in addition to updated spend projections. Motor Bus (page 1, line 22) expense is lower than budget due to re-Baseline effort and lower expense projections in Professional Services (page 3, line 7), Claims, Reserves, and Payments (page 3, line 22), and Total Contracted Bus Service (page 3, line 43). This is partially offset by higher Wages & Benefits (page 3, line 1) which reflects higher overhead costs as a result of the updating the new ICAP methodology effective January 2021. A.D.A. Programs (page 1, line 23) is lower than budget primarily due to Re-baseline effort and reduced demand for services because of the pandemic.

**Year to Date Revenues:** As of April year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$13.8 million higher than the prior year. This is primarily driven by the CARES Act funds (page 1, line 4). The increases are partially offset by decreases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), Operating Grants (page 1, line 5), SMCTA Measure A (Page 1, line 6) and District Sales Tax (Page 1, line 10).

**Year to Date Expenses:** As of April year-to-date actual, the Total Uses of Funds (page 1, line 39) are \$7.2 million higher than the prior year-to-date actual. This is primarily due to increases in Sales Tax Allocation for Capital Programs (page 1, line 35), and ADA expenses (page 1, line 23). The increases are partially offset by decreases in expenses of the Motor Bus segment (page 1, line 22).

#### **BUDGET IMPACT**

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

#### **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

**SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2021  
APRIL 2021**

% OF YEAR ELAPSED: 83.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	11,630,451	4,220,277	(7,410,174)	(63.7%)	5,260,150	5,114,893	(145,257)
2 Local TDA and STA Funds	49,788,562	37,235,286	(12,553,276)	(25.2%)	45,138,493	45,138,493	-
3 Pass through to Other Agencies	263,333	383,621	120,288	45.7%	580,345	580,345	-
4 CARES Act Funds	-	42,108,358	42,108,358	100.0%	25,547,295	42,108,358	16,561,063
5 Operating Grants	8,724,237	1,303,814	(7,420,422)	(85.1%)	3,338,767	3,338,767	-
6 SMCTA Measure A	10,663,436	9,096,364	(1,567,072)	(14.7%)	10,597,344	10,597,344	-
7 AB434 Funds, TA Funded Shuttle & Other	562,121	510,248	(51,873)	(9.2%)	452,000	452,000	-
8 <b>Subtotal - Operating Revenues</b>	<b>81,632,140</b>	<b>94,857,968</b>	<b>13,225,828</b>	<b>16.2%</b>	<b>90,914,394</b>	<b>107,330,200</b>	<b>16,415,806</b>
<b>Other Revenue Sources</b>							
10 District Sales Tax	76,181,138	74,775,122	(1,406,016)	(1.8%)	80,000,000	87,720,193	7,720,193
11 Measure W Sales Tax	36,845,641	37,187,759	342,118	0.9%	40,000,000	43,874,656	3,874,656
12 Investment Income	3,762,551	2,665,328	(1,097,223)	(29.2%)	3,630,000	3,630,000	-
13 Other Interest, Rent & Other Income	6,975,988	5,864,121	(1,111,867)	(15.9%)	6,902,350	8,521,350	1,619,000
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	20,975,296	24,873,809	3,898,513	18.6%	31,950,189	31,950,189	-
15							
16 <b>Subtotal - Other Revenues</b>	<b>144,740,613</b>	<b>145,366,139</b>	<b>625,526</b>	<b>0.4%</b>	<b>162,482,539</b>	<b>175,696,388</b>	<b>13,213,849</b>
17 <b>Total Revenues</b>	<b>226,372,753</b>	<b>240,224,107</b>	<b>13,851,354</b>	<b>6.1%</b>	<b>253,396,933</b>	<b>283,026,588</b>	<b>29,629,655</b>
18 <b>Total Sources of Funds</b>	<b>226,372,753</b>	<b>240,224,107</b>	<b>13,851,354</b>	<b>6.1%</b>	<b>253,396,933</b>	<b>283,026,588</b>	<b>29,629,655</b>
19							
<b>USES OF FUNDS</b>							
21 PCJPB, SMCTA & SAMTR Capital W&B	20,975,296	24,873,809	3,898,513	18.6%	31,950,189	31,950,189	-
22 Motor Bus	113,003,668	101,005,185	(11,998,483)	(10.6%)	146,116,387	138,623,588	(7,492,799)
23 A. D. A. Programs	10,239,472	12,304,580	2,065,108	20.2%	19,100,642	14,749,114	(4,351,528)
24 Caltrain	7,630,102	7,706,101	75,999	1.0%	8,876,887	8,876,887	-
25 Other Multi-modal Programs	1,770,441	1,744,351	(26,090)	(1.5%)	2,676,890	2,386,890	(290,000)
26 Pass through to Other Agencies	263,333	383,621	120,288	45.7%	580,345	580,345	-
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
28 <b>Total Operating Expense</b>	<b>153,882,312</b>	<b>148,017,647</b>	<b>(5,864,665)</b>	<b>(3.8%)</b>	<b>209,396,751</b>	<b>197,262,424</b>	<b>(12,134,327)</b>
29							
30 <b>Total Operating Surplus / (Deficit)</b>	<b>72,490,441</b>	<b>92,206,460</b>	<b>19,716,019</b>	<b>27.2%</b>	<b>44,000,182</b>	<b>85,764,164</b>	<b>41,763,982</b>
31							
32 District Sales Tax Capital	5,662,746	4,661,817	(1,000,929)	(17.7%)	5,594,180	5,594,180	-
33 Measure W Sales Tax Capital	1,623,333	833,333	(790,000)	(48.7%)	1,000,000	1,000,000	-
34 Reserves for Future Capital Allocation	-	15,214,219	15,214,219	100.0%	18,257,063	48,257,063	30,000,000
35 <b>Sales Tax Allocation - Capital Program</b>	<b>7,286,079</b>	<b>20,709,369</b>	<b>13,423,290</b>	<b>184.2%</b>	<b>24,851,243</b>	<b>54,851,243</b>	<b>30,000,000</b>
36							
37 <b>Total Debt Service</b>	<b>7,781,193</b>	<b>7,388,984</b>	<b>(392,208)</b>	<b>(5.0%)</b>	<b>19,148,939</b>	<b>19,148,939</b>	<b>-</b>
38							
39 <b>Total Uses of Funds</b>	<b>168,949,584</b>	<b>176,116,001</b>	<b>7,166,416</b>	<b>4.2%</b>	<b>253,396,933</b>	<b>271,262,606</b>	<b>17,865,673</b>
40							
41 <b>NET SURPLUS / (DEFICIT)</b>	<b>57,423,169</b>	<b>64,108,106</b>	<b>6,684,937</b>	<b>11.6%</b>	<b>(0)</b>	<b>11,763,982</b>	<b>11,763,982</b>

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

% OF YEAR ELAPSED: 83.3%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	10,944,956	4,086,079	(6,858,877)	(62.7%)	5,071,876	4,926,619	(145,257)
2							
3 LOCAL (TDA) TRANSIT FUND	38,007,694	32,188,197	(5,819,498)	(15.3%)	39,059,834	39,059,834	-
4							
5 STATE TRANSIT ASSISTANCE	8,339,018	2,950,113	(5,388,904)	(64.6%)	3,540,136	3,540,136	-
6							
7 OPERATING GRANTS	8,049,540	1,074,315	(6,975,226)	(86.7%)	1,256,231	1,256,231	-
8							
9 DISTRICT SALES TAX REVENUE	39,565,924	54,845,823	15,279,899	38.6%	90,606,856	81,359,314	(9,247,542)
10							
11 INVESTMENT INTEREST INCOME	3,214,609	2,146,736	(1,067,873)	(33.2%)	3,125,000	3,125,000	-
12							
13 <b>OTHER REVENUE SOURCES:</b>							
14 Rental Income	2,368,952	1,162,301	(1,206,651)	(50.9%)	1,451,492	1,451,492	-
15 Advertising Income	1,248,749	251,343	(997,406)	(79.9%)	804,549	804,549	-
16 Other Income	1,264,226	2,300,279	1,036,053	82.0%	1,200,413	3,100,413	1,900,000
17 <b>TOTAL OTHER REVENUES</b>	<b>4,881,927</b>	<b>3,713,922</b>	<b>(1,168,004)</b>	<b>(23.9%)</b>	<b>3,456,454</b>	<b>5,356,454</b>	<b>1,900,000</b>
18							
19 <b>TOTAL MOTOR BUS</b>	<b>113,003,668</b>	<b>101,005,185</b>	<b>(11,998,483)</b>	<b>(10.6%)</b>	<b>146,116,387</b>	<b>138,623,588</b>	<b>(7,492,799)</b>
20							
21 <b>AMERICAN DISABILITIES ACT:</b>							
22 Passenger Fares Redi-Wheels	685,495	134,197	(551,298)	(80.4%)	188,274	188,274	-
23 Local TDA 4.5 Redi-Wheels	2,059,788	1,700,441	(359,347)	(17.4%)	2,062,681	2,062,681	-
24 Local STA - Paratransit	1,382,063	396,535	(985,528)	(71.3%)	475,842	475,842	-
25 Operating Grants	674,696	229,500	(445,197)	(66.0%)	2,082,536	2,082,536	-
26 Sales Tax Revenue - ADA	4,918,532	5,567,718	649,187	13.2%	8,986,309	4,634,781	(4,351,528)
27 Interest Income - Paratransit Fund	547,942	518,592	(29,350)	(5.4%)	505,000	505,000	-
28 SMCTA Measure A Redi-Wheels	3,033,333	2,674,667	(358,667)	(11.8%)	3,200,000	3,200,000	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	604,837	1,082,931	478,094	79.0%	1,600,000	1,600,000	-
31 <b>TOTAL ADA PROGRAMS</b>	<b>13,906,684</b>	<b>12,304,580</b>	<b>(1,602,104)</b>	<b>(11.5%)</b>	<b>19,100,642</b>	<b>14,749,114</b>	<b>(4,351,528)</b>
32							
33 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
34							
35 Transfer from SMCTA for Caltrain	6,642,575	6,421,697	(220,877)	(3.3%)	7,397,344	7,397,344	-
36 Other Sources - Caltrain	987,528	1,284,404	296,876	30.1%	1,479,543	1,479,543	-
37 AB434 Funds-SamTrans Shuttle	562,121	510,248	(51,873)	(9.2%)	452,000	452,000	-
38 Employer SamTrans Shuttle Funds	1,137,828	639,286	(498,541)	(43.8%)	1,554,500	1,273,500	(281,000)
39 Dumbarton Rental Income	351,397	427,981	76,584	21.8%	291,396	291,396	-
40 Sales Tax Revenue - Gen. Operating Asst.	(82,965)	166,835	249,801	301.1%	378,994	369,994	(9,000)
41							
42 <b>TOTAL MULTIMODAL</b>	<b>9,598,483</b>	<b>9,450,452</b>	<b>(148,031)</b>	<b>(1.5%)</b>	<b>11,553,777</b>	<b>11,263,777</b>	<b>(290,000)</b>
43							
44 <b>TOTAL REVENUES</b>	<b>136,508,835</b>	<b>122,760,217</b>	<b>(13,748,618)</b>	<b>(10.1%)</b>	<b>176,770,806</b>	<b>164,636,479</b>	<b>(12,134,327)</b>



**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2021  
APRIL 2021**

% OF YEAR ELAPSED: 83.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	63,488,305	56,095,921	(7,392,385)	(11.6%)	75,006,206	75,682,907	676,701
2							
3 Services:							
4 Board of Directors	88,884	105,926	17,041	19.2%	122,366	108,366	(14,000)
5 Contracted Vehicle Maintenance	1,080,631	977,482	(103,149)	(9.5%)	1,277,216	1,228,216	(49,000)
6 Property Maintenance	1,208,506	1,240,875	32,368	2.7%	1,833,000	1,743,000	(90,000)
7 Professional Services	2,847,512	2,874,850	27,338	1.0%	6,931,402	5,398,402	(1,533,000)
8 Technical Services	6,663,087	6,609,594	(53,493)	(0.8%)	10,767,612	9,875,112	(892,500)
9 Other Services	2,461,456	2,374,607	(86,849)	(3.5%)	4,197,236	3,716,236	(481,000)
10 Materials & Supply:							
11 Fuel and Lubricants	2,553,830	1,323,483	(1,230,346)	(48.2%)	2,567,023	2,087,023	(480,000)
12 Bus Parts and Materials	1,569,281	1,853,781	284,500	18.1%	2,149,404	2,017,404	(132,000)
13 Uniforms and Driver Expense	282,231	276,140	(6,091)	(2.2%)	712,678	554,678	(158,000)
14 Timetables and Tickets	119,332	10,881	(108,451)	(90.9%)	215,000	82,000	(133,000)
15 Office Supplies / Printing	411,898	423,065	11,167	2.7%	665,791	583,791	(82,000)
16 Other Materials and Supply	137,584	170,547	32,963	24.0%	142,800	126,800	(16,000)
17							
18 Utilities:							
19 Telephone	439,087	471,984	32,898	7.5%	667,500	665,500	(2,000)
20 Other Utilities	918,657	1,040,468	121,811	13.3%	1,778,540	1,709,540	(69,000)
21 Insurance	1,273,138	2,014,537	741,400	58.2%	2,202,982	2,202,982	-
22 Claims Reserves and Payments	1,173,929	126,760	(1,047,169)	(89.2%)	1,455,563	655,563	(800,000)
23 Workers' Compensation	2,657,054	2,580,182	(76,872)	(2.9%)	3,817,674	3,696,674	(121,000)
24 Taxes and License Fees	696,230	512,496	(183,734)	(26.4%)	836,273	792,273	(44,000)
25 Leases and Rentals	84,052	54,132	(29,920)	(35.6%)	71,800	71,800	-
26 Promotional and Legal Advertising	478,761	168,770	(309,992)	(64.7%)	1,098,250	881,250	(217,000)
27 Training and Business Travel	295,283	219,446	(75,837)	(25.7%)	472,432	447,432	(25,000)
28 Dues and Membership	105,659	125,477	19,818	18.8%	201,853	182,853	(19,000)
29 Postage and Other	(18,972)	86,893	105,864	558.0%	216,580	154,580	(62,000)
30							
31 <b>Total District Operated Buses</b>	<b>91,015,417</b>	<b>81,738,298</b>	<b>(9,277,119)</b>	<b>(10.2%)</b>	<b>119,407,181</b>	<b>114,664,382</b>	<b>(4,742,799)</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	17,780,404	17,082,107	(698,297)	(3.9%)	22,704,800	20,204,800	(2,500,000)
35 Coastside Services	1,336,303	1,331,147	(5,156)	(0.4%)	1,754,000	1,600,000	(154,000)
36 Redi Coast Non-ADA	193,660	167,668	(25,992)	(13.4%)	260,800	219,800	(41,000)
37 La Honda - Pescadero	41,685	-	(41,685)	(100.0%)	55,130	52,130	(3,000)
38 SamCoast - Pescadero	69,136	56,426	(12,710)	(18.4%)	149,000	108,000	(41,000)
39 CUB Related Wages & Benefits	294,311	289,731	(4,580)	(1.6%)	440,419	440,419	-
40 CUB Related Other Support	90,055	91,736	1,681	1.9%	109,200	98,200	(11,000)
41 CUB Insurance	382,833	892,330	509,497	133.1%	1,017,457	1,017,457	-
42 CUB Claims Reserves & Payments	1,799,864	(644,259)	(2,444,123)	(135.8%)	218,400	218,400	-
43 <b>Total Contracted Bus Service</b>	<b>21,988,251</b>	<b>19,266,887</b>	<b>(2,721,364)</b>	<b>(12.4%)</b>	<b>26,709,206</b>	<b>23,959,206</b>	<b>(2,750,000)</b>
44							
45 <b>TOTAL MOTOR BUS</b>	<b>113,003,668</b>	<b>101,005,185</b>	<b>(11,998,483)</b>	<b>(10.6%)</b>	<b>146,116,387</b>	<b>138,623,588</b>	<b>(7,492,799)</b>

**OPERATING EXPENSES**  
**FISCAL YEAR 2021**  
**APRIL 2021**

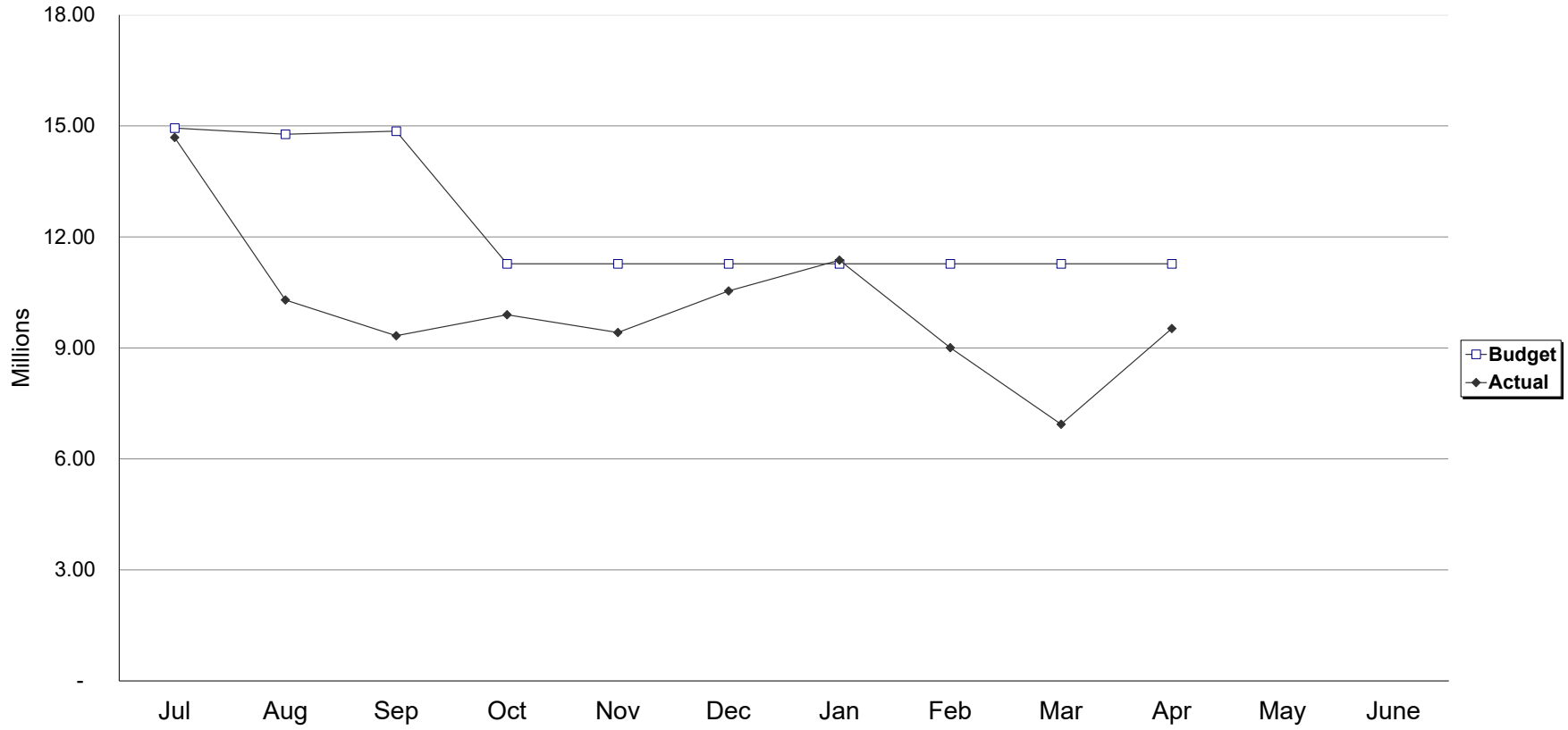
% OF YEAR ELAPSED: 83.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 <b>AMERICAN DISABILITY ACT PROGRAMS</b>							
47							
48 Elderly & Disabled/Redi-Wheels	4,709,599	5,802,691	1,093,093	23.2%	6,929,800	6,754,800	(175,000)
49 ADA Sedans / Taxi Service	4,288,818	1,586,095	(2,702,724)	(63.0%)	3,629,400	1,929,400	(1,700,000)
50 Coastside ADA	1,484,482	931,518	(552,964)	(37.2%)	2,032,900	1,197,900	(835,000)
51 ADA Related Wages & Benefits	2,182,730	2,247,978	65,248	3.0%	2,644,599	2,649,599	5,000
52 ADA Related Other Support	1,270,020	1,007,832	(262,188)	(20.6%)	2,868,778	1,222,250	(1,646,528)
53 ADA Insurance	319,257	743,844	424,587	133.0%	776,765	776,765	-
54 ADA Claims Reserves & Payments	(348,223)	(15,378)	332,845	95.6%	218,400	218,400	-
55							
56 <b>TOTAL ADA PROGRAMS</b>	<b>13,906,684</b>	<b>12,304,580</b>	<b>(1,602,104)</b>	<b>(11.5%)</b>	<b>19,100,642</b>	<b>14,749,114</b>	<b>(4,351,528)</b>
57							
58							
59 <b>MULTI-MODAL TRANSIT PROGRAMS</b>							
60							
61 <b>CALTRAIN SERVICE</b>							
62 Peninsula Rail Service	7,630,102	7,706,101	75,999	1.0%	8,876,887	8,876,887	-
63 <b>Total Caltrain Service</b>	<b>7,630,102</b>	<b>7,706,101</b>	<b>75,999</b>	<b>1.0%</b>	<b>8,876,887</b>	<b>8,876,887</b>	<b>-</b>
64							
65 <b>OTHER SUPPORT</b>							
66 SamTrans Shuttle Service	1,655,489	1,525,303	(130,186)	(7.9%)	2,101,500	1,820,500	(281,000)
67 Shuttle Related Wages & Benefits	52,982	70,607	17,625	33.3%	92,875	92,875	-
68 Dumbarton M.O.W.	144,958	21,952	(123,006)	(84.9%)	309,515	309,515	-
69 Maintenance Multimodal Facilities	114,952	126,489	11,537	10.0%	173,000	164,000	(9,000)
70 <b>Total Other Support</b>	<b>1,968,381</b>	<b>1,744,351</b>	<b>(224,030)</b>	<b>(11.4%)</b>	<b>2,676,890</b>	<b>2,386,890</b>	<b>(290,000)</b>
71							
72							
73 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>9,598,483</b>	<b>9,450,452</b>	<b>(148,031)</b>	<b>(1.5%)</b>	<b>11,553,777</b>	<b>11,263,777</b>	<b>(290,000)</b>
74							
75							
76 <b>TOTAL OPERATING EXPENSES</b>	<b>136,508,835</b>	<b>122,760,217</b>	<b>(13,748,618)</b>	<b>(10.1%)</b>	<b>176,770,806</b>	<b>164,636,479</b>	<b>(12,134,327)</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

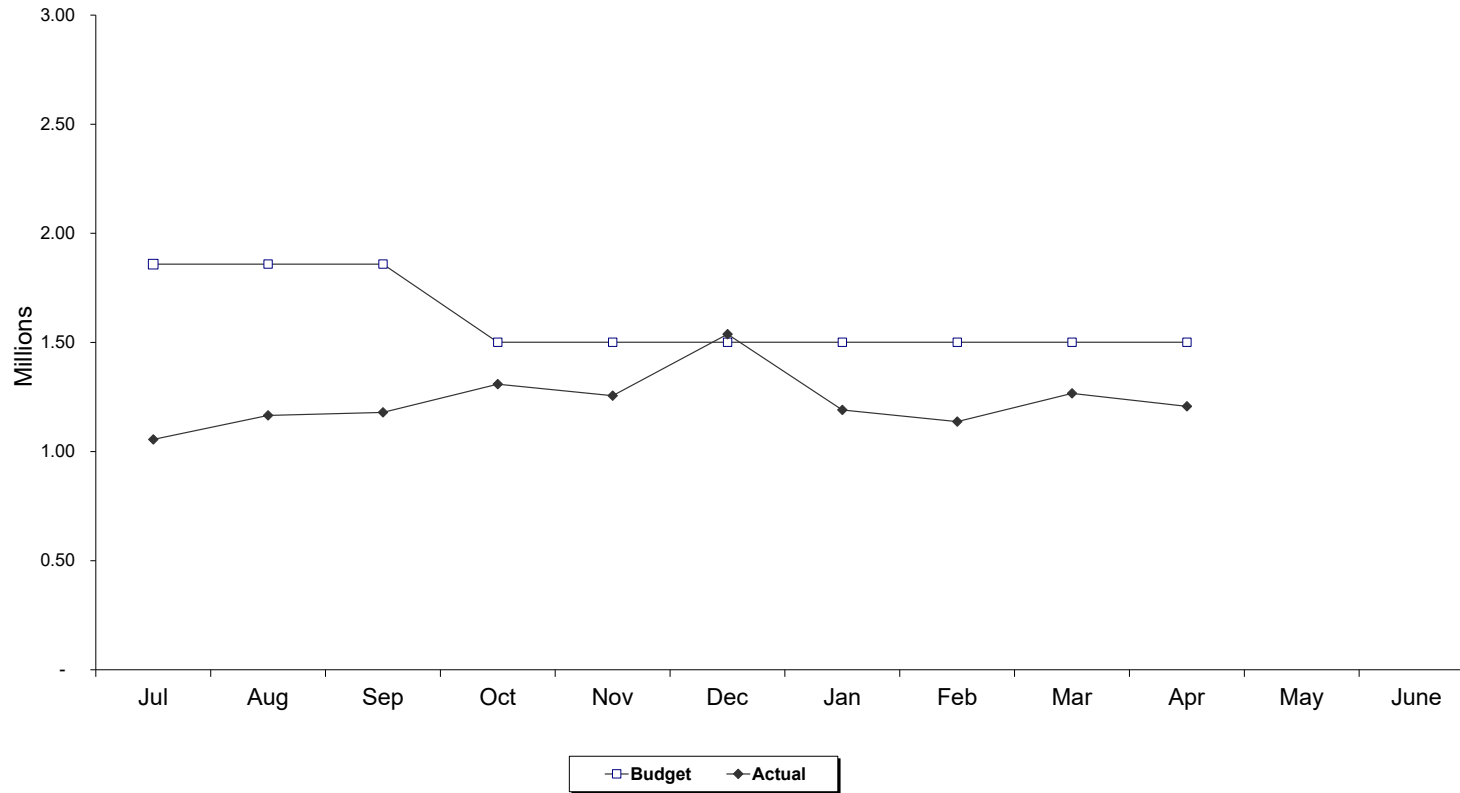
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2021



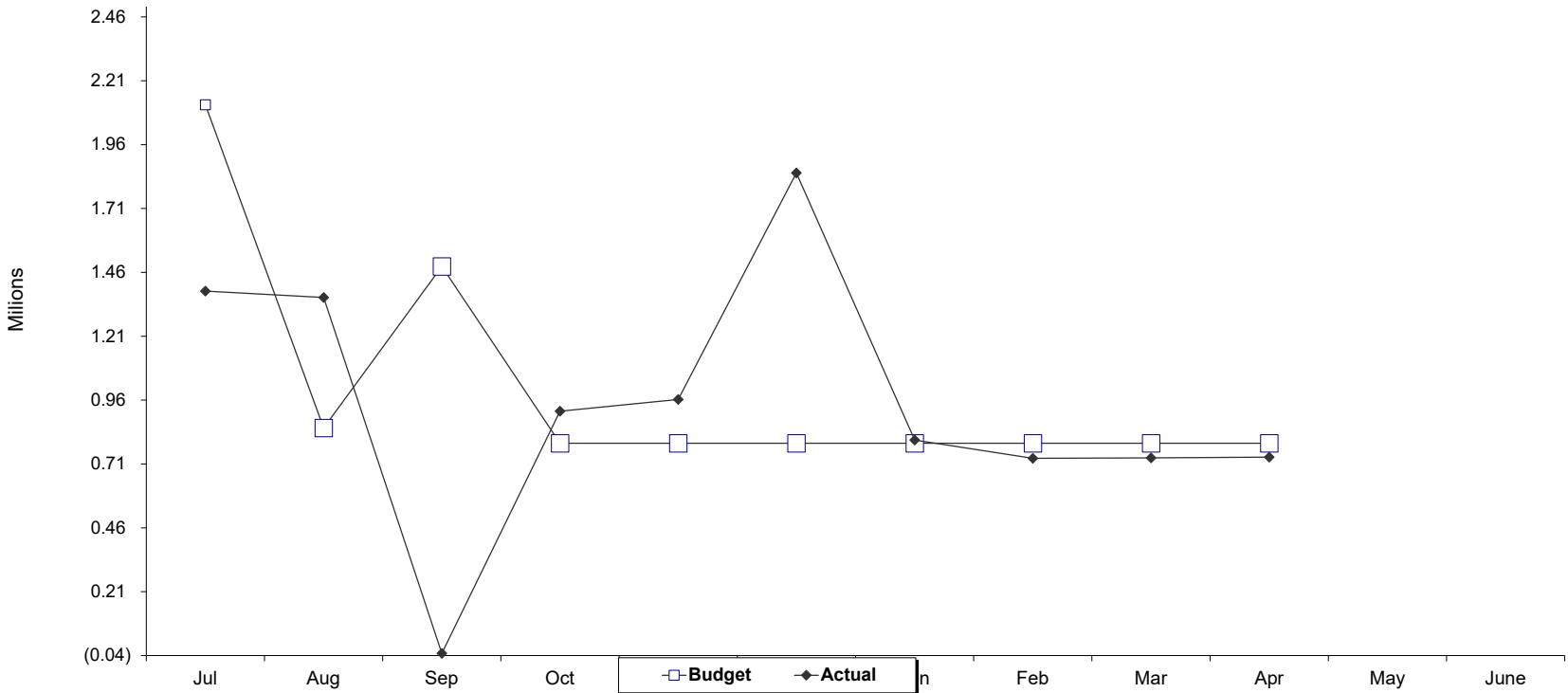
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	14,942,139	14,775,940	14,859,040	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847		
Actual	14,687,367	10,297,742	9,329,172	9,894,653	9,417,603	10,537,814	11,371,089	9,006,654	6,937,554	9,525,538		
<b>CUMULATIVE EXPENSES</b>												
Budget	14,942,139	29,718,079	44,577,120	55,850,966	67,124,813	78,398,660	89,672,506	100,946,353	112,220,199	123,494,046		
Actual	14,687,367	24,985,109	34,314,281	44,208,934	53,626,536	64,164,350	75,535,439	84,542,094	91,479,647	101,005,185		
Variance - F(U)	254,773	4,732,971	10,262,839	11,642,032	13,498,276	14,234,310	14,137,067	16,404,259	20,740,552	22,488,860		
Variance %	1.7%	15.9%	23.0%	20.8%	20.1%	18.2%	15.8%	16.3%	18.5%	18.2%		

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,858,824	1,858,824	1,858,824	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969	1,500,969		
Actual	1,055,479	1,165,787	1,179,597	1,308,562	1,256,126	1,537,890	1,190,500	1,136,862	1,266,432	1,207,345		
<b>CUMULATIVE EXPENSES</b>												
Budget	1,858,824	3,717,648	5,576,472	7,077,441	8,578,409	10,079,378	11,580,347	13,081,316	14,582,285	16,083,254		
Actual	1,055,479	2,221,267	3,400,863	4,709,426	5,965,552	7,503,442	8,693,941	9,830,803	11,097,235	12,304,580		
Variance - F(U)	803,345	1,496,381	2,175,608	2,368,015	2,612,857	2,575,937	2,886,406	3,250,513	3,485,050	3,778,674		
Variance %	43.2%	40.3%	39.0%	33.5%	30.5%	25.6%	24.9%	24.8%	23.9%	23.5%		

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	2,116,061	850,520	1,483,290	791,040	791,040	791,040	791,040	791,040	791,040	791,040		
<b>Actual</b>	1,386,629	1,361,441	(31,577)	916,322	962,548	1,849,080	803,790	731,900	733,756	736,564		
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	2,116,061	2,966,581	4,449,871	5,240,911	6,031,950	6,822,990	7,614,029	8,405,069	9,196,108	9,987,148		
<b>Actual</b>	1,386,629	2,748,070	2,716,492	3,632,814	4,595,362	6,444,442	7,248,231	7,980,132	8,713,888	9,450,452		
<b>Variance - F(U)</b>	729,432	218,511	1,733,379	1,608,097	1,436,589	378,548	365,798	424,937	482,221	536,696		
<b>Variance %</b>	34.5%	7.4%	39.0%	30.7%	23.8%	5.5%	4.8%	5.1%	5.2%	5.4%		

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

4/30/2021

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**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

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Bank of America Checking	34,413,513.14
Bank of America Checking (Restricted)	9,686,316.39
Wells Fargo	0.00
LAIIF	74,993,002.12

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	185,018,901.56
MMF - US Bank Custodian Account	10,515,829.05

<b>Debt Service Reserves Held By Trustee</b>	13,154,725.50
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<b>TOTAL</b>	<b><u>327,782,287.76</u></b>
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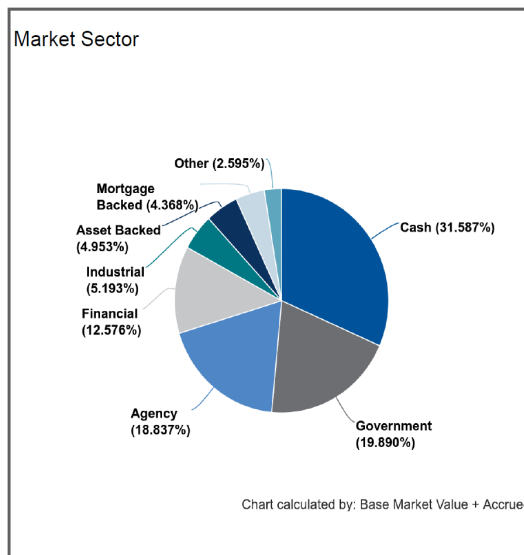
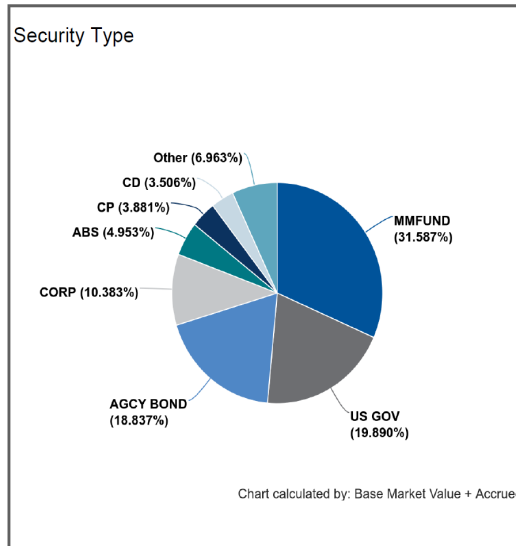
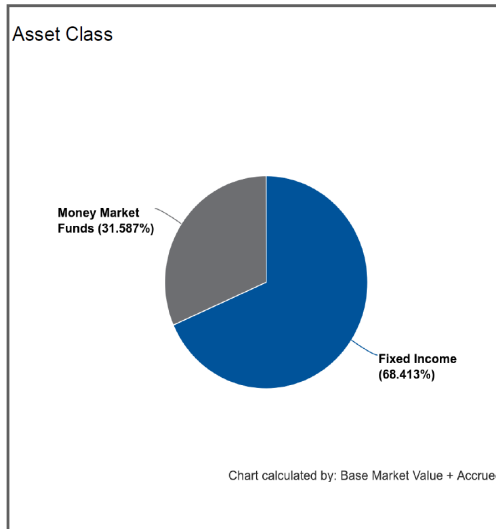
\* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
MMFund (Incl LAIF)	85,508,831.17
Fixed Income	185,018,901.56
Duration	2.041
Convexity	0.039
WAL	1.537
Years to Final Maturity	1.987
Years to Effective Maturity	1.537
Yield	0.370
Book Yield	0.829
Avg Credit Rating	AA-/Aa3/AA-

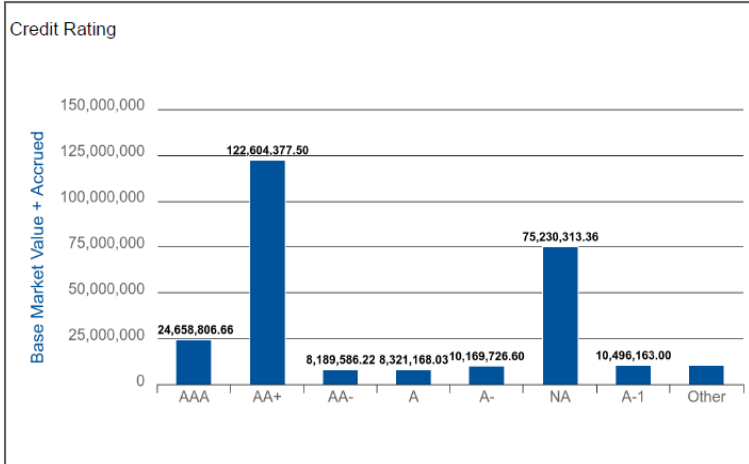
Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	27.699%
Other	22.946%
United States	19.890%
Freddie Mac	15.214%
Federal National Mortgage Association	6.082%
U.S. Bancorp	4.596%
Federal Home Loan Banks	1.909%
Sumitomo Mitsui Trust Holdings, Inc.	1.664%
---	100.000%

Footnotes: 1,2

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

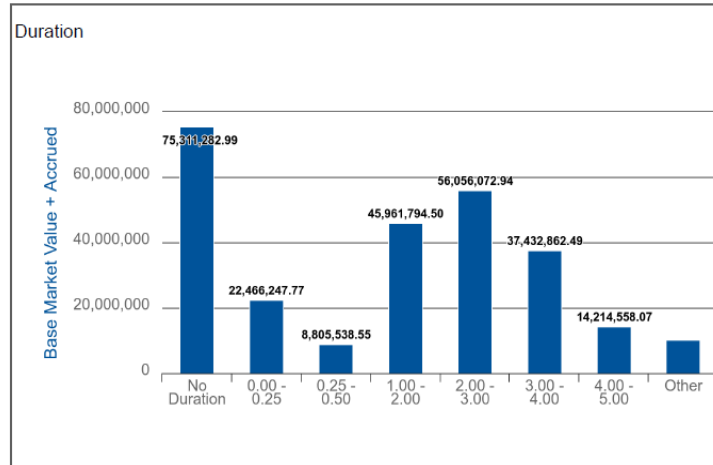
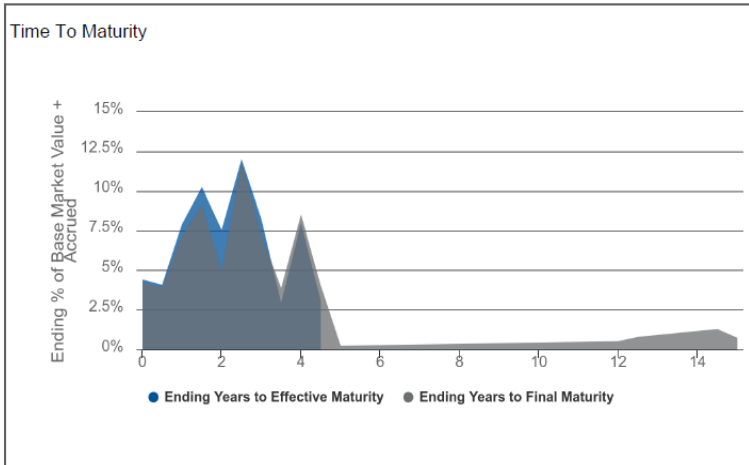






### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	4.109%	2.659%	1.924%	0.277%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	5.440%	12.570%	15.804%	9.694%	5.114%	0.000%	0.000%	0.000%	0.000%
A	5.784%	1.765%	2.413%	3.402%	0.142%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.468%	0.468%	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%	0.118%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%



Risk Summary

04/01/2021 - 04/30/2021

SAM Transit District Agg (136232)

Dated: 05/07/2021

Industry Sector

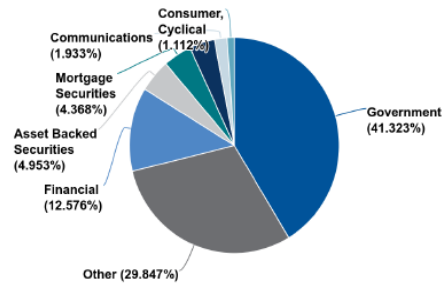


Chart calculated by: Base Market Value + Accrued

Industry Group

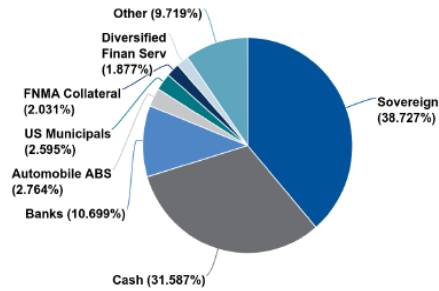


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

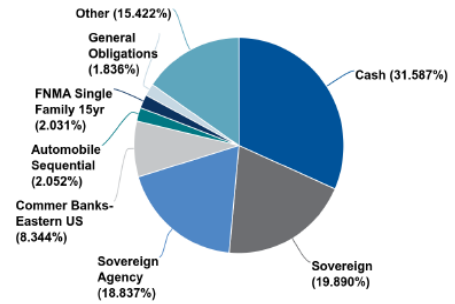


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

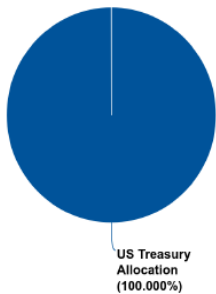


Chart calculated by: Base Market Value

Currency

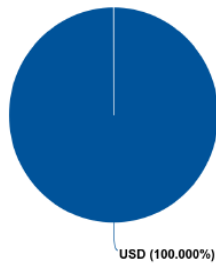


Chart calculated by: Base Market Value + Accrued

Country

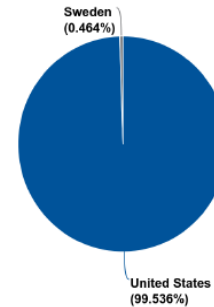


Chart calculated by: Base Market Value + Accrued

clearwater

Report: Master BS by lot - group by Security type  
Account: SAM TR Reimbursement Fund (136225)  
As of: 04/30/2021  
Base Currency: USD

**MMFUND**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TR	8,441,313.06	---	04/30/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
<b>MMFUND</b>			<b>8,441,313.06</b>			<b>8,441,313.06</b>	<b>0.00</b>	<b>8,441,313.06</b>	<b>8,441,313.06</b>

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

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 04/30/2021  
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	98,075.50	04/30/2018	11/15/2022	98,057.69	127.28	98,439.09	98,566.37
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	369,491.42	369,514.24
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	21.00	315,658.26	315,679.26
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,692,560.13	1,693,829.11
ABS	14313FAD1	CARMX 2018-3 A3	188,059.71	07/25/2018	06/15/2023	188,034.07	261.61	190,353.23	190,614.84
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	124.00	452,022.22	452,146.22
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	425,148.25	425,242.69
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	254,414.15	254,452.68
ABS	362551AD6	GMCAR 2018-3 A3	146,817.88	07/18/2018	05/16/2023	146,783.65	184.75	148,302.17	148,486.92
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	300,733.19	300,779.94
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	701,016.52	701,147.77
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	399,999.65	400,062.99
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	409,335.37	409,376.71
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,249,814.23	1,250,025.34
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	10.61	334,887.90	334,898.51
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	56.67	250,153.32	250,209.98
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	103.94	355,000.00	355,103.94
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	97.78	401,179.28	401,277.06
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	941,128.36	941,312.18
ABS	89238BAD4	TAOT 2018-A A3	29,246.00	01/31/2018	05/16/2022	29,245.67	30.55	29,280.82	29,311.37
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	46.53	335,073.70	335,120.23
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,033,480.36	1,033,628.28
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	483,893.96	484,162.46
ABS			11,117,199.09			11,115,234.92	3,583.51	11,171,365.59	11,174,949.10

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	9,028.13	2,705,848.20	2,714,876.33
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	236.11	995,416.00	995,652.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	326.56	541,780.25	542,106.81
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	10,923.61	11,019,162.00	11,030,085.61
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	156.25	999,894.00	1,000,050.25
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,861.11	993,596.00	995,457.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	893.75	1,280,680.70	1,281,574.45
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,816.67	1,186,414.80	1,189,231.47
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	1,245.83	1,149,479.05	1,150,724.88
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	3,918.40	1,530,345.13	1,534,263.53
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	1,220.49	476,664.88	477,885.36
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	7,218.75	915,929.10	923,147.85
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,741.67	953,244.25	954,985.92
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	868.06	1,000,764.00	1,001,632.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,666.67	1,577,393.60	1,579,060.27
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,163.19	2,500,707.50	2,501,870.69
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	404.86	1,100,058.30	1,100,463.16
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	552.08	1,500,079.50	1,500,631.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	514.58	1,280,338.80	1,280,853.38
AGCY BOND	3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	62.50	1,196,108.40	1,196,170.90
AGCY BOND	3137EAez8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,588.89	1,300,074.10	1,301,662.99
AGCY BOND	3137EAFA2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	8,166.67	7,996,352.00	8,004,518.67
AGCY BOND			44,250,000.00			44,190,770.95	56,574.83	44,200,330.55	44,256,905.38

**CD (CERTIFICATE OF DEPOSIT)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	1,839.50	921,616.20	923,455.70
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	767.00	1,199,815.20	1,200,582.20
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	8,075.00	977,194.70	985,269.70
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	3,124.44	970,725.20	973,849.64
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	19,440.00	1,504,812.00	1,524,252.00
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	3,141.33	970,850.60	973,991.93
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	5,092.50	904,587.30	909,679.80
<b>CD</b>			<b>7,350,000.00</b>			<b>7,350,000.00</b>	<b>41,479.78</b>	<b>7,449,601.20</b>	<b>7,491,080.98</b>

**CORP (COPORATE NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	12,835.00	963,887.40	976,722.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	7,440.00	943,870.50	951,310.50
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	5,312.50	1,012,765.00	1,018,077.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	5,312.50	1,012,765.00	1,018,077.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,718.75	708,935.50	712,654.25
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	5,625.00	950,891.40	956,516.40
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	7,750.00	891,909.60	899,659.60
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	3,984.97	250,272.25	254,257.22
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	97.60	400,964.40	401,062.00
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	6,416.67	1,457,978.20	1,464,394.87
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	153.13	393,373.50	393,526.63
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	204.17	524,498.00	524,702.17
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	3,861.22	525,164.66	529,025.89
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	1,492.29	727,070.60	728,562.89
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	132.19	225,587.93	225,720.11
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	6,604.50	921,540.60	928,145.10
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	6,056.25	927,934.80	933,991.05
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	3,809.38	457,340.40	461,149.78
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	1,726.67	178,594.33	180,320.99
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	2,909.38	981,808.85	984,718.23
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	3,785.63	939,295.80	943,081.43
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	10,876.25	978,684.30	989,560.55
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	5,146.00	360,322.20	365,468.20
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	5,167.50	497,749.95	502,917.45
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	711.80	953,899.20	954,611.00
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	2,405.25	922,661.10	925,066.35
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	8,575.00	969,638.40	978,213.40
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	1,543.75	332,094.75	333,638.50
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	307.22	394,721.92	395,029.14
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	8,233.33	570,000.57	578,233.90
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	443.44	498,008.12	498,451.55
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	1,755.00	465,729.30	467,484.30
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	546.00	144,893.56	145,439.56
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	526.50	139,718.79	140,245.29
CORP	91159HHX1	U.S. BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	10,920.00	1,903,120.20	1,914,040.20
<b>CORP</b>			<b>23,492,000.00</b>			<b>24,367,292.17</b>	<b>146,384.82</b>	<b>24,527,691.07</b>	<b>24,674,075.89</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
CP	62479LWH4	MUFG BANK LTD. (NEW YORK BRANCH)	4,500,000.00	12/22/2020	09/17/2021	4,491,257.50	0.00	4,497,637.50	4,497,637.50
CP	63873JWH9	NATIXIS, NEW YORK BRANCH	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,499,074.50	1,499,074.50
CP	86563GTE2	SUMITOMO MITSUI TRUST BANK LTD. (NEW YORK BRANCH)	4,500,000.00	12/17/2020	06/14/2021	4,494,406.25	0.00	4,499,451.00	4,499,451.00
<b>CP</b>			<b>10,500,000.00</b>			<b>10,483,207.08</b>	<b>0.00</b>	<b>10,496,163.00</b>	<b>10,496,163.00</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	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	702,318.50	703,977.08
FHLMC	3137BM6P6	FHMS K-721 A2	446,693.10	04/09/2018	08/25/2022	450,496.97	1,150.23	457,931.90	459,082.14
FHLMC	3137F62S5	FHMS K-J31 A1	515,653.09	10/29/2020	05/25/2026	515,642.78	244.51	511,904.29	512,148.80
FHLMC	3137FKK39	FHMS K-P05 A	59,938.81	12/17/2018	07/25/2023	59,938.63	159.99	61,317.40	61,477.39
FHLMC	3137FQ3V3	FHMS K-J27 A1	268,652.45	11/26/2019	07/25/2024	268,646.01	468.35	276,738.89	277,207.24
<b>FHLMC</b>			<b>1,940,937.46</b>			<b>1,976,919.70</b>	<b>3,681.66</b>	<b>2,010,210.99</b>	<b>2,013,892.65</b>

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	2,137,443.38	12/29/2020	09/25/2033	2,167,668.17	1,781.20	2,152,010.21	2,153,791.41
FHLMC CMO	3137F7DH5	FHR 5048 B	1,175,964.96	11/30/2020	05/25/2033	1,190,848.26	979.97	1,169,300.20	1,170,280.17
<b>FHLMC CMO</b>			<b>3,313,408.34</b>			<b>3,358,516.43</b>	<b>2,761.17</b>	<b>3,321,310.41</b>	<b>3,324,071.59</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	116,218.14	12/15/2016	05/25/2021	118,569.74	259.41	116,184.44	116,443.85
FNMA	3136B1XP4	FNA 2018-M5 A2	42,136.28	04/30/2018	09/25/2021	42,974.41	125.00	42,352.86	42,477.86
FNMA	3140QGKN6	FN CA8400	1,486,114.56	03/22/2021	12/01/2035	1,625,902.21	4,334.50	1,629,308.46	1,633,642.96
FNMA	3140X9K46	FN FM5714	1,200,218.24	03/25/2021	11/01/2035	1,307,487.74	4,000.73	1,299,457.28	1,303,458.01
FNMA	3140XALC4	FN FM6622	1,591,028.56	03/29/2021	02/01/2036	1,673,065.97	3,314.64	1,682,840.20	1,686,154.84
<b>FNMA</b>			<b>4,435,715.77</b>			<b>4,768,000.07</b>	<b>12,034.28</b>	<b>4,770,143.24</b>	<b>4,782,177.52</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,322,411.68	---	04/30/2021	1,322,411.68	0.00	1,322,411.68	1,322,411.68
<b>MMFUND</b>			<b>1,322,411.68</b>			<b>1,322,411.68</b>	<b>0.00</b>	<b>1,322,411.68</b>	<b>1,322,411.68</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,255.45	261,290.85	262,546.30
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,208.08	239,630.10	240,838.18
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,467.67	353,710.00	355,177.67
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,725.67	656,890.00	659,615.67
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,048.33	252,650.00	253,698.33
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,062.88	545,622.00	546,684.88
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	956.25	747,472.50	748,428.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	637.88	404,744.85	405,382.73
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	834.98	328,759.20	329,594.18

MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	1,778.67	1,598,960.00	1,600,738.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,009.13	577,121.75	578,130.88
<b>MUNI</b>			<b>5,945,000.00</b>			<b>5,948,878.00</b>	<b>13,984.97</b>	<b>5,966,851.25</b>	<b>5,980,836.22</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	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	14,738.52	2,143,085.94	2,157,824.46
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	41,907.11	6,093,593.75	6,135,500.86
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	21,308.70	3,098,437.50	3,119,746.20
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	19,678.57	2,986,546.88	3,006,225.45
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	6,446.43	978,351.56	984,797.99
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	11,535.71	1,750,734.38	1,762,270.09
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	2,009.62	350,328.13	352,337.74
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	130.26	3,050,945.31	3,051,075.58
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	101.56	2,378,703.13	2,378,804.69
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	8,416.78	2,549,218.75	2,557,635.53
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	188.52	3,765,906.25	3,766,094.77
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	33,425.41	5,253,906.25	5,287,331.66
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	9,860.50	1,549,902.34	1,559,762.84
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	4,345.30	683,007.81	687,353.12
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,008.29	472,851.56	475,859.85
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	9,024.86	1,418,554.69	1,427,579.55
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	4,972.03	887,851.56	892,823.59
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	2,089.09	2,457,812.50	2,459,901.59
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	705.70	1,494,375.00	1,495,080.70
<b>US GOV</b>			<b>42,100,000.00</b>			<b>41,757,640.65</b>	<b>193,892.98</b>	<b>43,364,113.28</b>	<b>43,558,006.26</b>

**SUMMARY**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Intere	Market Value	Base Market Value + Accrued
---	---	---	155,766,672.34	---	03/18/2024	156,638,871.65	474,377.99	158,600,192.26	159,074,570.24

- \* 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 Paratransit Fund (136227)  
 As of: 04/30/2021  
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	27,913.80	04/30/2018	11/15/2022	27,908.73	36.23	28,017.28	28,053.51
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	64,910.66	64,914.66
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	6.00	90,188.07	90,194.07
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	484,316.91	484,680.02
ABS	14313FAD1	CARMX 2018-3 A3	49,253.73	07/25/2018	06/15/2023	49,247.02	68.52	49,854.42	49,922.93
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	35.82	130,584.20	130,620.02
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	100,034.88	100,057.10
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,896.61	44,903.41
ABS	36255JAD6	GMCAR 2018-3 A3	44,045.37	07/18/2018	05/16/2023	44,035.10	55.42	44,490.65	44,546.08
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,158.86	65,168.99
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,999.93	85,013.38
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	69,886.53	69,893.59
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	274,959.13	275,005.57
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	2.06	64,978.25	64,980.31
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	13.60	60,036.80	60,050.40
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	26.89	110,324.30	110,351.19
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,120.04	100,139.59
ABS	89238BAD4	TAOT 2018-A A3	8,123.89	01/31/2018	05/16/2022	8,123.80	8.49	8,133.56	8,142.05
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.03	65,014.30	65,023.33
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,506.85	150,528.39
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,340.51	127,411.17
<b>ABS</b>			<b>2,204,336.78</b>			<b>2,203,944.92</b>	<b>847.04</b>	<b>2,218,752.73</b>	<b>2,219,599.77</b>

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8Q55	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	1,738.75	521,126.32	522,865.07
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	64.93	273,739.40	273,804.33
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	68.28	113,281.33	113,349.61
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	42.97	274,970.85	275,013.82
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	511.81	273,238.90	273,750.71
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	189.06	270,913.23	271,102.29
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	645.49	271,886.73	272,532.21
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	270.83	249,886.75	250,157.58
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	359.72	140,490.70	140,850.42
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,181.94	461,612.30	462,794.24
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,005.21	254,424.75	256,429.96
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	504.17	275,939.13	276,443.29
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	238.72	275,210.10	275,448.82
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	364.58	345,054.85	345,419.43
AGCY BOND	3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	372.22	800,226.40	800,598.62
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	125.14	340,018.02	340,143.16
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	169.31	460,024.38	460,193.69
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	217.71	541,681.80	541,899.51
AGCY BOND	3137EAUY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	13.54	259,156.82	259,170.36
AGCY BOND	3137EAZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	336.11	275,015.68	275,351.79
<b>AGCY BOND</b>			<b>6,695,000.00</b>			<b>6,677,474.68</b>	<b>9,420.49</b>	<b>6,677,898.42</b>	<b>6,687,318.90</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	510.97	256,004.50	256,515.47
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	127.83	199,969.20	200,097.03
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,337.50	282,872.15	285,209.65



CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	904.44	280,999.40	281,903.84
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	5,508.00	426,363.40	431,871.40
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	909.33	281,035.70	281,945.03
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	1,414.58	251,274.25	252,688.83
<b>CD</b>			<b>1,950,000.00</b>			<b>1,950,000.00</b>	<b>11,712.67</b>	<b>1,978,518.60</b>	<b>1,990,231.27</b>

**CORP (COPORATE NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,066.67	262,186.25	264,252.92
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,460.94	278,510.38	279,971.31
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,562.50	264,136.50	265,699.00
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	1,195.49	75,081.68	76,277.17
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	48.80	200,482.20	200,531.00
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	40.83	104,899.60	104,940.43
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	411.67	200,571.20	200,982.87
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	973.51	116,875.88	117,849.39
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	493.33	51,026.95	51,520.28
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	826.88	279,040.41	279,867.29
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,021.18	271,856.75	274,877.93
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	1,429.44	100,089.50	101,518.94
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	668.13	256,294.75	256,962.88
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	81.63	99,868.70	99,950.33
CORP	69347SAV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	2,381.94	269,344.00	271,725.94
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	475.00	102,183.00	102,658.00
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	2,311.11	160,000.16	162,311.27
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	76.15	85,516.55	85,592.69
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	487.50	129,369.25	129,856.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	195.00	51,747.70	51,942.70
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	97.50	25,873.85	25,971.35
<b>CORP</b>			<b>3,280,000.00</b>			<b>3,294,577.45</b>	<b>20,305.19</b>	<b>3,384,955.25</b>	<b>3,405,260.43</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	189,085.75	189,532.29
FHLMC	3137BM6P6	FHMS K-721 A2	129,044.67	04/09/2018	08/25/2022	130,143.57	332.29	132,291.44	132,623.73
FHLMC	3137F62S5	FHMS K-J31 A1	121,616.29	10/29/2020	05/25/2026	121,613.86	57.67	120,732.14	120,789.81
FHLMC	3137FKK39	FHMS K-P05 A	17,028.07	12/17/2018	07/25/2023	17,028.02	45.45	17,419.72	17,465.17
FHLMC	3137FQ3V3	FHMS K-J27 A1	69,779.86	11/26/2019	07/25/2024	69,778.18	121.65	71,880.23	72,001.88
<b>FHLMC</b>			<b>512,468.90</b>			<b>522,231.61</b>	<b>1,003.60</b>	<b>531,409.28</b>	<b>532,412.88</b>

**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	248,761.82	11/30/2020	05/25/2033	251,910.21	207.30	247,351.97	247,559.27
<b>FHLMC CMO</b>			<b>248,761.82</b>			<b>251,910.21</b>	<b>207.30</b>	<b>247,351.97</b>	<b>247,559.27</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	31,959.99	12/15/2016	05/25/2021	32,606.68	71.34	31,950.72	32,022.06
FNMA	3136B1XP4	FNA 2018-M5 A2	11,587.48	04/30/2018	09/25/2021	11,817.96	34.38	11,647.04	11,681.41
FNMA	3140QGKN6	FN CA8400	290,876.95	03/22/2021	12/01/2035	318,237.56	848.39	318,904.26	319,752.65
FNMA	3140X9K46	FN FM5714	214,324.69	03/25/2021	11/01/2035	233,479.95	714.42	232,045.94	232,760.36
FNMA	3140XALC4	FN FM6622	298,317.86	03/29/2021	02/01/2036	313,699.87	621.50	315,532.54	316,154.03
<b>FNMA</b>			<b>847,066.95</b>			<b>909,842.02</b>	<b>2,290.02</b>	<b>910,080.50</b>	<b>912,370.52</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER.US TRS MM Y	752,104.31	---	04/30/2021	752,104.31	0.00	752,104.31	752,104.31
<b>MMFUND</b>			<b>752,104.31</b>			<b>752,104.31</b>	<b>0.00</b>	<b>752,104.31</b>	<b>752,104.31</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	270.78	56,356.85	56,627.63
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	315.15	62,512.20	62,827.35
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	230.63	55,583.00	55,813.63
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	314.50	75,795.00	76,109.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	545.13	131,378.00	131,923.13
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	222.24	114,084.60	114,306.84
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	133.88	84,946.45	85,080.33
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	139.16	54,793.20	54,932.36
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	305.71	274,821.25	275,126.96
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	219.38	125,461.25	125,680.63
<b>MUNI</b>			<b>1,030,000.00</b>			<b>1,030,886.10</b>	<b>2,696.56</b>	<b>1,035,731.80</b>	<b>1,038,428.36</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	4,972.03	722,968.75	727,940.78
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	11,364.64	1,652,500.00	1,663,864.64
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	6,037.47	877,890.63	883,928.09
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	1,357.14	205,968.75	207,325.89
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	3,732.14	566,414.06	570,146.21
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	37.53	879,085.94	879,123.47
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	27.60	646,386.72	646,414.32
US GOV	912828T91	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	2,356.70	713,781.25	716,137.95
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	66.24	1,323,156.25	1,323,222.49
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	7,019.34	1,103,320.31	1,110,339.65
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,841.16	446,582.03	449,423.19
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	835.64	131,347.66	132,183.29
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,169.89	183,886.72	185,056.61
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,008.29	472,851.56	475,859.85
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,462.36	261,132.81	262,595.17
<b>US GOV</b>			<b>9,850,000.00</b>			<b>9,776,092.78</b>	<b>46,288.16</b>	<b>10,187,273.44</b>	<b>10,233,561.60</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,369,738.76			27,369,064.07	94,771.02	27,924,076.29	28,018,847.30

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



Report: Trade Activity  
 Account: SAM Transit District Agg (136232)  
 Date: 04/01/2021 - 04/30/2021  
 Base Currency: USD

\* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	2,189,530.65	0.000	Buy	---	---	04/30/2021	2,189,530.65	0.00	(2,189,530.65)
31846V534	FIRST AMER:US TRS MM Y	(1,420,352.15)	0.000	Sell	---	---	04/30/2021	(1,420,352.15)	0.00	1,420,352.15
31846V534	FIRST AMER:US TRS MM Y	752,856.34	0.000	Buy	---	---	04/30/2021	752,856.34	0.00	(752,856.34)
31846V534	FIRST AMER:US TRS MM Y	(329,120.20)	0.000	Sell	---	---	04/30/2021	(329,120.20)	0.00	329,120.20
44933LAC7	HART 2021-A A3	335,000.00	0.380	Buy	04/20/2021	04/28/2021	09/15/2025	334,964.76	0.00	(334,964.76)
44933LAC7	HART 2021-A A3	65,000.00	0.380	Buy	04/20/2021	04/28/2021	09/15/2025	64,993.16	0.00	(64,993.16)
89238EAD8	TLOT 21A A4	335,000.00	0.500	Buy	04/13/2021	04/21/2021	08/20/2025	334,930.02	0.00	(334,930.02)
89238EAD8	TLOT 21A A4	65,000.00	0.500	Buy	04/13/2021	04/21/2021	08/20/2025	64,986.42	0.00	(64,986.42)
3137F62S5	FHMS K-J31 A1	(9,243.92)	0.569	Principal Paydown	04/01/2021	04/01/2021	05/25/2026	(9,243.92)	0.00	9,243.92
3137F62S5	FHMS K-J31 A1	(2,180.17)	0.569	Principal Paydown	04/01/2021	04/01/2021	05/25/2026	(2,180.17)	0.00	2,180.17
50117TAC5	KCOT 211 A3	355,000.00	0.620	Buy	04/06/2021	04/14/2021	08/15/2025	354,927.37	0.00	(354,927.37)
06051GJR1	BANK OF AMERICA CORP	400,000.00	0.976	Buy	04/16/2021	04/22/2021	04/22/2025	400,000.00	0.00	(400,000.00)
06051GJR1	BANK OF AMERICA CORP	200,000.00	0.976	Buy	04/16/2021	04/22/2021	04/22/2025	200,000.00	0.00	(200,000.00)
3137F7DH5	FHR 5048 B	(27,567.83)	1.000	Principal Paydown	04/01/2021	04/01/2021	05/25/2033	(27,567.83)	0.00	27,567.83
3133Q5GZ3	FHS 370 A3	(73,611.60)	1.000	Principal Paydown	04/01/2021	04/01/2021	09/25/2033	(73,611.60)	0.00	73,611.60
3137F7DH5	FHR 5048 B	(5,831.66)	1.000	Principal Paydown	04/01/2021	04/01/2021	05/25/2033	(5,831.66)	0.00	5,831.66
912828Q78	UNITED STATES TREASURY	(185,000.00)	1.375	Maturity	04/30/2021	04/30/2021	04/30/2021	(185,000.00)	0.00	185,000.00
713448DX3	PEPSICO INC	(600,000.00)	2.000	Maturity	04/15/2021	04/15/2021	04/15/2021	(600,000.00)	0.00	600,000.00
713448DX3	PEPSICO INC	(165,000.00)	2.000	Maturity	04/15/2021	04/15/2021	04/15/2021	(165,000.00)	0.00	165,000.00
3137FQ3V3	FHMS K-J27 A1	(5,488.79)	2.092	Principal Paydown	04/01/2021	04/01/2021	07/25/2024	(5,488.79)	0.00	5,488.79
3137FQ3V3	FHMS K-J27 A1	(1,425.66)	2.092	Principal Paydown	04/01/2021	04/01/2021	07/25/2024	(1,425.66)	0.00	1,425.66
89238BAD4	TAOT 2018-A A3	(22,112.16)	2.350	Principal Paydown	04/15/2021	04/15/2021	05/16/2022	(22,112.16)	0.00	22,112.16
89238BAD4	TAOT 2018-A A3	(6,142.27)	2.350	Principal Paydown	04/15/2021	04/15/2021	05/16/2022	(6,142.27)	0.00	6,142.27
3140XALC4	FN FM6622	(8,971.44)	2.500	Principal Paydown	04/01/2021	04/01/2021	02/01/2036	(8,971.44)	0.00	8,971.44
3140XALC4	FN FM6622	(1,682.15)	2.500	Principal Paydown	04/01/2021	04/01/2021	02/01/2036	(1,682.15)	0.00	1,682.15
06051GFW4	BANK OF AMERICA CORP	(100,000.00)	2.625	Maturity	04/19/2021	04/19/2021	04/19/2021	(100,000.00)	0.00	100,000.00
06051GFW4	BANK OF AMERICA CORP	(25,000.00)	2.625	Maturity	04/19/2021	04/19/2021	04/19/2021	(25,000.00)	0.00	25,000.00
3136AJ7G5	FNA 2014-M6 A2	(48,032.04)	2.679	Principal Paydown	04/01/2021	04/01/2021	05/25/2021	(48,032.04)	0.00	48,032.04
3136AJ7G5	FNA 2014-M6 A2	(13,208.81)	2.679	Principal Paydown	04/01/2021	04/01/2021	05/25/2021	(13,208.81)	0.00	13,208.81
02004VAC7	ALLYA 2018-2 A3	(30,500.39)	2.920	Principal Paydown	04/15/2021	04/15/2021	11/15/2022	(30,500.39)	0.00	30,500.39
02004VAC7	ALLYA 2018-2 A3	(8,680.88)	2.920	Principal Paydown	04/15/2021	04/15/2021	11/15/2022	(8,680.88)	0.00	8,680.88
36255JAD6	GMCAR 2018-3 A3	(19,064.34)	3.020	Principal Paydown	04/16/2021	04/16/2021	05/16/2023	(19,064.34)	0.00	19,064.34
36255JAD6	GMCAR 2018-3 A3	(5,719.30)	3.020	Principal Paydown	04/16/2021	04/16/2021	05/16/2023	(5,719.30)	0.00	5,719.30
3137BM6P6	FHMS K-721 A2	(713.56)	3.090	Principal Paydown	04/01/2021	04/01/2021	08/25/2022	(713.56)	0.00	713.56
3137BM6P6	FHMS K-721 A2	(206.14)	3.090	Principal Paydown	04/01/2021	04/01/2021	08/25/2022	(206.14)	0.00	206.14
14313FAD1	CARMX 2018-3 A3	(24,805.07)	3.130	Principal Paydown	04/15/2021	04/15/2021	06/15/2023	(24,805.07)	0.00	24,805.07
14313FAD1	CARMX 2018-3 A3	(6,496.57)	3.130	Principal Paydown	04/15/2021	04/15/2021	06/15/2023	(6,496.57)	0.00	6,496.57
3137FKK39	FHMS K-P05 A	(82.66)	3.203	Principal Paydown	04/01/2021	04/01/2021	07/25/2023	(82.66)	0.00	82.66
3137FKK39	FHMS K-P05 A	(23.48)	3.203	Principal Paydown	04/01/2021	04/01/2021	07/25/2023	(23.48)	0.00	23.48
025816BU2	AMERICAN EXPRESS CO	(900,000.00)	3.375	Call Redemption	04/16/2021	04/16/2021	05/17/2021	(900,000.00)	0.00	900,000.00
025816BU2	AMERICAN EXPRESS CO	(250,000.00)	3.375	Call Redemption	04/16/2021	04/16/2021	05/17/2021	(250,000.00)	0.00	250,000.00
3140QGKN6	FN CA8400	(7,328.63)	3.500	Principal Paydown	04/01/2021	04/01/2021	12/01/2035	(7,328.63)	0.00	7,328.63
3140QGKN6	FN CA8400	(1,434.43)	3.500	Principal Paydown	04/01/2021	04/01/2021	12/01/2035	(1,434.43)	0.00	1,434.43
3136B1XP4	FNA 2018-M5 A2	(37,409.72)	3.560	Principal Paydown	04/01/2021	04/01/2021	09/25/2021	(37,409.72)	0.00	37,409.72
3136B1XP4	FNA 2018-M5 A2	(10,287.67)	3.560	Principal Paydown	04/01/2021	04/01/2021	09/25/2021	(10,287.67)	0.00	10,287.67
3140X9K46	FN FM5714	(84,593.25)	4.000	Principal Paydown	04/01/2021	04/01/2021	11/01/2035	(84,593.25)	0.00	84,593.25
3140X9K46	FN FM5714	(15,105.94)	4.000	Principal Paydown	04/01/2021	04/01/2021	11/01/2035	(15,105.94)	0.00	15,105.94
---	---	244,964.13	0.921	---	---	---	07/04/2022	244,765.84	0.00	(244,765.84)

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

\* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due to their

dynamic nature we do not recommend using them for booking journal entries or reconciliation.

## Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

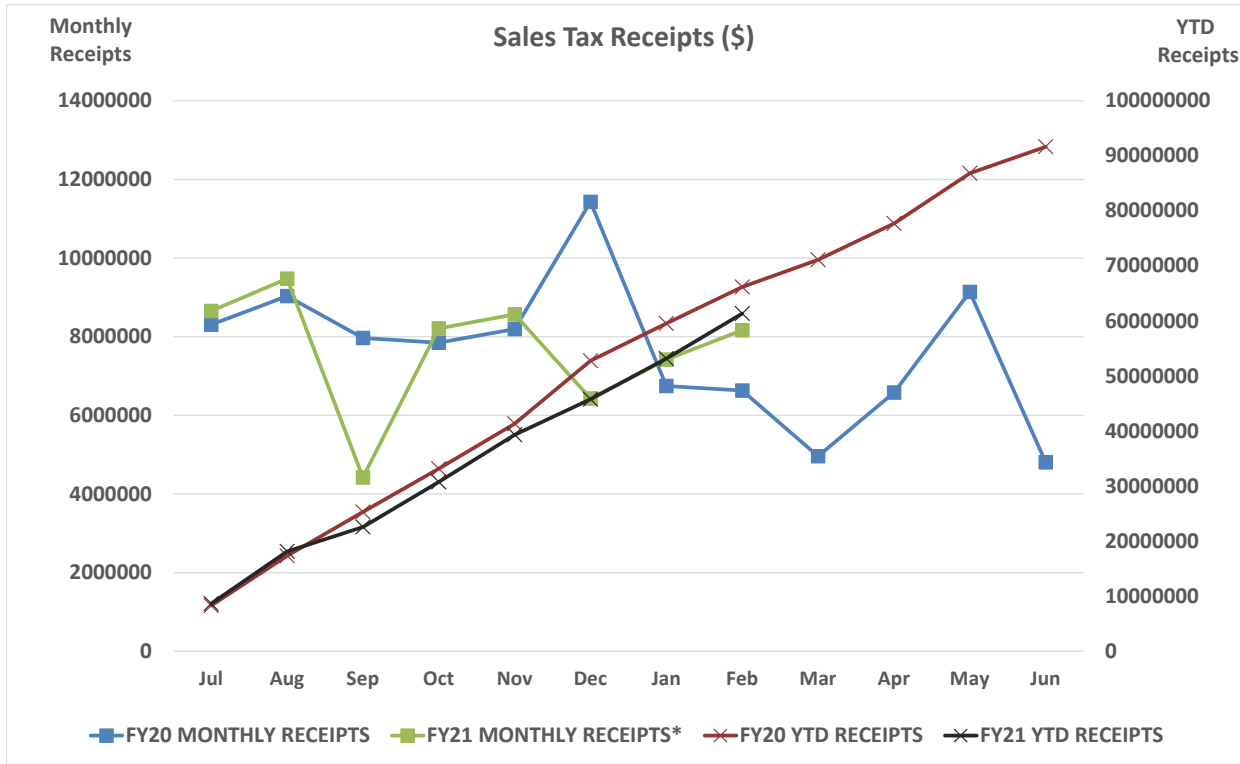
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021  
Measure A Sales Tax  
April 2021**



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

San Mateo County Transit District  
 Monthly Sales Tax Receipts  
 FY2021  
 April 2021

	FY20 MONTHLY RECEIPTS	FY21 MONTHLY RECEIPTS	MONTHLY % Change	FY20 YTD RECEIPTS	FY21 YTD RECEIPTS	YTD % Change
<b>Jul</b>	\$8,304,089	8,652,560	4.2%	\$8,304,089	8,652,560	4.2%
<b>Aug</b>	9,033,753	9,475,233	4.9%	17,337,842	18,127,793	4.6%
<b>Sep</b>	7,968,941	4,423,442	(44.5%)	25,306,783	22,551,235	(10.9%)
<b>Oct</b>	7,849,372	8,212,521	4.6%	33,156,155	30,763,756	(7.2%)
<b>Nov</b>	8,194,769	8,570,674	4.6%	41,350,924	39,334,430	(4.9%)
<b>Dec</b>	11,430,057	6,428,114	(43.8%)	52,780,982	45,762,544	(13.3%)
<b>Jan</b>	6,746,535	7,420,385	10.0%	59,527,516	53,182,929	(10.7%)
<b>Feb</b>	6,631,567	8,162,508	23.1%	66,159,083	61,345,438	(7.3%)
<b>Mar</b>	4,960,039		(100.0%)	71,119,122		(100.0%)
<b>Apr</b>	6,579,611		(100.0%)	77,698,734		(100.0%)
<b>May</b>	9,136,069		(100.0%)	86,834,803		(100.0%)
<b>Jun</b>	4,806,110		(100.0%)	91,640,913		(100.0%)
<b>Total</b>	<u>\$91,640,913</u>	<u>61,345,438</u>				

BOD ITEM #4 (c)  
JUNE 2, 2021

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3<sup>rd</sup> QUARTER  
FISCAL YEAR 2021**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

Prepared by: Gordon Hail, Cost Engineer

650-508-7795





## Capital Projects

# Quarterly Status Report

**3rd Quarter FY2021: January 01 – March 31, 2021**

Prepared for the June 02, 2021 SamTrans Board Meeting



**San Mateo County Transit District**



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## SamTrans - Capital Program - Budget Status Summary

3rd Quarter FY2021 - January 01, 2021 to March 31, 2021

All Costs in \$1,000's

Programs					
	FY2017	FY2018	FY2019	FY2020	FY2021
1. Revenue Vehicles Replacement	\$7,725	\$5,321	\$1,778	\$3,382	\$952
2. Non Revenue Vehicle Support	\$1,451	\$0	\$847	\$164	\$116
3. Information Technology	\$2,627	\$2,878	\$3,100	\$500	\$3,529
4. Development	\$1,942	\$1,502	\$750	\$250	\$0
5. Facilities/Construction	\$2,835	\$7,282	\$1,730	\$10,612	\$7,052
6. Safety and Security	\$1,451	\$0	\$0	\$150	\$0
7. Contingency	\$250	\$250	\$200	\$250	\$250
<b>Total Board Approved Budget by FY <sup>(1)</sup></b>	<b>\$18,281</b>	<b>\$17,233</b>	<b>\$8,405</b>	<b>\$15,308</b>	<b>\$11,899</b>

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

### Active Projects

- Bus Stop Improvement Program
- Central Roof Replacement Project
- Non-Revenue Service Support Vehicles Project
- North Base Bus Washer Replacement
- Procurement of 10 Electric Buses Project
- Purchase a New Bus Simulator
- Replace & Upgrade Servers & Out of Warranty Equipment Project
- Replace Paratransit Vehicles
- South Base Natural Gas Line Replacement
- Traffic Signal Priority Project
- Wi-Fi at Bases for Video Review Project

### Projects Completed Within the Last Three Years

- Central Office Sanitary Sewer Pump Replacement Project
- Facilities Smaller Projects - FY2012
- Lighting Upgrade at North Base and South Bases Project
- Linda Mar Park-n-Ride Lot Repaving Project
- Major Bus Components - FY2012
- Non-Revenue Service Support Vehicles Project
- North and South Base Industrial Waste Line Replacement Project
- Redi-Wheels (3) Expansion Vehicles Project
- Replace 50 2003 Gillig low-floor buses Project
- Replacement of 55 - 2002 NABI Buses Project
- San Carlos Transit Center Project

### **Note:**

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

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### SamTrans Quarterly Report TRAFFIC LIGHT REPORT

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

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q2 FY21	Q3 FY21	Q2 FY21	Q3 FY21	Q2 FY21	Q3 FY21	Q2 FY21	Q3 FY21		
<b><u>Vehicle Replacement Projects:</u></b>										
021502 - Major Bus Components Project										5
100113 - Procurement of 10 Electric Buses Project										6
100354 - MB-2000 Bus Simulator System										7
100460 - FY2020 Purchase 14 Revenue Paratransit Vehicles (Vans)										8
100461 - FY2020 13 Paratransit (Cutaway) Revenue Vehicles										9
<b><u>Information Technology Projects:</u></b>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										11
100016 - Wi-Fi at Bases for Video Review Project										12
100247 - FY2018 Tech Refresh										13
100348 - Upgrade Current District Website										14
100534 - Onboard Wi-Fi equipment retrofit for 225 buses										14
<b><u>Facilities / Construction Projects:</u></b>										
100058 - Facility Smaller Projects										15
100252 - Central Roof Replacement										16
100255 - Traffic Signal Priority Project										17
100469 - North Base Bus Washer Replacement										18
100470 - N & S Bases IW Line to Brake Pit Replacement										18
100473 - Central Building Refresh										19
100474 - South Base Bus Washer Walls Rehab										19
100476 - North and South Base Exterior Painting										19
100511 - South Base Natural Gas Line Replacement										20
100547 - South Base Switchgear Replacement										20



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

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**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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

**VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:**

021502	Major Bus Components PM - David Harbour	<p><b>Scope:</b> The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Purchased major bus components and replacement parts.</p> <p><b>Next Quarter:</b> (1) Continue to purchase major bus components and replacement parts, as needed.</p>	\$7,327,336	\$7,327,336	\$0	\$7,327,336	\$6,134,705	\$1,192,631	\$7,327,336	\$0	83.7%	83.7%	07/01/15 / 07/01/15A	12/31/21 / 12/31/21
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**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100113	Procurement of 10 Electric Buses PM - David Harbour	<p><b>Scope:</b> Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p><b>Issues: None.</b></p> <p><b>Key Activities</b></p> <p><b>This Quarter:</b>                      (1) Continued weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses).                      (2) Continued corresponding with Resident Inspector about production in 2020.                      (3) Two buses are still to be re-delivered.                      (4) Continued in-service testing/accepting of re-delivered buses.                      (5) Fixed coolant leak and window leak of bus of two buses.</p> <p><b>Next Quarter:</b>                      (1) Continue weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses).                      (2) Continue corresponding with Resident Inspector about production.                      (3) Two buses are still to be re-delivered by Proterra. Delivery date is TBD.                      4. Continue in-service testing/accepting of re-delivered buses.</p> <p><b>Note:</b> Schedule has been delayed due to Covid-19 impact and technical issues with the buses.</p>	\$10,926,668	\$10,926,668	\$0	\$10,926,668	\$3,252,684	\$7,673,984	\$10,926,668	\$0	29.8%	66.0%	02/01/18 / 02/01/18A	11/30/20 / 12/31/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100354	MB-2000 Bus Simulator System PM - David Harbour	<p><b>Scope:</b> The replacement of the outdated MB-2000 Bus Simulator acquired in 2005. SamTrans has benefited in training awareness from the MB-2000 Bus Simulator technology but is at the end of its life span and can no longer be upgraded. The older Simulator lacks the ability to adapt to the changing advances as a multi functioning training tool. A new simulator gives us the flexibility to manage larger classes in the training room environment and frees up buses in service. Also a primary reason for the simulator is to reduce preventable collisions and incidents. Reducing Risk in a hazards environments. The Simulator has shown positive results in the preventing preventable and at fault collisions.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Conducted simulator system training and began using the system. (2) Began project close out.</p> <p><b>Next Quarter:</b> (1) Project has completed.</p> <p><b>Note:</b> This will be the last report for this project.</p>	\$310,000	\$310,000	\$165,320	\$475,320	\$436,677	\$38,643	\$475,320	\$0	91.9%	91.9%	12/01/19 / 12/01/19A	01/31/21 / 03/31/21A

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100460	FY2020 - Purchase 14 Revenue Para Transit Vehicles (Vans)  PM - David Harbour	<p><b>Scope:</b> The project scope is to procure and replace fourteen revenue Para Transit vans which have exceeded their useful service life. This procurement will also continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets and will improve customer service and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El Dorado will mitigate overall repair costs. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. The new replacement vehicles will be part of the phase 2 standards and will lessen the overall carbon footprint and day to day fuel cost in the replacement sub-fleet.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b> <b>This Quarter:</b> (1) Completed Reupholstered driver's seat to vinyl from fabric. (2) Completed evaluation of mounting plate for MDT device and ITS system box. (3) Completed AngelTrax camera system training for operators. (4) Completed installation of fare box stanchions/grab handles. (5) Completed mounting plate for MDT device and installing ITS system. (6) Placed minivans in service for 200, 202, and 208. (7) Paid Invoices for 200, 202, 208.</p> <p><b>Next Quarter:</b> (1) Continue installing ITS and radio system (2) Put minivans in service for 210, 212. (3) Pay invoices for 210, 212. (4) Minivans will be in service in April 2021. (5) Complete project.</p> <p><b>Issues:</b> Project schedule extended by 4 months due to outstanding specification issues.</p>	\$973,770	\$973,770	\$0	\$973,770	\$184,440	\$789,330	\$973,770	\$0	18.9%	80.0%	03/05/20 / 03/05/20A	12/31/20 / 04/30/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100461	FY2020 - 13 Para Transit (Cutaway) Revenue Vehicles PM - David Harbour	<p><b>Scope:</b> The project scope is to procure and replace 13 Para Transit (cutaway) revenue vehicles that have exceeded useful service life. This will continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets which in turn will improve customer service, and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El dorado will also mitigate overall repair costs for that period. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. These new replacement vehicles will be part of the phase 2 standards and help to decrease the overall carbon footprint and day to day fuel costs associated with this sub-fleet.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Final invoices for the vehicles were paid.                      (2) Sending end of life cutaways to auction.</p> <p><b>Next Quarter:</b>                      (1) No activities. Project completed.</p>	\$1,755,886	\$1,755,886	\$0	\$1,755,886	\$1,755,886	\$0	\$1,755,886	\$0	100.0%	100.0%	02/07/20 / 02/07/20A	08/31/20 / 01/31/21A

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**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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

**INFORMATION TECHNOLOGY PROJECTS:**

021505	Replace & Upgrade Servers & Out of Warranty Equipment Project  PM - Ed Kelly	<p><b>Scope:</b> This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities</b>  <b>This Quarter:</b>                      (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p><b>Next Quarter:</b>                      (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,867,266	\$2,211,734	\$7,079,000	\$0	69%	69%	07/01/14 / 07/01/14A	12/31/21 / 12/31/21
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**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100016	WiFi at Bases for Video Review PM - Karambir Cheema	<p><b>Scope:</b> The project scope will primarily be as follows:                      1. Install and test WiFi equipment at North Base and South Base.                      2. Specify software configuration based on stakeholder consensus.                      3. Install, configure, and test servers, including:                          a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video.                          b. Database server, which runs Microsoft SQL server and houses data for the server application.                      4. Install and configure client application on specified computers.                      5. Configure all new WiFi equipped DVRs to communicate with the application server.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Continued testing mSET application/vehicle/network functions.                      (2) Continued location Module testing and training.                      (3) Completed configuring 85/85 vehicles.                      (4) Completed mSET Location and Face Blurring user training.                      (5) Purchased and applied 50 additional vehicle licenses.                      (6) Added vehicles to the system.</p> <p><b>Next Quarter:</b>                      (1) IT scheduled to install/setup backup solution hardware/system.                      (2) IT needs to order a new server for the Face Blur module.                      (3) IT needs to deploy workstations.</p> <p><b>Issues:</b> (1) Project completion is now estimated at June 30, 2021 due to delay in server installations, workstations deployment, and vehicles configuration.</p>	\$690,499	\$690,499	\$0	\$690,499	\$518,476	\$172,023	\$690,499	\$0	75.1%	75.1%	03/26/18 / 03/26/18A	06/30/20 / 06/30/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100247	FY2018 Tech Refresh PM - Ed Kelly	<p><b>Scope:</b> To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p><b>Next Quarter:</b> (1) Continue replacement of District's IT equipment on an as needed basis.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$690,903	\$612,573	\$1,303,476	\$0	53.0%	53.0%	07/01/18 / 07/01/18A	12/31/21 / 12/31/21



**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100348	Upgrade Current District Website PM - J.Lipps	<p><b>Scope:</b> To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p><b>Issues:</b> The Website Project has been linked to a Branding Project and the timeline pushed back. The purpose of this relates to both contracts being the same vendor and overlapping tasks relating to research and implementation of a brand into a website.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b>                      (1) Continued meeting with contractor and presented the project to the Executive Team.                      (2) Presented website plan to the Caltrain Bicycle Advisory Committee.                      (3) Had weekly meetings to discuss direction.                      (4) Team continued developing maps from GTFS data.                      (5) Presented website plan to the Executive Team, Caltrain Citizens, Advisory Committee and the TA Citizens Advisory Committee.</p> <p><b>Next Quarter:</b>                      (1) Continue meeting with the project team to review progress and discuss direction.                      (2) Continue public outreach.                      (3) Continue "content audit" of the current website to determine which content to keep.                      (4) Launch a User Experience Survey that will allowed the public to have a glimpse of and offer feedback on the website design.</p>	\$600,000	\$600,000	\$0	\$600,000	\$195,407	\$404,593	\$600,000	\$0	32.6%	32.6%	06/01/19 / 06/01/19	03/31/21 / 11/30/21
100534	Onboard Wi-Fi equipment retrofit for 225 buses PM - Karambir Cheema	<p><b>Scope:</b> This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.</p> <p><b>Issues:</b> None</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b>                      (1) Cradlepoint routers were procured by Premier Wireless (Vendor).                      (2) The Antennas (9in1 and 7in1) were put on delay by the supplier due to COVID-19.                      (3) Premier Wireless ordered compatible antennas from a different supplier.                      (4) Premier Wireless and CradlePoint teams visited North Base to view the buses and enquired about scheduling the installation</p> <p><b>Next Quarter:</b>                      (1) The antennas will be delivered by the supplier to Premier Wireless.                      (2) To e-mail the config file to Premier Wireless for uploading to the routers prior to installation.                      (3) To create collaborator account for Premier Wireless in SamTrans NetCloud manager account.                      (4) Begin installation of routers.</p>	\$1,572,180	\$1,572,180	\$0	\$1,572,180	\$62,834	\$1,509,346	\$1,572,180	\$0	4.0%	4.0%	09/09/20 / 09/09/20A	06/30/21 / 06/30/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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

**FACILITIES / CONSTRUCTION PROJECTS:**

100058	Facility Smaller Projects PM - Greg Moyer	<p><b>Scope:</b> This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Performed maintenance or repairs work, as needed.</p> <p><b>Next Quarter:</b> (1) Continue with maintenance and repairs work, as needed.</p>	\$2,540,000	\$2,540,000	\$0	\$2,540,000	\$1,159,986	\$1,380,014	\$2,540,000	\$0	45.7%	45.7%	07/01/19 / 07/01/19A	12/31/21 / 12/31/21
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**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100252	Central Roof Replacement PM - Greg Moyer	<p><b>Scope:</b> Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p><b>Issues:</b> None.</p> <p><b>This Quarter:</b> (1) Detailed design await new long-term GEC contracts in April 2021.</p> <p><b>Next Quarter:</b> (1) Facilities to review alternate delivery methods that may allow more timely and cost effective completion. (2) Detailed design await new long-term GEC contracts in April 2021.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$9,655	\$1,265,345	\$1,275,000	\$0	0.8%	0.8%	09/01/19 / 09/01/19A	12/31/22 / 12/31/22

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100255	Traffic Signal Priority Project PM - Robert Tam	<p><b>Scope:</b> This project will implement Traffic Signal Priority (TSP) technology for SamTrans buses traveling on El Camino Real in San Mateo County (State Highway 82). This will improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections. SamTrans will build on the existing El Camino Real Smart Corridor Project, implemented by Caltrans and the City/County Association of Governments of San Mateo County (C/CAG), and deploy wayside antennas at intersections and transponders aboard buses as the primary TSP detection technology to provide maximum communication precision.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b>                      (1) Issued a Notice to the Bus Operators about the TSP system. Monitored the TSP system and found no issues.                      (2) Caltrans tested their new intersection controller firmware and found issues with it. Caltrans corrected the firmware issues and installed the fix in the field.                      (3) Caltrans collected data from 4 intersections to evaluate the TSP data.                      (4) The contractor ACT analyzed the intersection data provided by Caltrans for the 4 intersections and found the average TSP priority granted was 75% of the time.</p> <p><b>Next Quarter:</b>                      (1) Present the test results to the stakeholders and give them the status of the project.</p>	\$3,907,000	\$3,907,000	\$0	\$3,907,000	\$1,867,075	\$2,039,925	\$3,907,000	\$0	47.8%	75.0%	01/01/18 / 01/01/18A	09/30/21 / 09/30/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100469	North Base Bus Washer Replacement PM - Jeffrey Thomas	<p><b>Scope:</b> The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.</p> <p><b>Issues:</b> Project staff of 1 FTE was short (0.5 FTE) for Jan-Sept 2020 and vacant (0 FTE) for Oct-Dec 2020. Facilities has regained project staff on a contract basis in the first week of January 2021. Multiple projects are being reviewed and prioritized to restore vital services at their earliest opportunity.</p> <p><b>Key Activities:</b> <b>This Quarter:</b> (1) Facilities Project Engineer (new) has inspected past construction documents and current site conditions. (2) Facilities confirmed plans to reuse existing roller guide rails. (3) Plans, specifications and estimates are in good order. <b>Next Quarter:</b> (1) Contract submittals/deliverables are circular/duplicative; staff will review and resolve by early May 21. (2) Bid documents will be resolved and submitted to C&amp;P in May 21.</p>	\$540,000	\$540,000	\$0	\$540,000	\$4,238	\$535,762	\$540,000	\$0	0.8%	0.8%	08/01/19 / 01/01/20A	12/31/21 / 05/31/22
100470	N & S Base IW Line to Brake Pit Replacement PM - Jeffrey Thomas	<p><b>Scope:</b> This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.</p> <p><b>Issues:</b> The scheduled North Base Industrial Waste Line Replacement has met small incremental delays in design/planning phase and again at the submittal review phase. The net impact of collective delays and staffing changes is 90 days (2nd week of June 2021) for substantial completion and 120 days (2nd week of July 2021) for final complete.</p> <p><b>Key Activities:</b> <b>This Quarter:</b> (1) C&amp;P finalized &amp; issued conformed contract to General Contractor (Golden Bay Construction Inc). (2) GC has provided administrative and pre-construction submittals for review. (3) Golden Bay Construction (GC) has submitted pre-construction submittals for review.</p> <p><b>Next Quarter:</b> (1) Golden Bay Construction (GC) will begin construction. (2) Complete excavation, pipe replacement and pressure testing. (3) Begin concrete prep work. (4) Project will be completed.</p>	\$780,000	\$780,000	\$0	\$780,000	\$85,791	\$694,209	\$780,000	\$0	11.0%	11.0%	07/01/19 / 12/01/19A	03/31/21 / 06/22/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100473	Central Building Refresh PM - Greg Moyer	<b>Scope:</b> This project is for Central Building improvements. It includes 20+ building improvements for Central Office and Garage. <b>Issues:</b> None. <b>Key Activities:</b> <b>This Quarter:</b> (1) Continued Central Building improvement work. <b>Next Quarter:</b> (1) Continue Central Building improvement work.	\$1,849,200	\$1,849,200	\$0	\$1,849,200	\$388,663	\$1,460,537	\$1,849,200	\$0	21.0%	21.0%	07/01/20 / 07/01/20A	12/31/21 / 12/31/21
100474	South Base Bus Washer Walls Rehab PM - Jeffrey Thomas	<b>Scope:</b> This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls during reconstruction. <b>Issues:</b> None <b>Key Activities:</b> <b>This Quarter:</b> (1) General Engineering Consultant (GEC) presented applicable methodologies and design features for District's review and selection (2) GEC provided sample materials for District's feedback. (3) Facilities investigated five potential design options for wall cladding/sheathing materials. (4) Facilities reviewed multiple wall cladding materials and relative features/costs. <b>Next Quarter:</b> (1) Facilities to initiate new Work Directive for Design Engineer service delivery over the project lifecycle. (2) Issue WDPR to Design Engineer. (3) Review WDPR proposal. <b>Note:</b> The schedule has been rebaselined and the light has been changed to green.	\$350,000	\$350,000	\$0	\$350,000	\$8,530	\$341,470	\$350,000	\$0	2.4%	2.4%	07/01/19 / 08/01/20	06/30/22 / 06/30/22
100476	North and South Base Exterior Painting PM - Greg Moyer	<b>Scope:</b> This project is to paint exterior portions of North and South bases. <b>Issues:</b> None. <b>Key Activities:</b> <b>This Quarter:</b> (1) 1. Facilities drafting area measurements and schedules for exterior painting. <b>Next Quarter:</b> (1) Facilities to continue drafting area measurements and schedules for exterior painting.	\$1,140,000	\$1,140,000	\$0	\$1,140,000	\$787	\$1,139,213	\$1,140,000	\$0	0.1%	0.1%	03/01/21 / 03/01/21A	10/31/24 / 10/31/24

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2021 January 01, 2021 to March 31, 2021**

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100511	South Base Natural Gas Line Replacement PM - Jeffrey Thomas	<p><b>Scope:</b> This project will replace the existing natural gas distribution system at South Base. The existing gas distribution system has been leaking and localized repairs have been completed but the gas system is to a point where total replacement is necessary to fully operate the South Base Bus Maintenance Building. The project includes on-call General Engineering Contractors (GEC's) to provide 35%, 65%, 95%, and 100% plans, specifications, and drawings (PS&amp;E), bid support and design support during construction and construction.</p> <p><b>Issues: None</b></p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Work completed 8/1/2020; Notice of Completion in progress. (2) The Notice of Completion (NOC) was finalized by County Recorder's Office on 2/11/2021.</p> <p><b>Next Quarter:</b> (1) Continue the closeout process.</p>	\$1,070,000	\$1,070,000	\$0	\$1,070,000	\$465,438	\$34,562	\$500,000	\$570,000	93.1%	100%	11/01/19 / 05/26/20A	11/22/20 / 05/31/21
100547	South Base Switchgear Replacement PM - Greg Moyer	<p><b>Scope:</b> South Base switchgear replacement.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Facilities requested design changes for anticipated battery-electric buses in 2023-24. (2) Worked on plans and specifications before submitting to Contacts and Procurement.</p> <p><b>Next Quarter:</b> (1) Continue working on plans and specifications before submitting to Contacts and Procurement.</p>	\$1,000,000	\$1,000,000	\$0	\$1,000,000		\$1,000,000	\$1,000,000	\$0	0.0%	0.0%	10/01/19 / 10/01/19A	07/31/22 / 07/31/22

**San Mateo County Transit District**  
**Fiscal Year 2019 Capital Budget - Amendment 2**

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
<b><u>Revenue Vehicle Support</u></b>					
1.1	021502	Major bus components (FY18 & FY19)	1,173,200	4,841,436	6,014,636
1.2	100354	MB-2000 bus simulator system	310,000	-	310,000
1.3	100352	ADA self evaluation plan	200,000		200,000
1.4	100353	Maintenance support equipment	94,185		94,185
<b>S/T</b>			<b>1,777,385</b>	<b>4,841,436</b>	<b>6,618,821</b>
<b><u>Non-Revenue Vehicle Support</u></b>					
2.1	100360	Purchase 4 non-revenue support vehicles	847,311		847,311
<b>S/T</b>			<b>847,311</b>	<b>-</b>	<b>847,311</b>
<b><u>Information Technology</u></b>					
3.1	021505	Tech Refresh (FY 15, 16, 17, 19)	2,500,000	4,579,000	7,079,000
3.2	100348	Upgrade current District website	600,000	-	600,000
<b>S/T</b>			<b>3,100,000</b>	<b>4,579,000</b>	<b>7,679,000</b>
<b><u>Planning/Development</u></b>					
4.1		Capital program & project development	250,000	234,430	484,430
4.2		Capital program management	250,000	75,000	325,000
4.3		US 101 mobility action plan	250,000		250,000
<b>S/T</b>			<b>750,000</b>	<b>309,430</b>	<b>1,059,430</b>
<b><u>Facilities/Construction</u></b>					
5.1	021507	Facilities smaller projects (FY17, FY18 & FY19)	570,000	695,264	1,265,264
5.2	100349	Facilities engineering smaller projects	530,000	-	530,000
5.3	100350	Central Office Sanitary Sewer Pumps Replacement	350,000		350,000
5.4	100351	Central Boiler Replacement	80,000		80,000
5.5	100253	<b>Linda park-n-ride repaving - COMPLETE</b>	200,000	700,000	900,000
<b>S/T</b>			<b>1,730,000</b>	<b>1,395,264</b>	<b>3,125,264</b>
<b><u>Other</u></b>					
6.1		Contingency	200,000	-	200,000
<b>S/T</b>			<b>200,000</b>	<b>-</b>	<b>200,000</b>
<b>Total FY2019 Budget</b>			<b>8,404,696</b>	<b>11,125,130</b>	<b>19,529,826</b>



## Fiscal Year 2020 Capital Budget - Amendment 1

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
<b><u>Revenue Vehicle Support</u></b>					
1.1	021502	Major Bus Components (FY18, FY19 & FY20 )	592,000	6,014,636	6,606,636
1.2	100460	Replacement of (14) Revenue Paratransit Vans	956,480		956,480
1.3	100461	Replacement of (13) Revenue Paratransit Cutaway	1,732,640		1,732,640
1.4	100353	Maintenance support equipment	100,835	94,185	195,020
		<b>S/T</b>	<b>3,381,955</b>	<b>6,108,821</b>	<b>9,490,776</b>
<b><u>Non-Revenue Vehicle Support</u></b>					
2.1	100462	Replacement Non-Rev Service Support Vehicles	164,000	-	164,000
		<b>S/T</b>	<b>164,000</b>	<b>-</b>	<b>164,000</b>
<b><u>Information Technology</u></b>					
3.1	100463	Spear System Improvements	150,000	-	150,000
3.2	100477	Intranet Solution Replacement	350,000	-	350,000
		<b>S/T</b>	<b>500,000</b>	<b>-</b>	<b>500,000</b>
<b><u>Planning/Development</u></b>					
4.1	100464	Capital Program and Project Development	250,000	-	250,000
		<b>S/T</b>	<b>250,000</b>	<b>-</b>	<b>250,000</b>
<b><u>Safety and Security</u></b>					
5.1	100465	CCTV Network Improvement	150,000	-	150,000
		<b>S/T</b>	<b>150,000</b>	<b>-</b>	<b>150,000</b>

## Fiscal Year 2020 Capital Budget (Cont)

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

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

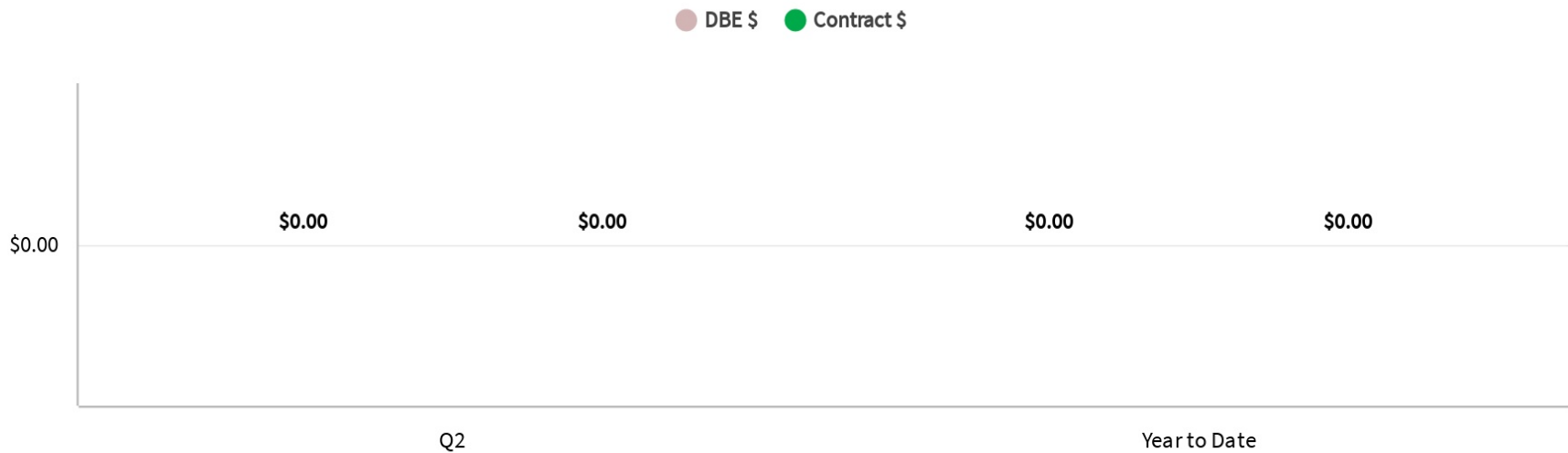
Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
<b><u>Revenue Vehicle Support</u></b>					
1.1	021502	Major Bus Components (FY18, FY19, FY20 & FY21)	720,700	6,606,636	7,327,336
1.4	100353	Maintenance support equipment	230,800	195,020	425,820
<b>S/T</b>			<b>951,500</b>	<b>6,801,656</b>	<b>7,753,156</b>
<b><u>Non-Revenue Vehicle Support</u></b>					
2.1	100549	Replace Non-Rev Service Support Vehicles	116,500	-	116,500
<b>S/T</b>			<b>116,500</b>	<b>-</b>	<b>116,500</b>
<b><u>Information Technology</u></b>					
3.1	100546	Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud	1,750,424	-	1,750,424
3.2	100537	ITS PADS signs upgrade project from 3G to 4G Technology	75,000	-	75,000
3.3	100534	Onboard Wi-Fi equipment retrofit for 225 buses	1,572,180	-	1,572,180
3.4	100477	Intranet Solution Replacement	131,000	350,000	481,000
<b>S/T</b>			<b>3,528,604</b>	<b>350,000</b>	<b>3,878,604</b>
<b><u>Planning/Development</u></b>					
4.1	100058	Facilities Smaller Projects	1,430,000	1,110,000	2,540,000
4.2	100547	South Base Switchgear Replacement	1,000,000	-	1,000,000
4.3	100469	North Base Bus Washer Replacement	395,000	540,000	935,000
4.4	100538	North and South Base Front Entrance Modifications	165,000	-	165,000
4.5	100548	North Base 200 Operations Building Replacement	1,000,000	-	1,000,000
4.6	100539	South Base Pico Blvd Property	3,061,918	-	3,061,918
<b>S/T</b>			<b>7,051,918</b>	<b>1,650,000</b>	<b>8,701,918</b>
<b><u>Safety and Security</u></b>					
5.1		Contingency	250,000	-	250,000
<b>S/T</b>			<b>250,000</b>	<b>-</b>	<b>250,000</b>
<b>Total FY2021 Budget</b>			<b>11,898,522</b>	<b>8,801,656</b>	<b>20,700,178</b>

# SamTrans : Disadvantaged Business Enterprise (DBE)

## Quarterly Status Report:

- The SamTrans overall DBE goal is 3%.
- There were zero federal awards for the first and second quarters of the fiscal year.
- SamTrans had zero percent (0%) DBE utilization for the year to date.

FFY21 Q2: January 01, 2021 to March 31, 2021



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## Definition of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## Performance Status (Traffic Light) Criteria

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

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



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES,  
MAINTENANCE SERVICES, AND PROFESSIONAL SERVICES**

**ACTION**

Staff proposes that the Board authorize the Acting General Manager/CEO, or his designee, to enter into contracts greater than \$150,000 with original equipment manufacturers, product licensors and maintainers and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements if not available or competitive procurement if not applicable, to procure new software licenses, maintenance, and support services, recurring maintenance services and license renewals necessary to permit continued effective use and upkeep of information technology hardware and software used by the San Mateo County Transit District (District). Further, this authorization shall also include contracts for the provision of single/sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers, vendors, and consultants under this authority will not exceed the budgeted amount of \$4 million throughout Fiscal Year (FY) 2022.

**SIGNIFICANCE**

Delegation of this contract approval authority will allow the District to pay for new software licenses, maintenance and support services, recurring maintenance services, additional licenses, license renewal fees, and professional services for proprietary software greater than \$150,000 without bringing individual actions individually before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed for these actions. A quarterly report indicating expenditures during the prior quarter will be submitted to the Board.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner. Delegating this authority expedites the District's ability to continue needed operations and services in the management of SamTrans and reduces the time and resources

otherwise required to obtain individual approval of such support and license agreements.

### **BUDGET IMPACT**

Funds for these purchases are programmed in the proposed FY 2022 Operating and Capital Budgets.

### **BACKGROUND**

Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, and problems obtaining resolution assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary in nature to the manufacturers of the software. Similarly, many manufacturers do not allow third-parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

District assets requiring payment of recurring annual or multi-year maintenance services, support and license fees over \$150,000 that may need to be accommodated in FY 2022 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Oracle PeopleSoft ERP (Finance, Budget, and Human Capital Management) and Database
- Microsoft applications
- Genfare (Fare box maintenance)
- CONDUENT/Orbital Hardware and Software Maintenance and Support
- Cisco Smartnet Maintenance
- WIPRO PeopleSoft Hosting and Support Services
- Hastus Maintenance, Support and Hosting Services
- Trapeze
- Qualtrics Core XM

If the Board does not approve this action, issuance of contracts for new and recurring maintenance and continued operation of assets like these would need to be brought individually before the Board for approval.

### **STRATEGIC INITIATIVE**

- Priority 3: Become a More Effective Organization
  - Goal 1: Improve Organizational Performance

Contract Administrator: Shruti Ladani  
Project Manager: Mehul Kumar, Executive Officer, IT

650-622-7857  
650-508-6206

RESOLUTION NO. 2021-

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

\*\*\*

**AUTHORIZING EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES,  
MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR AN AGGREGATE  
NOT-TO-EXCEED AMOUNT OF \$4 MILLION FOR FISCAL YEAR 2022**

**WHEREAS**, the San Mateo County Transit District (District) will require continuing product support and licenses for information technology hardware and software throughout Fiscal Year (FY) 2022 to permit the continued effective use and upkeep of information technology assets owned by the District; and

**WHEREAS**, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

**WHEREAS**, the District will also require professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

**WHEREAS**, the Acting General Manager/CEO recommends and the Finance Committee concurs that the Acting General Manager/CEO, or his designee, be authorized to execute contracts that exceed \$150,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants to meet the District's technology requirements for FY 2022, pursuant to the District's statutory procurement authority and policy, up to an aggregate, not-to-exceed amount of \$4 million.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Authorizes the procurement of new software licenses, maintenance and support services agreements for information technology, pursuant to the District's

statutory procurement authority and policy, in an aggregate not-to-exceed amount of \$4 million for Fiscal Year 2022; and

2. Authorizes the Acting General Manager/CEO or his designee to enter into contracts exceeding \$150,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support, additional licenses, and license renewals necessary to permit continued effective use and upkeep of District-owned information technology hardware and software; and

3. Authorizes the Acting General Manager/CEO or his designee to enter into contracts exceeding \$150,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of single/sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the Acting General Manager/CEO or his designee to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution; and

5. Requests the Acting General Manager/CEO, or his designee, to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 2<sup>nd</sup> day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH Carter Mau  
Acting General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **EXECUTION OF CONTRACTS FOR TECHNOLOGY-RELATED PRODUCTS AND SERVICES THROUGH PIGGYBACKING CONTRACTS AND COOPERATIVE PURCHASING PROGRAMS**

**ACTION**

Staff proposes that the Board to authorize the Acting General Manager/CEO, or his designee, to enter into contracts greater than \$150,000 with vendors through piggybacking contracts and cooperative purchasing agreements, as required, for the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, installation and configuration of telecommunications equipment, maintenance agreements, computer peripherals, and temporary technology consultants. Expenditures with vendors under these programs will not exceed the budgeted amount of \$4 million throughout Fiscal Year (FY) 2022. Cooperative agreements used may include, but are not limited to:

- California Integrated Information Network (CALNET)
- Sourcewell
- State of California Department of General Services (DGS)/California Multiple Award Schedule (CMAS)
- National Association of State Procurement Officials (NASPO) Valuepoint
- National Cooperative Procurement Partners (NCP)
- Federal General Services Administration (GSA)
- OMNIA Partners
- The Interlocal Purchasing System (TIPS Purchasing Cooperative)

**SIGNIFICANCE**

Approval of this contracting authority will provide the San Mateo County Transit District (District) with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will address the District's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end

of its useful life or has become unsuited for future needs. A quarterly report indicating contracts awarded during the prior quarter will be submitted to the Board.

### **BUDGET IMPACT**

Funds for these purchases are programmed in the proposed FY 2022 Operating and Capital Budgets.

### **BACKGROUND**

Given the rapidly changing technology of information system hardware, software, and related services, various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal Government's own General Services Administration Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also can be utilized. By utilizing such cooperative purchasing and piggyback contracts, the District saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing programs. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the District's statutory procurement authority, and policy and will include the District's terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program for acquisition of technology items during FY 2022 but only to the extent each fully complies with the District's statutory procurement authority and policy.

Contracts issued by individual governmental entities that allow other jurisdictions to use the contract they establish are called piggybacking contracts because they allow the agency to "piggyback" on the other governmental entities' solicitation process, contract terms and pricing. Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the District's procurement authority and policy.

### **STRATEGIC INITIATIVE**

- Priority 3: Become a More Effective Organization
- Goal 1: Improve Organizational Performance

Contract Administrator: Shruti Ladani

650-622-7857

Project Manager: Mehul Kumar, Executive Officer, IT

650-508-6206

RESOLUTION NO. 2021-

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

\* \* \*

**AUTHORIZING EXECUTION OF CONTRACTS FOR TECHNOLOGY-RELATED PRODUCTS AND SERVICES THROUGH PIGGYBACK CONTRACTS AND COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$4 MILLION FOR FISCAL YEAR 2022**

**WHEREAS**, the San Mateo County Transit District (District) will require new personal computers, computer and telecommunications equipment and related services, digital reprographic equipment, software, hardware, licensing and maintenance agreements, computer peripherals and temporary technology consultants throughout Fiscal Year (FY) 2022 to fulfill new technology requirements, to support the District's standardization policy and to replace technology equipment that has reached the end of its useful life; and

**WHEREAS**, in light of the need to standardize and purchase the latest technology in personal computers, telecommunications equipment, and other related equipment and services in the most cost-effective manner, the District has determined that an independent District-initiated solicitation process for the procurements described above is unlikely to be in the District's best interest; and

**WHEREAS**, piggybacking on other agencies' procurements as well as participating in cooperative purchasing consortiums including, but not limited to, the California Integrated Information Network (CALNET), the State of California Department of General Services (DGS)/California Multiple Award Schedule (CMAS), Sourcewell, the National Association of State Procurement Officials (NASPO) Valuepoint, the National Cooperative Procurement Partners (NCP), the Federal General Services Administration



(GSA), OMNIA Partners, and The Interlocal Purchasing System (TIPS Purchasing Cooperative), allows the District to procure favorably priced technology systems equipment and related services; and

**WHEREAS**, the Acting General Manager/CEO recommends and the Finance Committee concurs that the District participate in the above-mentioned programs as well as additional cooperative purchasing programs and piggyback purchasing, to the extent that such programs fully comply with the District's statutory procurement authority and policy; and

**WHEREAS**, Staff recommends that the Acting General Manager/CEO, or his designee, be authorized to enter into contracts that exceed \$150,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing to meet its personal computer, telecommunications, and other related technology equipment and services requirements for FY 2022, pursuant to the terms and conditions of each contract, up to an aggregate, not-to-exceed amount of \$4 million.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Determines that a District-initiated solicitation for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the District's best interest; and
2. Authorizes the procurement of technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet its technology equipment and services requirements for

FY 2022 pursuant to the terms and conditions of each vendor agreement and to the extent that each cooperative purchasing program and each vendor agreement fully complies with the District's statutory procurement authority and policy; and

3. Authorizes the Acting General Manager/CEO, or his designee, to enter into contracts exceeding \$150,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing up to an aggregate, not-to-exceed, amount of \$4 million for FY 2022; and

4. Authorizes the Acting General Manager/CEO, or his designee, to execute all necessary purchase orders and contracts to effectuate this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and

5. Requests the Acting General Manager/CEO to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 2<sup>nd</sup> day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting General Manager/CEO

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

SUBJECT: **AUTHORIZATION TO EXECUTE MASTER AGREEMENT AND PROGRAM  
SUPPLEMENTS FOR STATE-FUNDED TRANSIT PROJECTS**

**ACTION**

Staff proposes that the Board authorize the Acting General Manager/CEO, or his designee, to:

1. Enter into a new 10-year Master Agreement (MA) with the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation to remain eligible to receive State funding for transit projects; and
2. Execute subsequent project-specific Program Supplements to receive funding for specific project(s), and to allow for the release and payment of State funds for these projects.

**SIGNIFICANCE**

Caltrans Division of Rail and Mass Transportation has prepared a new MA that establishes the general terms and conditions that are applicable to all local agencies that receive State funds for transit projects. The San Mateo County Transit District's (District) current MA with Caltrans Division of Rail and Mass Transportation expires on June 6, 2021. Execution of the new MA is required prior to the execution of project-specific Program Supplements and is needed to ensure that the District continues to remain eligible to receive funding from the Caltrans Division of Rail and Mass Transportation.

**BUDGET IMPACT**

There is no impact to the budget. Projects funded through Caltrans Division of Rail and Mass Transportation Program Supplements are approved by the Board as part of the adoption of and/or amendments to the capital budgets. Program Supplements provide the mechanism for the District to receive funding from Caltrans to carry out approved capital projects.

## **BACKGROUND**

All project sponsors who receive transit funding from Caltrans are required to execute a new MA once every 10 years. The terms of the new MA are substantially the same as the existing MA and have been reviewed by the District's attorney.

## **STRATEGIC INITIATIVE**

**Priority 2:** Strengthen Fiscal Health

**Goal 3:** Implement existing and new best practices.

Prepared by: Rebecca Arthur, Senior Grants Analyst

650-508-6368

RESOLUTION NO. 2021 -

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

\* \* \*

**AUTHORIZING EXECUTION OF A MASTER AGREEMENT WITH THE  
CALIFORNIA DEPARTMENT OF TRANSPORTATION AND PROGRAM SUPPLEMENTS FOR  
STATE-FUNDED TRANSIT PROJECTS**

**WHEREAS**, the San Mateo County Transit District (District) may receive funding from the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation now or sometime in the future for transit related projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to execute an agreement with the Department before it can be reimbursed for project expenditures; and

**WHEREAS**, Caltrans utilizes Master Agreements (MA), along with associated Program Supplements, for the purpose of administering and reimbursing State funds to local agencies for transit projects; and

**WHEREAS**, the District's existing MA with Caltrans expires June 6, 2021; and

**WHEREAS**, Caltrans has presented the District with a new 10-year MA for approval and execution to satisfy the requirements described above; and

**WHEREAS**, the terms and conditions of the new MA are substantially the same as the existing MA and have been reviewed by the District's attorney; and

**WHEREAS**, the District must enter into the new MA to remain eligible to receive State funding for transit projects; and

**WHEREAS**, staff recommends that the District authorize the Acting General Manager/CEO or his designee to execute the MA and any subsequent project-specific Program Supplements, and any amendments thereto.

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

1. Authorizes the Acting General Manager/CEO or his designee to execute a Master Agreement, all subsequent Program Supplements for State funded transit projects, and any amendments thereto, with the California Department of Transportation; and
2. Agrees to comply with all conditions and requirements set forth in the Master Agreement, project-specific Program Supplements, and applicable statues, regulations and guidelines for all State-funded transit projects.

Regularly passed and adopted this 2<sup>nd</sup> day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting General Manager/CEO

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

SUBJECT: **AUTHORIZATION TO FILE CLAIMS AND RECEIVE FUNDS FOR LIFELINE  
TRANSPORTATION PROGRAM PROJECTS, AND TO ENTER INTO AGREEMENTS  
WITH CITY PROJECT SPONSORS FOR PASS-THROUGH PROJECTS**

**ACTION**

Staff proposes the Board:

1. Authorize the Acting General Manager/CEO, or his designee, to file claims to receive a total of \$1,748,570 in Lifeline Transportation Program (LTP) Cycle 6 grant funds from the Metropolitan Transportation Commission (MTC), which include the following amounts:
  - a) \$553,820 in State Transit Assistance (STA) funds for operating support of the expanded portion of Route 17 and for SamCoast; and
  - b) \$1,194,750 in STA funds for four LTP pass-through projects; and
2. Authorize the Acting General Manager/CEO, or his designee, to enter into Memoranda of Understanding with the Cities of San Mateo, Menlo Park, Daly City, and South San Francisco for the San Mateo County Transit District (District) to pass through funding to implement one LTP project in each of the four cities; and
3. Authorize the Acting General Manager/CEO, or his designee, to take such further actions as may be necessary to give effect to the resolution.

**SIGNIFICANCE**

The City/County Association of Governments of San Mateo County (C/CAG) has recommended LTP funds be awarded to the District for the continuation of the expanded fixed-route service on Route 17 and SamCoast demand-responsive service.

C/CAG is also requesting the District file claims and pass-through STA funds that have been programmed for four LTP project sponsors that cannot apply for STA funds directly. The following is a list of the LTP projects, and the total amount of funding C/CAG is allocating to support each project:

**District Projects**

Project	Total Lifeline Funds
Operating Support for Expanded Portion of SamTrans Route 17	\$374,000
Operating Support for SamCoast	179,820
<b>Total District Projects</b>	<b>\$553,820</b>

**Pass-Through Projects**

Agency	Project	Total Lifeline Funds
City of San Mateo	Get Around Service for Seniors	\$320,000
City of Menlo Park	Menlo Park Crosstown Shuttle	500,000
City of South San Francisco	Enhanced outreach efforts of the Free South City Shuttle Program	80,000
City of Daly City	Daly City Bayshore Shuttle	294,750
<b>Total Pass-Through Projects</b>		<b>\$1,194,750</b>
<b>Total District and Pass-Through Project LTP Funds</b>		<b>\$1,748,570</b>

**BUDGET IMPACT**

LTP Cycle 6 is a two-year funding program. Half of the proposed funds are being recommended for inclusion in the Fiscal Year (FY) 2022 Operating Budget. The remaining funds will be recommended for inclusion in the FY 2023 Operating Budget.

**BACKGROUND**

MTC established the LTP to fund projects that result in improved mobility for low-income residents in the San Francisco Bay Area. The program is administered by the congestion transportation agencies in each county. In San Mateo County, the program is administered by C/CAG.

The expanded SamTrans service on Route 17 proposed for funding provides an extension to Montara, additional service in the peak commute period, additional Sunday service with the Montara extension, extended evening operating hours seven days a week, and peak hour trips to Pescadero. SamCoast is a demand-responsive service open to the general public on the Coastside of San Mateo County around Pescadero.

The proposed pass-through agencies will use their LTP funds to provide local community shuttle service along with outreach efforts associated with shuttle services.



The District has filed funding applications to disburse funding for San Mateo County LTP project sponsors and entered into Memoranda of Understanding with project sponsors in prior LTP funding cycles. The District will deduct \$6,000 from each pass-through project's STA funds (\$24,000 total) to cover the District's administrative costs.

**STRATEGIC INITIATIVE**

- Priority 2: Strengthen Fiscal Health
- Goal 3: Implement existing and new best practices.

Prepared By: Rebecca Arthur, Senior Grants Analyst

650-508-6368

RESOLUTION NO. 2021 –

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

\* \* \*

**AUTHORIZING FILING CLAIMS AND RECEIVING FUNDS FOR LIFELINE TRANSPORTATION PROGRAM PROJECTS, AND ENTERING INTO AGREEMENTS WITH PROJECT SPONSORS**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program (LTP) to assist in funding projects that 1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, 2) are developed through a collaborative and inclusive planning process, and 3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

**WHEREAS**, MTC has adopted principles, pursuant to MTC Resolution No. 4309, to guide implementation of the LTP for two-year periods, and has designated the Congestion Management Agency in each of the nine bay area counties to help with recommending project selections and project administration; and

**WHEREAS**, the City/County Association of Governments of San Mateo County (C/CAG) has been designated by MTC to assist with the LTP in San Mateo County (County); and

**WHEREAS**, C/CAG conducted a competitive call for projects for LTP in the County; and

**WHEREAS**, the San Mateo County Transit District (District) submitted two projects in response to the competitive call for projects; and

**WHEREAS**, the Cities of San Mateo, Menlo Park, South San Francisco, and Daly City (Cities) each submitted projects in response to the competitive call for projects; and

**WHEREAS**, C/CAG has confirmed that the District's and the Cities' proposed pass-through projects, described more fully on Attachment A to this Resolution, attached to and incorporated herein, are consistent with the LTP goals as set out in MTC Resolution No. 4309, and recommends that they are funded in part under the LTP; and

**WHEREAS**, the District agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the LTP, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4309; and

**WHEREAS**, the District has been informed that the Cities also agree to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the LTP, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4309; and

**WHEREAS** the District and Cities certify that the projects and purposes for which funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and, if relevant, the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

**WHEREAS**, there is no legal impediment to the District and the Cities making the funding request; and

**WHEREAS**, there is no pending or threatened litigation which might in any way adversely affect the ability of the District to deliver the proposed projects for which funds are being requested.

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

1. Authorizes the Acting General Manager/CEO, or his designee, to file claims to receive a total of \$1,748,570 in Lifeline Transportation Program (LTP) grant funds from the Metropolitan Transportation Commission, which include the following amounts:

- a) \$553,820 in State Transit Assistance (STA) funds for operating support of the expanded portion of SamTrans Route 17 and for SamCoast; and
- b) \$1,194,750 of STA funds for the four LTP pass-through projects described above and on Attachment A; and

2. Authorizes the Acting General Manager/CEO, or his designee, to enter into Memoranda of Understanding with the Cities to pass through funding to implement four LTP projects in San Mateo County, and to disburse the pass-through funding, minus administrative costs of \$6,000 per project: and

4. Authorizes the Acting General Manager/CEO, or his designee, to take such further actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of June 2021 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

**ATTACHMENT A**  
**Lifeline Transportation Program Cycle 6 Projects**

<b>District Projects</b>	<b>Total Lifeline Funds</b>
Operating Support for Expanded Portion of SamTrans Route 17	\$374,000
Operating Support for SamCoast	179,820
<b>Total District Projects</b>	<b>\$553,820</b>

<b>Agency (Pass-Through Recipient)</b>	<b>Project</b>	<b>Total Lifeline Funds</b>
City of San Mateo	Get Around Service for Seniors	\$320,000
City of Menlo Park	Menlo Park Crosstown Shuttle	500,000
City of South San Francisco	Enhanced outreach efforts of the Free South City Shuttle Program	80,000
City of Daly City	Daly City Bayshore Shuttle	294,750
<b>Total Pass-Through Projects</b>		<b>\$1,194,750</b>
<b>Total SamTrans and Pass-Through Project LTP Funds</b>		<b>\$1,748,570</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **ADOPTION OF FINANCIAL RESERVE POLICY**

**ACTION**

Staff proposes that the Board approve a proposed Financial Reserve Policy consisting of:

1. Creation and maintenance of an Operating Reserve of three months of budgeted operating expenses, which equates to 25% of annual operating costs.
2. Creation of a Sales Tax Stabilization Reserve of 10-35% to be accumulated over time in anticipation of periodic decreases in sales tax revenues.

**SIGNIFICANCE**

The San Mateo County Transit District (District) currently does not have a financial reserve policy to ensure the agency can withstand major economic disruptions (from situations like the Covid-19 pandemic or a natural disaster), unanticipated expenditure demands (such as unanticipated fuel cost increases or liability claims) or revenue shortfalls.

*Operating Reserve*

Under the proposed policy, the District will endeavor to maintain a minimum of three months' budgeted operating expenditures (which is equal to 25% of annual budgeted operating expenses) in an unrestricted fund. Of note, an initial draft of the proposed policy was presented at the District's May 5, 2021 Finance Committee meeting. Based on Board of Directors input, the policy has been revised to increase the proposed Operating Reserve from the two months' of budgeted operating expenses to three.

The Operating Reserve would accommodate normal fluctuations in the timing of revenues and unforeseen operational costs. The proposed Operating Reserve level is consistent with the minimum amount recommended by the Government Finance Officers Association. To the extent that Operating Reserve balances are utilized in a given fiscal year, causing the Operating Reserve balance to fall below the required

level, Finance Department staff will work with the District's Executive Team to consider budgeting for the replenishment of the Operating Reserve in the following fiscal year.

#### *Sales Tax Stabilization Reserve*

Under the proposed policy, the District would endeavor to maintain a minimum of 10% of total annual sales tax revenues as a Sales Tax Stabilization Reserve. The purpose of this reserve is to mitigate the potential impact of the volatility of sales tax revenues, which are relied upon to support service levels and the District's operating and capital budgets.

In the first year after the adoption of this policy, District Finance staff would propose a budget with sufficient contributions to meet the 10% minimum funding level. In succeeding years, District Finance staff would propose additional contributions of at least 5% of tax revenues, up to a cumulative maximum Sales Tax Stabilization Reserve amount of the greater of (a) 35% or (b) an amount equal to the highest sales tax revenue decrease measured over a two-year period from the preceding revenue peak, as observed over the preceding twenty years.

Draws upon the Sales Tax Stabilization Reserve would be utilized during development of the annual operating and capital budgets if sales tax revenues are projected to decline in the upcoming year. In the event sales tax revenues received for a fiscal year are in excess of the amount budgeted, and the District has an operating surplus for that fiscal year, up to a maximum of 10% of the actual sales tax revenues represented in the excess funds would be transferred to the District's Sales Tax Stabilization Reserve fund.

### **BUDGET IMPACT**

#### *Operating Reserve*

The proposed Fiscal Year (FY) 2022 Operating Budget for the District includes revenues of \$260.1 million and expenses of \$166.1 million. The proposed Operating Reserve Policy would require that a reserve of at least 25 percent, or \$41.5 million, remain unspent to accommodate normal fluctuations in the timing of revenues and unforeseen operational costs.

#### *Sales Tax Stabilization Reserve*

The District's proposed FY 2022 Operating Budget includes total sales tax revenues of \$142.1 million. The proposed Sales Tax Stabilization Reserve would require the District to reserve 10%, \$14.2 million, which amount will be set aside in the Proposed Operating Budget.

Both the Operating Reserve and Sales Tax Stabilization Reserve amounts could be funded with \$30.2 million in projected surplus revenues in FY 2022 and \$25.5 million to be carried over from prior year reserves.



**BACKGROUND**

To ensure the District adequately plans for future economic fluctuations, while also putting tax revenues to use serving the public, staff recommends the Board formally establish and maintain a prudent level of financial resources to protect District stakeholders from revenue shortfalls during recessions and losses from extreme events such as the Covid-19 pandemic. The reserve funds will guard against service disruption in the event of unexpected temporary revenue shortfalls or unpredicted one-time expenditures. In addition, this policy is intended to document the appropriate reserve levels required to protect the District’s credit worthiness. Furthermore, reserves will generate investment income, thereby diversifying the District’s revenue streams.

Adopting a reserve policy is a fiscally prudent step which many transit agencies have taken, including the Peninsula Corridor Joint Powers Board (adopted in September 2017), Santa Clara Valley Transportation Agency and Alameda-Contra Costa Transit District. Establishment of an Operating Reserve is a best practice as recommended by the Government Finance Officers Association.

Prepared By: Grace Martinez, Deputy CFO  
Derek Hansel, Chief Financial Officer

650-508-6274  
650-508-6466

**RESOLUTION NO. 2021-**  
**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT**  
**STATE OF CALIFORNIA**

\* \* \*

**ADOPTING A FINANCIAL RESERVE POLICY**

**WHEREAS**, the San Mateo County Transit (District) Board of Directors (Board) desires to establish a policy that requires the agency to maintain a prudent level of operating reserves to ensure that sufficient funds are available in the event of either unavoidable expenditure needs or unanticipated revenue shortfalls; and

**WHEREAS**, these funds are to remain unappropriated for any operating or capital use except to meet emergency needs that cannot be funded from any other source; and

**WHEREAS**, after reviewing the reserve policies from similar agencies, as well as the District's financial areas of vulnerability, staff has prepared and recommends the Board adopt the Financial Reserve Policy set forth in Attachment A, which includes an Operating Reserve of three months of budgeted operating expenses, which equates to 25% of annual operating costs, and a Sales Tax Stabilization Reserve of 10-35% to be accumulated over time in anticipation of periodic decreases in sales tax revenues.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby adopts the Financial Reserve Policy set forth in Attachment A.

Regularly passed and adopted this 2nd day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

## ATTACHMENT A

### SAN MATEO COUNTY TRANSIT DISTRICT

#### RESERVE POLICY

##### **I. PURPOSE**

This Reserve Policy of the San Mateo County Transit District (“District”) is intended to provide guidelines to establish reserve targets and ensure that sufficient financial resources are maintained for unanticipated expenditures or revenue shortfalls of the District. This policy is also intended to preserve flexibility throughout the fiscal year to make adjustments in funding for programs approved in connection with the annual operating and capital budgets.

##### **II. OBJECTIVE**

The primary objective of establishing and maintaining a Reserve Policy is for the District to be in a strong financial position that will allow for it to better weather negative economic and/or financial trends.

When assessing the creditworthiness of the District (and any other governmental agency), all credit rating agencies monitor levels of fund balance and unrestricted fund balance in a government’s operating fund. These rating agencies typically look favorably upon adoption of a formal fund balance policy, and review carefully historic use of fund balance, and the policy and practice of replenishment of fund balance when assigning ratings.

##### **III. POLICY**

###### **Definitions:**

“Fund Balance” is the difference between assets, liabilities and deferred balances of the District (also referred to as “net position”). The District’s net position has three components:

- Net Investment in Capital Assets - consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of borrowings attributable to the acquisition, construction, or improvement of those assets.
- Restricted Fund Balance - these funds have constraints placed on their use externally by creditors, grantors, contributors, or laws/regulations and are not addressed in this policy due to the nature of their restrictions.

Unrestricted Fund Balance - these funds (which will include Operating Reserve and Sales Tax Stabilization Reserve described below), are available for the ongoing operation of the District and are subject to limitations defined by this Policy.

The District intends to establish and maintain two reserves as described below:

###### **Operating Reserve:**

The District will endeavor to maintain a minimum of three months of budgeted operating

## **ATTACHMENT A**

expenditures, or 25%, in the unrestricted fund balance. The unrestricted fund balance shall remain unspent and shall serve as the Operating Reserve in order to accommodate normal fluctuations in the timing of revenues and unforeseen operational costs. The Government Finance Officers Association best practice recommends a minimum of two months or 16.67%, reserve for available working capital. To the extent that Operating Reserve balances are utilized in a given fiscal year such that the Operating Reserve balance falls below this level, Finance Department staff will work with the District's Executive Team to consider budgeting for the replenishment of the Operating Reserve in the following fiscal year.

### **Sales Tax Stabilization Reserve:**

The District will endeavor to maintain a minimum of 10% of total annual sales tax revenues as a Sales Tax Stabilization Reserve. The purpose of this reserve is to mitigate the potential impact of the volatility of sales tax revenues on service levels and on the District's operating and capital budgets. In the first year after the adoption of this policy, District Finance staff shall propose an annual budget including funds to establish the Sales Tax Stabilization Reserve at its minimum level. In succeeding years, District Finance staff shall propose an annual budget that contributes another 5% of sales tax revenues to the Sales Tax Stabilization Reserve, up to the maximum Sales Tax Stabilization Reserve amount. The maximum reserve amount will be the greater of (a) 35% or (b) an amount equal to the highest sales tax revenue decrease measured over a two-year period from the preceding revenue peak, as observed over the preceding twenty years.

Draws upon the Sales Tax Stabilization Reserve can be utilized during the development of the annual operating and capital budgets if sales tax revenues are projected to decline in the following year. In the event sales tax revenues received for a fiscal year are in excess of the amount budgeted, and the District has an operating surplus for that fiscal year, the excess shall be transferred to the District's Sales Tax Stabilization Reserve fund, subject to a cap of 10% of the actual sales tax revenues for the subject year.

## **IV. PROCEDURES**

1. Available resources (as determined annually through the closing of the financial records and development of the next year's budget) will be used as a basis for funding the Operating Reserve and Sales Tax Stabilization Reserve targets. These available resources or available fund balances are generally one-time in nature as they are derived from one-time revenues or one-time expenditure savings. The Operating and Sales Tax Stabilization Reserve targets will be set annually based upon financial elements of the Annual Budget.

The annual calculation of the maximum reserve amount in the Sales Tax Stabilization Reserve is illustrated in Exhibit A.

2. An amount equal to three months of operating expenses, or 25% of annual operating expenditures, and 10% of annual sales tax revenues are expected to remain in the unassigned fund balance for the Operating Reserve and Sales Tax Stabilization Reserve, respectively.

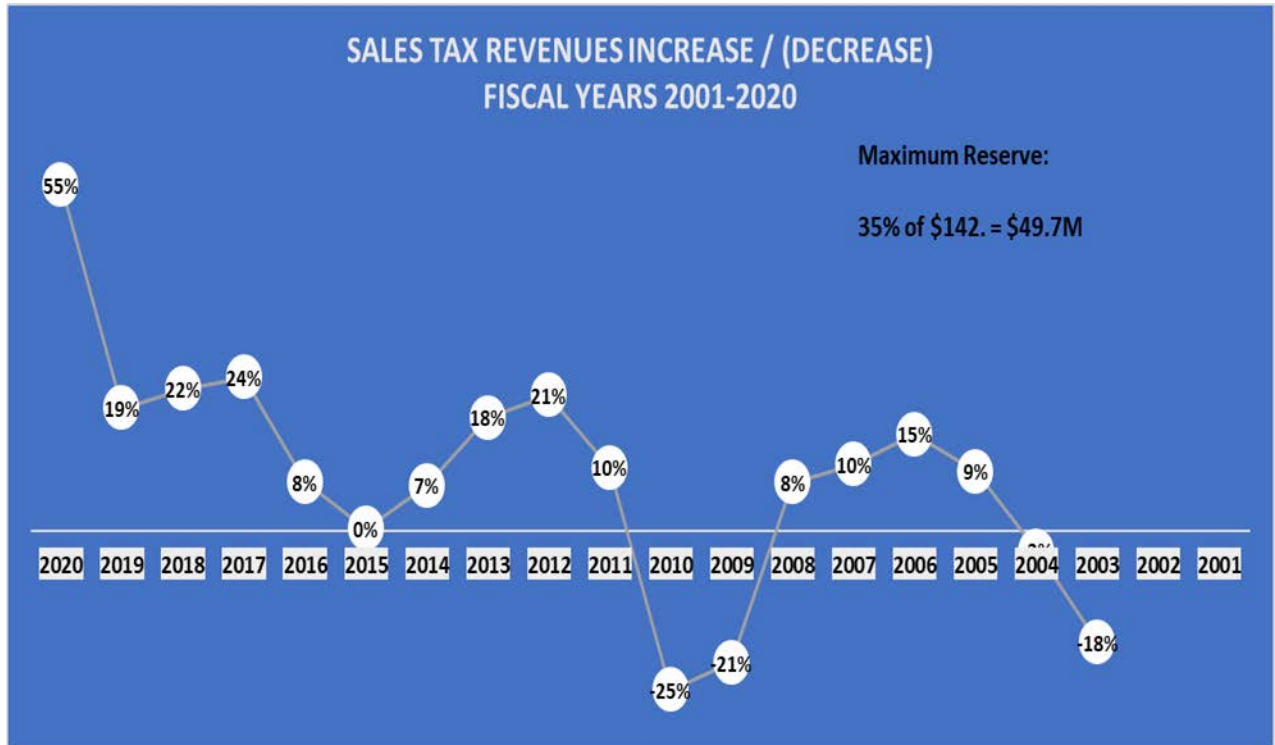
**ATTACHMENT A**

3. Available fund balances shall not be used for ongoing operating expenditures, unless a determination has been made that available balances are in excess of required guidelines and that plans have been established to address any future operating and capital budget shortfalls.

**ATTACHMENT A**

Exhibit A

Illustration of Maximum Amount in Sales Tax Stabilization Fund





BOARD OF DIRECTORS 2021

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## MEMORANDUM

### **BOD ITEM #7 JUNE 2, 2021**

**Date:** May 26, 2021  
**To:** SamTrans Board of Directors  
**From:** Carter Mau, Acting General Manager/CEO  
**Subject:** General Manager/CEO Report

### **10-months Ended April 2021 Summary**

---

As the COVID-19 pandemic winds down, SamTrans is gearing-up for a return to normal operations. Administrative/Non-bargaining Unit employees who work at the Central Administration building are scheduled to return to the office with a hybrid schedule starting on Tuesday, June 1, 2021.

Fixed-route bus service is operating at approximately 83 percent of the pre-COVID level. Staff is working on plans for the August service changes including service to schools for the start of next school year. There are minimal complaints about pass-ups and crowding on buses; SamTrans deploys "Tripper" buses to mitigate overcrowding. Approximately four to five buses are used each day to address higher occupancy routes such as route ECR. This may change as the State re-opens on June 15, 2021.

SamTrans continues to provide free trips for people getting their COVID-19 vaccination. To date, SamTrans has provided approximately 620 free bus trips and 180 free ADA Paratransit trips. The number of free trips on fixed route bus service diminished from an average of eight vaccination trips per day, to three trips per day, throughout the 7 days a week.

During the month of April, more San Mateo County schools transitioned to limited or hybrid in-person learning and SamTrans received several requests from schools for transportation throughout the month. SamTrans completed two service revisions in April to accommodate requests for service. At present, 47 daily trips are provided to support transportation to 15 schools in San Mateo County. These services are prioritized to serve students on the highest need routes. All other community routes remain suspended through the end of the school year (mid-June).



**COVID-19 Update**

There were no COVID-19 positive cases reported in the month of April from District or contractor employees. The last positive case for the District was February 18, 2021 and for contractors it was February 26, 2021.

**Runbook 135**

Runbook 135 service changes go into effect June 20, 2021. The service changes include:

- Time adjustments on Route 280 to better connect with VTA routes.
- Time adjustments on Route 286 to better connect with Caltrain at Menlo Park.
- School related service on community routes has been removed for the summer.

**Cloud-based Transit Signal Priority (iTSP)**

SamTrans Staff, in partnership with Sustainable Silicon Valley and C/CAG, are launching a six-month pilot of iTSP, otherwise known as cloud-based transit signal priority, for Route 281 on University Avenue in East Palo Alto, beginning in July. This pilot provides an opportunity to test a new type of transit priority technology and to learn about its functionality and potential travel time savings for SamTrans in a heavily congested corridor.

SamTrans recently installed TSP on the El Camino corridor using traditional radio-based technology. The Board will receive an update on its functionality at the July meeting. iTSP is distinct from traditional radio-based TSP in that the traffic signals are networked together, enabling real-time monitoring and management of the system from a cloud-based platform, without the need for installing specialized hardware at intersections. The system relies on buses having a cellular connection; the project includes installing a temporary cellular connection device on up to 40 SamTrans buses for the duration of the pilot.

This pilot provides a unique opportunity to understand the impacts of traffic congestion using modern technology on a heavily congested corridor in one the communities of highest needs. The pilot project is funded entirely by CCAG with no cost to SamTrans.

**Human Capital Investment**

	<u>April 2021</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	904	113	6,999	875	16,296	2,037
New fleet/route orientation	0	0	0	0	317	40
VTT/DMV mandated training	128	16	2,244	281	2,698	337
Bus Operator retraining	170	21	1,936	242	1,903	238
Maintenance training	200	25	3,029	378	5,329	666
CPR/AED/First Aid/BST/Other	<u>2</u>	<u>0</u>	<u>138</u>	<u>17</u>	<u>244</u>	<u>31</u>
Total Hours	1,404	176	14,346	1,793	26,787	3,348

Training Class #166 started on April 14. There are 7 Trainees. Graduation is scheduled for June 25, 2021.

Training hosted a regional Transportation Safety Institute course “Advanced Problems in Bus Collision Investigation” April 19 – April 23. Seven SamTrans employees received certification from the program:

1. Roderick Sims
2. Telmo Hernandez
3. Felipe Pansoy
4. Omar Brown
5. Wellington Draper
6. Isaac Creswell
7. Kelley Shanks

### **SamTrans Operation Safety (S.O.S.)**

This month’s Safety Campaign focuses on preventing rear-end collisions. Working in collaboration with the Training Department to prepare a new safety campaign with emphasis on highlighting positive safety behaviors to reduce accidents. Safety messages are displayed on the base monitors and Supervisors are meeting with drivers to talk about safety.

S.O.S. Suggestion Boxes are at each base for Bus Operators to submit issues or concerns. The S.O.S. Supervisor from each base will address those concerns that need immediate attention each week and will report their findings at the monthly S.O.S. meeting.

### **SamTrans riders have one more contactless payment option**

**Clipper mobile app** on iPhone was launched on April 15 and the app for Android was launched on May 19. Customers can manage their Clipper account, plan their trips and also use their smartphone with an NFC app (Near-Field Communication) enabled to pay for their fares on any of the 24 transit agencies in the Bay Area. For more details about how to use the Clipper app, visit [www.clippercard.com](http://www.clippercard.com). The Metropolitan Transportation Commission (MTC) operates the Clipper system on behalf of the region’s transit agencies.



**BOARD OF DIRECTORS 2021**

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PETER RATTO, VICE CHAIR  
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CAROLE GROOM  
ROSE GUILBAULT  
RICO E. MEDINA  
DAVE PINE  
JOSH POWELL

CARTER MAU  
ACTING GENERAL MANAGER/CEO

**A G E N D A**

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

**WEDNESDAY, JUNE 2, 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 May 5, 2021

**INFORMATIONAL**

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

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

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
MAY 5, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

## **1. CALL TO ORDER**

Committee Chair Rose Guilbault called the meeting to order at 2:20 pm.

## **2. PROCLAMATION DECLARING MAY AS OLDER AMERICANS MONTH**

Committee Chair Guilbault read the proclamation and introduced Michael Mau, San Mateo County Committee on Aging, who accepted the proclamation.

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: Groom

## **3. APPROVAL OF MINUTES OF COMMITTEE MEETING OF APRIL 7, 2021**

Motion/Second: Stone/Pine

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

Noes: None

Absent: Groom

## **4. ACCESSIBLE SERVICES UPDATE**

Tina Dubost, Manager, Accessible Transit Services, thanked the Planning department for their efforts on Reimagine SamTrans.

## **5. PARATRANSIT COORDINATING COUNCIL UPDATE**

Ben McMullan, PCC Chair, said the PCC had a successful retreat last month. He said they would be adopting their work plan at their next meeting on May 11.

## **6. CITIZENS ADVISORY COMMITTEE UPDATE**

John Baker, Chair, Citizens Advisory Committee, provided a brief summary of the April 28 meeting.

## **7. MOBILITY MANAGEMENT REPORT – BUS SIMULATOR**

David Olmeda, Chief Operating Officer/Bus, expressed his thanks to staff for building the project, which provides training for bus operators.

David Harbour, Director, Bus Maintenance, provided the presentation.

Chair Stone said the project would enable drivers to learn in the safest way possible.

Director Jeff Gee said he wanted to add the directors to the audience for the new bus simulator.

Committee Member Peter Ratto noted the advanced sophistication of the new project.

Director Dave Pine asked if the simulator would need to be adjusted when driving an electric bus. Mr. Harbour said that the manufacturer, FAAC, is working on the necessary adjustments, such as regenerative braking versus applied braking.

Committee Chair Guilbault asked how often the simulator is used. Mr. Harbour said both new and experienced operators use it. He said it is used on a case-by-case basis, such as for return to work after a leave of absence.

## **8. MONTHLY PERFORMANCE REPORT – MARCH 2021**

Mr. Olmeda said the report is in the packet. He said that while the recovery from COVID is happening more slowly than predicted, key performance statistics are trending in a positive direction.

## **9. ADJOURN**

The meeting adjourned at 2:55 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau  
Acting General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

The PCC and the PAL meet monthly (except for August).

In April the PCC held a biennial retreat. Minutes from the retreat are not available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No Additional Information.

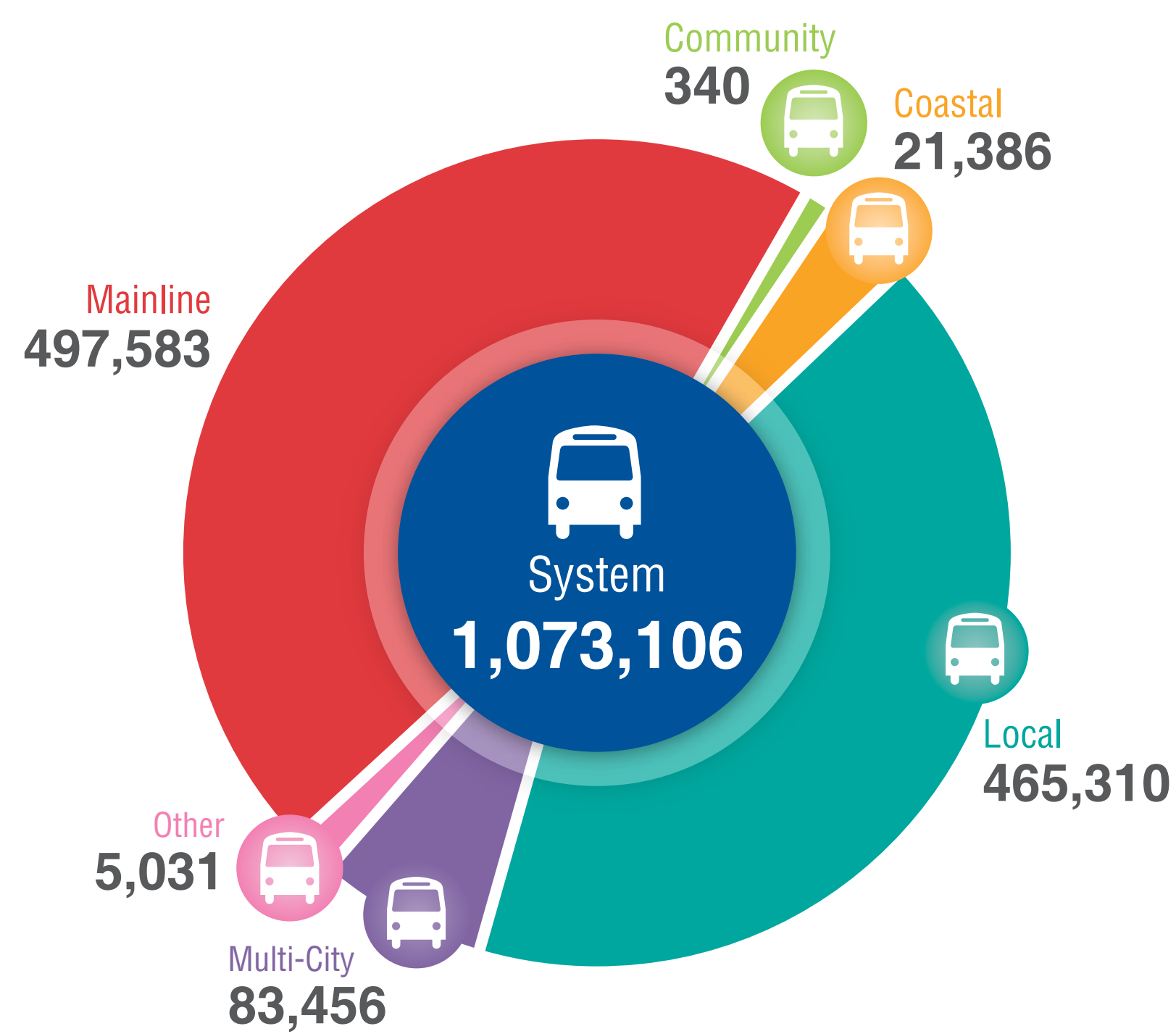
Prepared By: Tina Dubost, Accessible Transit Services 650-508-6247  
Project Manager: Tina Dubost, Manager, Accessible Transit Services 650-508-6247



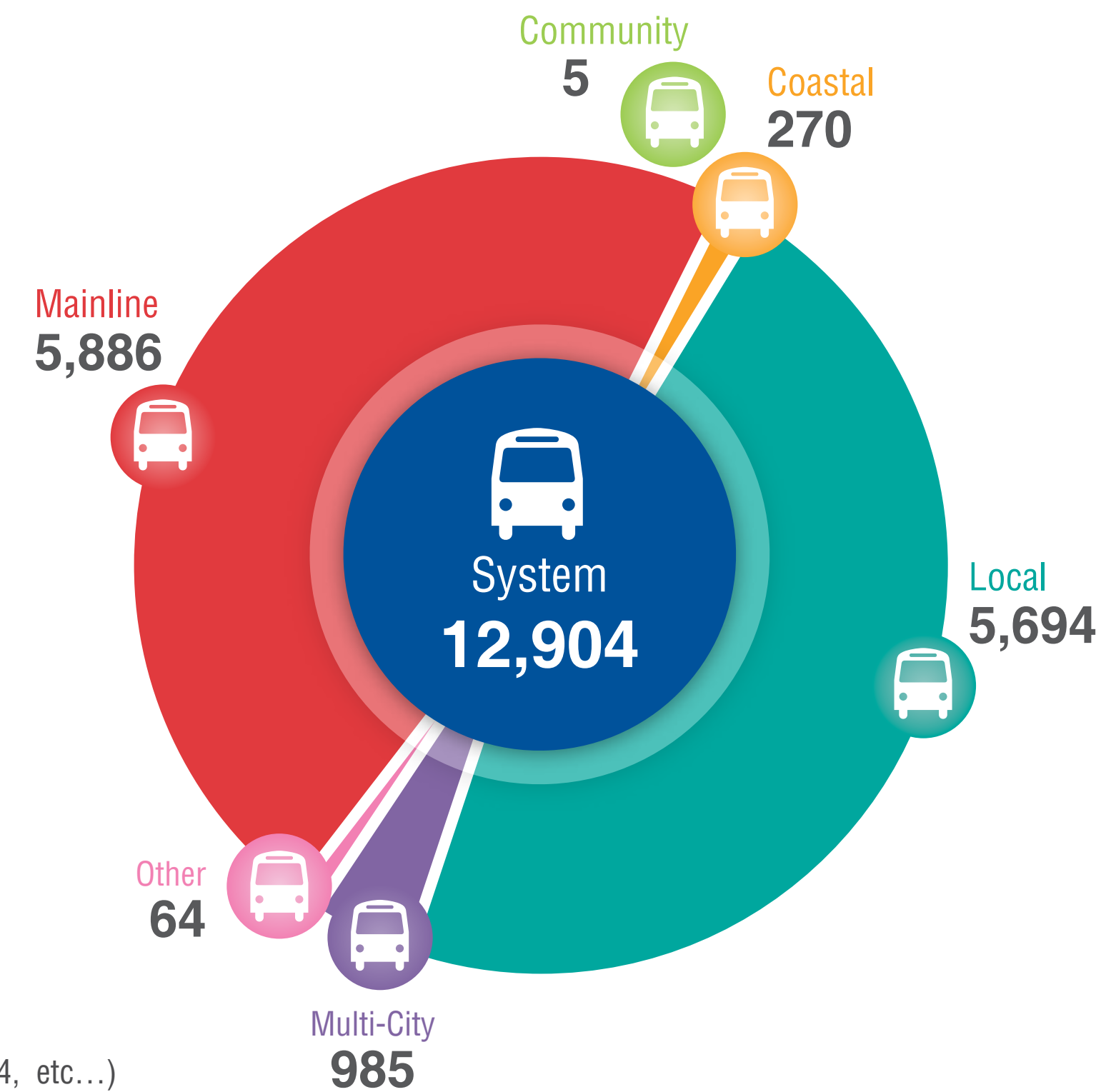
# FY21 SamTrans Service Statistics

## Quarterly Report (Jan-Mar)

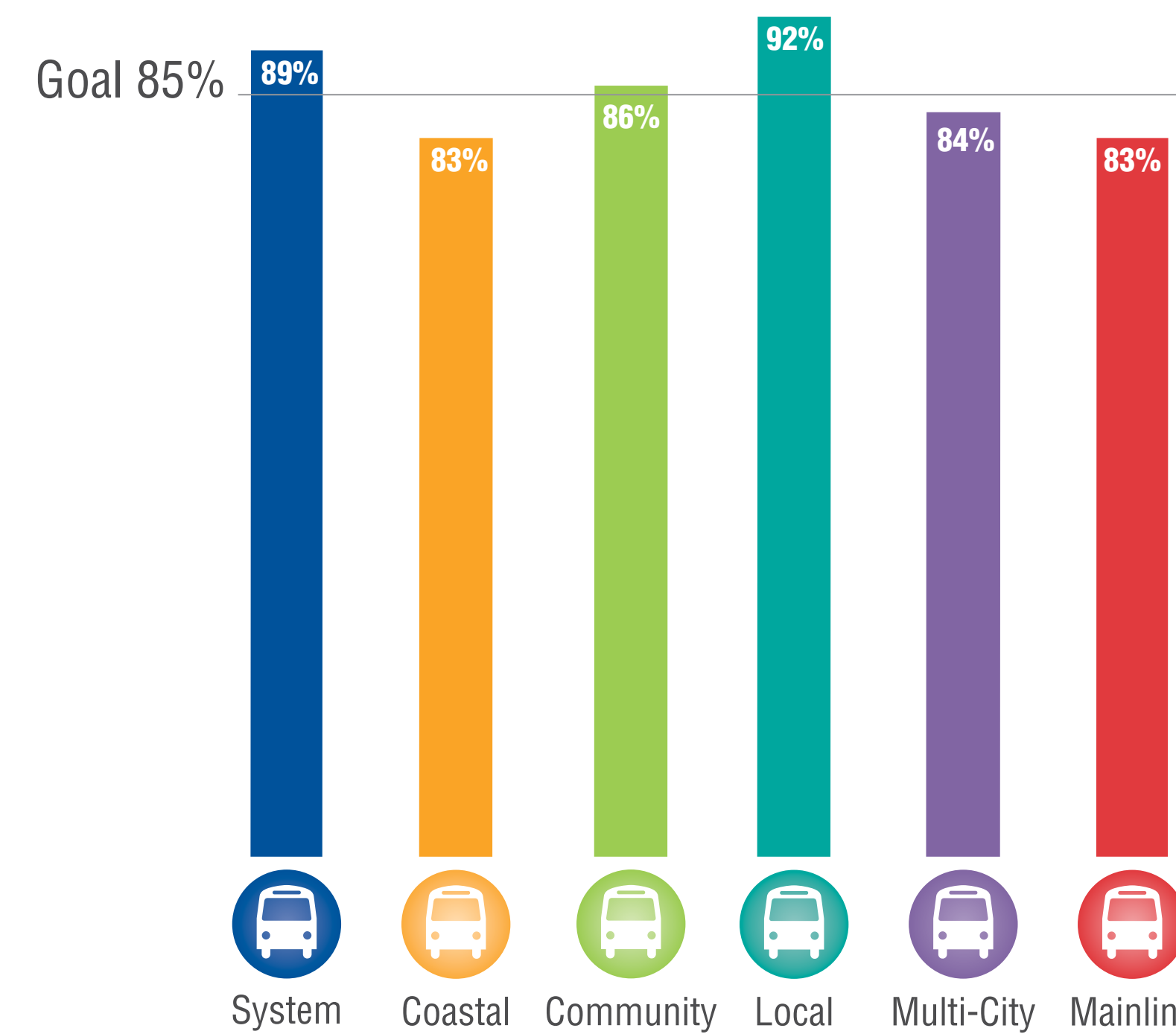
### TOTAL PASSENGERS



### AVERAGE WEEKDAY RIDERSHIP



### WEEKDAY ON-TIME PERFORMANCE



### WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



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

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

### TOTAL MILES TRAVELED



### PREVENTABLE ACCIDENTS



### MILES BETWEEN PREVENTABLE ACCIDENTS



### SERVICE CALLS



### MILES BETWEEN SERVICE CALLS



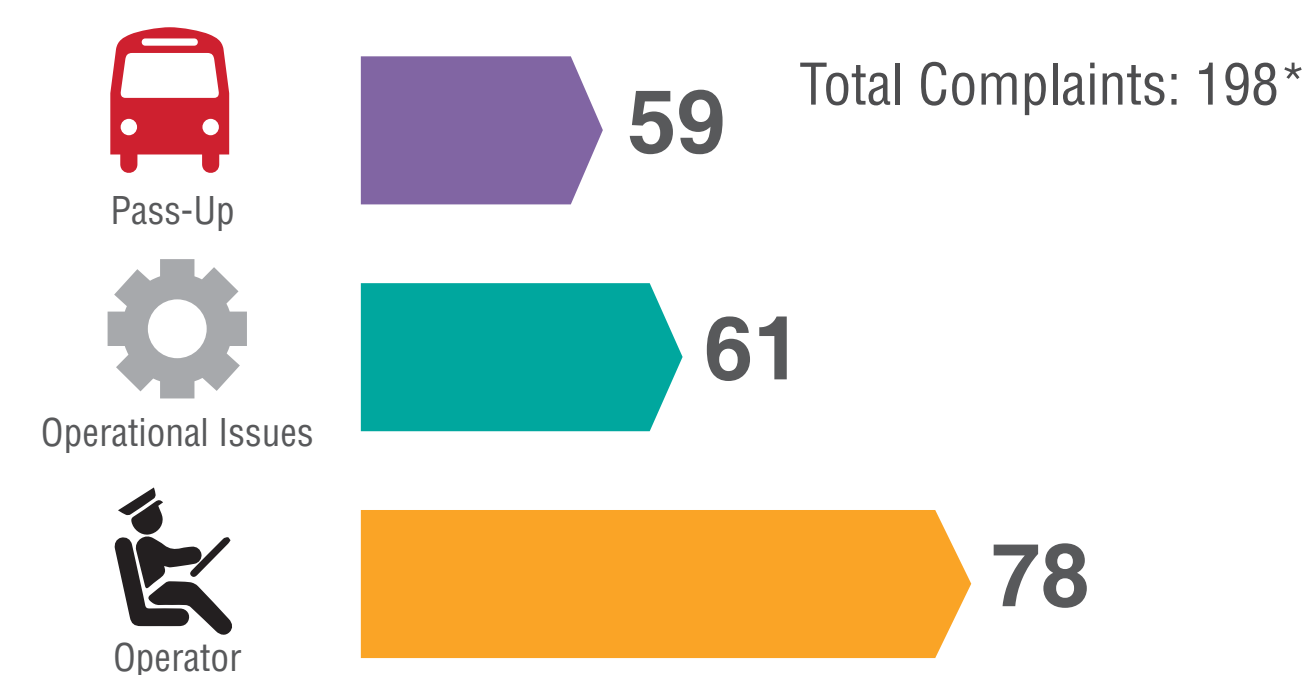
### DID NOT OPERATE



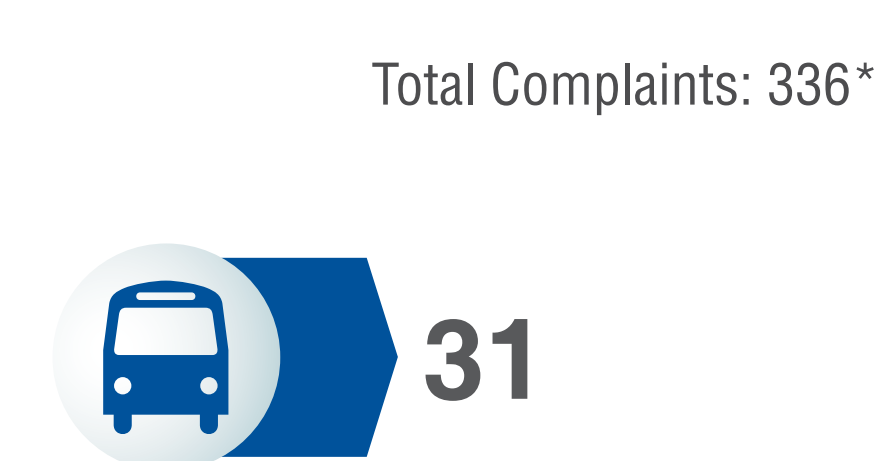
### DID NOT OPERATE/100,000 Bus Trips



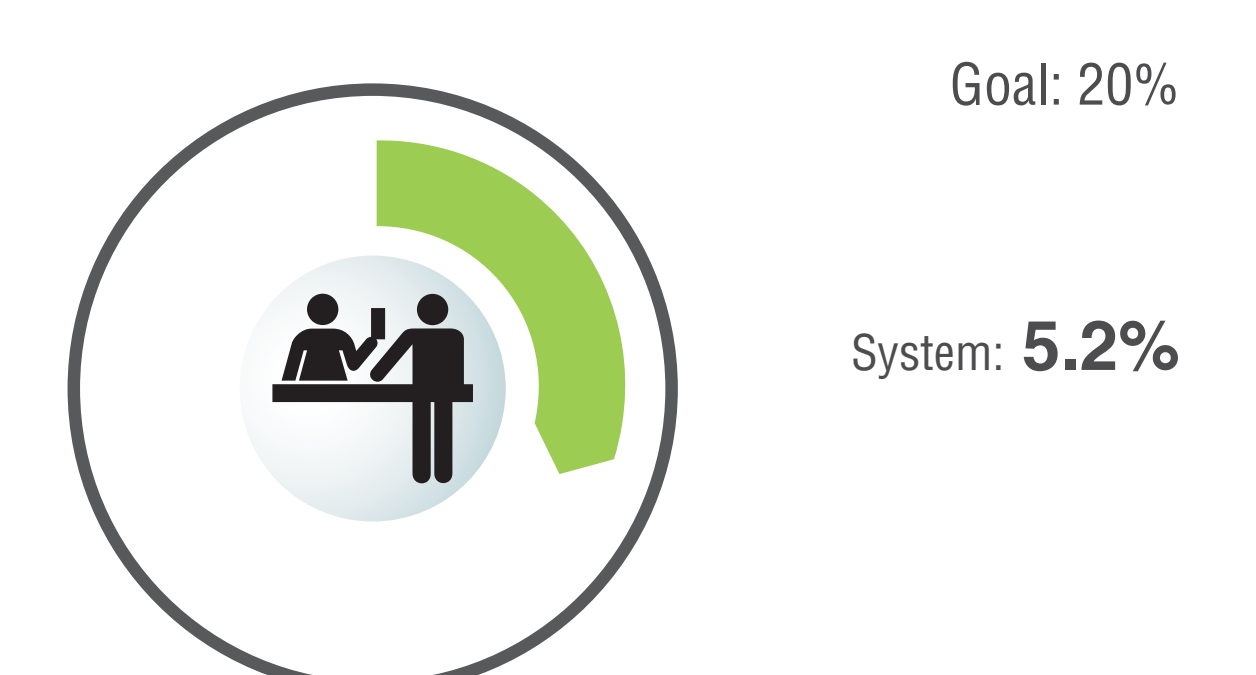
### TOP 3 COMPLAINTS



### COMPLAINTS/100,000 Boardings



### FAREBOX RECOVERY RATIO



\*Number represents the total number of complaints received and does not assess the validity of the complaints.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau  
Acting General Manager/CEO

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

SUBJECT: **MONTHLY PERFORMANCE REPORT | APRIL 2021**

**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. As of May 12, 2021, San Mateo County is in the yellow tier.

**SamTrans:** Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 90.0 percent in the month of April 2021 compared to April 2020. Similarly, the total monthly ridership increased by 93.9 percent.

When comparing April 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions, ridership for all SamTrans modes is 67.7 percent lower, but continues to increase.

**Caltrain:** Average weekday ridership increased by 203.0 percent in the month of April 2021 compared to April 2020. Similarly, the total monthly ridership increased by 220.0 percent.

When comparing April 2021 to pre-pandemic ridership levels, using the same methodology as when we compare Samtrans ridership for Caltrain is 93.0 percent lower, ridership continues to improve on Caltrain as well.

While both SamTrans and Caltrain ridership continue to feel the effects of the pandemic, ridership has improved since the April 2020, the first full month of pandemic related restrictions in which we saw the lowest ridership for both systems. Both agencies have worked hard to ensure essential service needs are met and continue to gain back ridership.

***Other SamTrans' Key Performance Indicators:***

In the month of April 2021, there were nine preventable accidents, an increase of two accidents compared to April 2020. The goal is to have one or fewer preventable



accidents per every 100,000 miles; in April 2021, SamTrans (including Contracted services) had 1.30 accidents per 100,000 miles.

On-Time Performance (OTP) is calculated by evaluating the time points within each route's schedules across the system inclusive of late, early, and on-time arrivals and departures. OTP for April 2021 surpassed SamTrans' OTP goal of 85.0 percent achieving 87.3 percent.

In April 2021, there were six DNOs (trips or schedules that did not operate) – three more than the previous month of March 2021, and sixteen fewer than April 2020.

### ***Ride Now Taxi Subsidy Pilot Program:***

Due to low ridership and the expiration of grant funding, the Ride Now Taxi Subsidy Pilot Program ended on Friday, April 30, 2021.

The Ride Now program offered a subsidized taxi service for seniors and people with disabilities, including existing SamTrans Redi-Wheels customers. Riders enrolled in the program paid a \$5.00 copay per one-way trip. Enrollees could take up to eight one-way trips, or four round-trips, per month with no restrictions concerning purpose or destination of their trip. Taxi trips subsidized through this program had to start and end within San Carlos, Redwood City, and North Fair Oaks.

126 individuals subscribed to the Ride Now Taxi Subsidy Pilot Program, and a total of 113 rides were provided. The average trip length for the pilot program was 2.36 miles.

Through this pilot Program, SamTrans staff learned the benefits and challenges of on-demand taxi service and will utilize these findings to replicate the benefits of the program in other areas. For example, Ride Now customers indicated that the main benefit of the program was the availability to obtain same-day service. Going forward, staff will support the procurement of paratransit software that will enable and administer same-day paratransit service.

### ***Shuttles Ridership:***

Caltrain is no longer subsidizing the Stanford Marguerite Shuttles as of January 2021 due to the loss of BAAQMD (Bay Area Air Quality Management District) funds; consequently, the Stanford Marguerite ridership numbers have been removed from the Shuttle Ridership data. Furthermore, Stanford Marguerite ridership numbers was removed from January through March 2021 to represent the end of the subsidy period for the Stanford shuttles (through December 2020). The year-to-date ridership numbers for Shuttles have been updated in the tables below to reflect that change.

All data shown in this report is current as of May 15, 2021.

**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	Apr-19	Apr-20	Apr-21	% $\Delta^1$	YTD FY19	YTD FY20	YTD FY21	% $\Delta^2$
Bus	33,332	7,426	15,057	102.8%	35,013	32,437	13,091	-59.6%
Paratransit	1,151	231	404	74.9%	1,154	970	377	-61.1%
Shuttles	11,613	897	788	-12.2%	11,372	9,923	1,132	-88.6%
<b>Total</b>	<b>46,096</b>	<b>8,554</b>	<b>16,249</b>	<b>90.0%</b>	<b>47,539</b>	<b>43,329</b>	<b>14,600</b>	<b>-66.3%</b>

SAMTRANS   Total Ridership								
Mode	Apr-19	Apr-20	Apr-21	% $\Delta^1$	YTD FY19	YTD FY20	YTD FY21	% $\Delta^2$
Bus	880,464	201,021	411,854	104.9%	8,896,588	8,163,939	3,611,862	-55.8%
Paratransit	28,896	5,936	10,617	78.9%	282,759	240,660	97,348	-59.5%
Shuttles	254,372	19,725	17,001	-13.8%	2,424,826	2,110,022	240,062	-88.6%
<b>Total</b>	<b>1,163,732</b>	<b>226,682</b>	<b>439,472</b>	<b>93.9%</b>	<b>11,604,173</b>	<b>10,514,621</b>	<b>3,949,272</b>	<b>-62.4%</b>

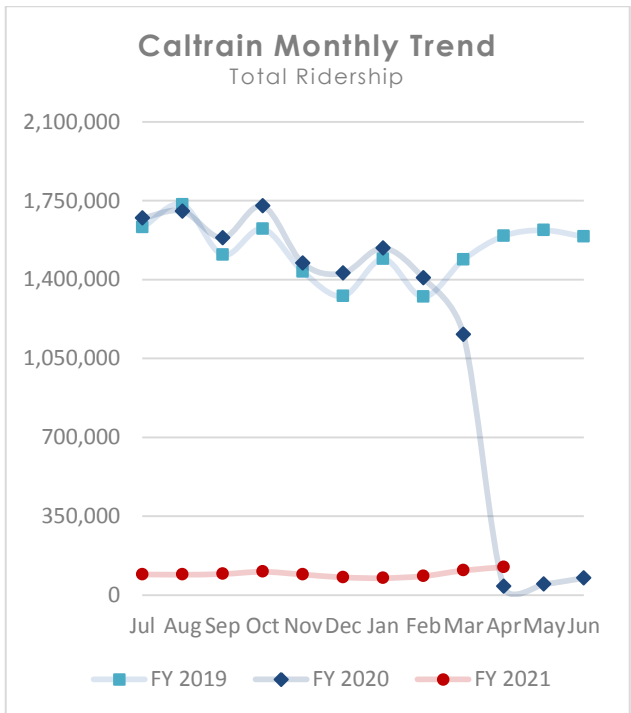
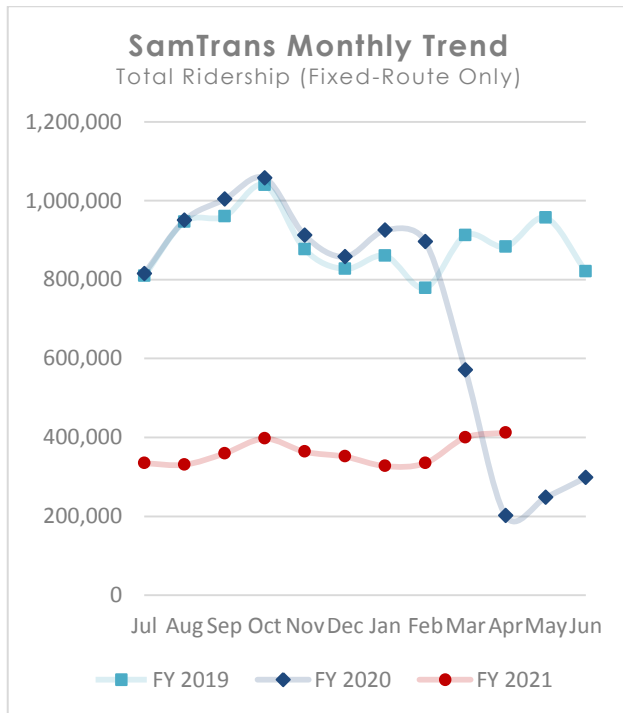
CALTRAIN   Average Weekday Ridership								
Mode	Apr-19	Apr-20	Apr-21	% $\Delta^1$	YTD FY19	YTD FY20	YTD FY21	% $\Delta^2$
Caltrain	67,728	1,547	4,688	203.0%	66,528	59,973	3,676	-93.9%

CALTRAIN   Total Ridership								
Mode	Apr-19	Apr-20	Apr-21	% $\Delta^1$	YTD FY19	YTD FY20	YTD FY21	% $\Delta^2$
Caltrain	1,593,266	38,858	124,360	220.0%	15,156,012	13,730,194	942,892	-93.1%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Apr-19	Apr-20	Apr-21	% $\Delta^1$	YTD FY19	YTD FY20	YTD FY21	% $\Delta^2$
Dumbarton	131	32	42	30.0%	128	122	46	-62.2%
BART (San Mateo County)	45,641	2,128	5,758	170.6%	45,798	38,159	4,676	-87.7%

OTHER MODES in San Mateo County   Total Ridership								
Mode	Apr-19	Apr-20	Apr-21	% $\Delta^1$	YTD FY19	YTD FY20	YTD FY21	% $\Delta^2$
Dumbarton	2,885	711	918	29.1%	27,080	25,821	9,856	-61.8%
BART (San Mateo County)	1,141,040	53,889	152,486	183.0%	11,243,350	9,333,612	1,204,151	-87.1%

**Important Notes:**  
 SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.  
 Shuttle Ridership includes SamTrans/BART Shuttles, JPB Caltrain Shuttles, and other TA Funded Shuttles.  
 BART Ridership in San Mateo County does not include Daly City BART Station.  
 % $\Delta^1$  indicates the percentage change for the month, current year to previous year.  
 % $\Delta^2$  indicates the percentage change current year to previous, Year to Date.



## FARES

SAMTRANS (BUS)   Fare Usage			
Fare Type	Apr-19	Apr-20	Apr-21
Adult	448,611	-	251,437
Youth	194,645	-	26,134
Eligible Discount	236,947	-	134,022
<b>Total</b>	<b>880,203</b>	<b>-</b>	<b>411,593</b>

This table illustrates the number of riders by fare category (does not include Dumbarton Express ridership and the rural demand-response service). **Fare collection was suspended for the month of April 2020.**

## KEY PERFORMANCE INDICATORS

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Apr-19	Apr-20	Apr-21
On-Time Performance	80.3%	89.9%	87.3%
Preventable Accidents	20	7	9
Service Calls	24	32	16
Trips Scheduled	44,439	37,567	36,141
Did Not Operate DNOs	31	22	6

**SamTrans' OTP goal is 85.0 percent.** On-Time Performance (OTP) is calculated by evaluating 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 (BUS)   Fleet Key Performance Indicators			
KPI	Apr-19	Apr-20	Apr-21
Revenue Hours (Sched.)	51,969	47,385	47,615
Revenue Miles (Sched.)	564,577	512,092	504,771
Total Fleet Miles (Actual)	807,637	709,124	691,718

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 76,858 Miles between Preventable Accidents this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	Apr-19	Apr-20	Apr-21
On-Time Performance (RW)	91.7%	97.2%	97.7%
On-Time Performance (RC)	96.9%	96.2%	94.4%
Preventable Accidents (RW)	4	1	0
Preventable Accidents (RC)	0	0	1
Service Calls (RW)	4	2	1
Service Calls (RC)	0	0	0

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 43,232 Miles between Service Calls this month.

**Notes:** KPIs include the third party contractor performance.

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

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Apr-19	Apr-20	Apr-21
Revenue Miles (RW)	222,834	50,229	92,910
Revenue Miles (RC)	40,316	3,180	17,843
Fleet Miles (RW)	205,269	42,339	106,627
Fleet Miles (RC)	31,903	2,894	18,806

RW = Redi-Wheels  
RC = RediCoast

## RIDE NOW TAXI SUBSIDY PILOT PROGRAM

RIDE NOW TAXI   Month-over-Month			
KPI	Feb-21	Mar-21	Apr-21
Number of New Subscribers	0	0	0
All Rides (One-Way)	10	13	1
Unique Riders	5	7	1
Average Trip Length (mi.)	3.1	2.2	1.1

The Ride Now Taxi Subsidy Pilot Program started on August 1, 2020.

The program offered 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. There were 126 Subscribers in the Pilot Program.

Due to low ridership and the expiration of grant funding, the Ride Now Taxi Subsidy Pilot Program ended on Friday, April 30, 2021. This section will no longer be reported in future Monthly Performance Reports.

## CUSTOMER EXPERIENCE

SAMTRANS (BUS)   Customer Experience			
KPI	Apr-19	Apr-20	Apr-21
Customer Complaints	139	67	93

The total number of complaints received for SamTrans increased from March (64) to April (93).

## COMMUNICATIONS & MARKETING

The following is a list of the Communications Division's marketing and promotional efforts in April 2021.

- **Reimagine SamTrans**
  - Community-Based Organizations (CBO), Stakeholders and General Public Outreach
  - Organic digital/social media content
  - Added multi-language videos
  - Facilitated "SamChats" episodes 6 and 7 presenting and answering public questions
  - Added customer information at bus stops and onboard visual message signs
  - Launched targeted marketing advertising
- Continued public safety messaging: Free rides to get vaccines; mandatory mask usage
- Launched Market Research school bell survey
- Highlighted the latest Runbook Service Changes 134 v. 3 and v.4
- Promoted New Clipper Mobile (iPhone, Apple Watch)
- Continued the promotion of MTC's Clipper Start program
- Press Release: "SamTrans Prepares for Students' Return to Schools"
- Press Release: "Reimagine SamTrans Seeks Public Opinion on Potential Service Changes"
- Press Release: "SamTrans to Hold Reimagine SamTrans Public Meetings"

### New Website Project Update:

Work on the new SamTrans website continued in April with developments in map displays and other readouts using our GTFS. A public user experience survey of some test designs went on in April and has so far garnered more than 100 responses. FivePaths (and InkeDesign) meet weekly with Comms staff to discuss the project. Content review of existing pages is in progress now. This process will quality check content before moving it to the new development site.

**Social Communications Followers:** Twitter: 3,800; Instagram: 1,400

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



**BOARD OF DIRECTORS 2021**

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

**A G E N D A**

**FINANCE COMMITTEE  
COMMITTEE OF THE WHOLE**

**WEDNESDAY, JUNE 2, 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 May 5, 2021
3. Adoption of Fiscal Year 2022 Operating and Capital Budgets
4. Award of Contract for the Purchase of Seven Battery Electric Buses through a Commonwealth of Virginia Cooperative Purchasing Contract and Increase the Fiscal Year 2021 Capital Budget by \$8,802,841 for a Total Capital Budget of \$20,701,363
5. Adjourn

Committee Members: Josh Powell (Chair), Jeff Gee, Rose Guilbault

NOTE:

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

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

MINUTES OF FINANCE COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
MAY 5, 2021

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

Committee Members Absent: None

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

Other Board Members Absent: Groom

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

## 1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 2:55 pm.

## 2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF APRIL 7, 2021

## 3. AWARD OF CONTRACT FOR DUMBARTON RAIL CORRIDOR PROGRAM CONSULTANT SUPPORT SERVICES

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

### Public Comment:

Roland said he felt that the region would eventually need to step in to administer the program.

The Committee approved the minutes and contract in one motion.

Motion/Second: Powell/Stone

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

Noes: None

Absent: Groom

## 4. FINANCIAL RESERVE POLICY

Derek Hansel, Chief Financial Officer, provided the presentation.

Chair Charles Stone asked what the District's current actions are. Mr. Hansel said the District is setting aside reserves specifically for corporate purposes.

Committee Member Jeff Gee asked about the difference between having two months versus three months of operating reserves. Mr. Hansel said a minimum of two months' reserve is recommended by the Government Finance Officers Association. Committee

Member Gee asked if there was fungibility between the two reserves. Mr. Hansel said the operating reserve could be tapped at any point, subject to just the general appropriation limits that are provided by the Board. He said that the sales tax stabilization reserve is intended to only be drawn upon during the annual budgeting process or to the extent that draws on a mid-year basis are either approved preemptively or ratified by the Board during that process.

Director Rico Medina said that the return to “normal” has taken longer than anticipated; he said he leaned toward having three months’ worth of reserve. Vice Chair Peter Ratto said that he agreed. Director Marina Fraser said she also leaned toward three months. Committee Member Rose Guilbault said she would be supportive of three months.

Committee Chair Powell asked if there would have been a different outcome if they had had these reserves in place at the start of the pandemic. Mr. Hansel said the adoption of Measure W and the federal government support has buoyed the District though the pandemic.

Carter Mau, Acting General Manager/CEO, said that there may not be additional operating recovery funding coming in the future, so it was important to spend wisely.

Committee Chair Powell asked if three months’ of reserve was sufficient. Mr. Hansel said the District’s expenses are not overly volatile and that the greatest volatility on the revenue side is sales taxes.

## **5. PRELIMINARY FISCAL YEAR 2022 OPERATING AND CAPITAL BUDGETS**

Mr. Hansel provided the presentation.

Chair Stone asked if the District was planning any capital contributions to the JPB. Mr. Hansel said no and noted that it was decided at the JPB Finance Committee that there would be no reliance on inter-agency funding for either operations or capital.

Committee Member Gee said regarding no capital contributions from SamTrans’ budget to Caltrain could end up costing organizations more in the future.

Committee Chair Powell said he was surprised that there were no capital contributions from the three member agencies, as had been the tradition.

### Public Comment:

Roland summarized his comments at the recent JPB Finance Committee meeting.

Committee Chair Powell said he supported SamTrans continuing to contribute to JPB.

## **6. ADJOURN**

The meeting adjourned at 3:45 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Carter Mau  
Acting General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

Derek Hansel  
Chief Financial Officer

SUBJECT: **ADOPTION OF FISCAL YEAR 2022 OPERATING AND CAPITAL BUDGETS**

**ACTION**

Staff proposes the Committee recommend the Board of Directors (Board) adopt the Fiscal Year 2021-22 (FY2022) Operating Budget in the amount of \$199,389,100 and FY 2022 Capital Budget in the amount of \$41,050,326.

**SIGNIFICANCE**

With the current rate of vaccine distribution and with the re-opening of local businesses across San Mateo County, staff believes that the impact to the San Mateo County Transit District (District) from the COVID-19 pandemic will be dramatically reduced beginning with FY2022. The District will again be able to focus on identifying opportunities that will ensure that services are planned, delivered, and expanded in a way that addresses the mobility needs of the County and its residents. Adoption of the proposed budget is an important step along the way towards a future that provides service that is relevant, adaptable, and financially sustainable.

**OPERATING BUDGET NARRATIVE**

In October 2020, staff initiated a thorough review of the baseline expenses that were included in the FY2021 Operating Budget adopted by the Board. After extensive review, analysis and feedback from management, approximately \$5.3 million of baseline expenses were either not eligible to roll forward or required further justification to be included in the FY2022 Operating Budget. Results from the rebaselining exercise were also used in the development of the FY2021 Forecast. This process of conducting an in-depth review of the baseline budget is expected to be conducted every three years to ensure that baseline budget expenditures are properly reviewed, vetted, and reasonable to be included the upcoming year's budget.

The following narrative describes the FY2022 Proposed Operating Budget as compared to the FY2021 Forecast. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on attachment A.



**SOURCES OF FUNDS: OPERATING REVENUE SUMMARY (Page 1, Attachment A)**

<b>SOURCES OF FUNDS:</b> \$ in Millions	<b>FY2020 ACTUALS</b>	<b>FY2021 FORECAST</b>	<b>FY2022 PROPOSED BUDGET</b>	<b>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</b>	<b>Percent Change</b>
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>Operating Revenues</b>				<b>D = C-B</b>	<b>E = D / B</b>
1 Passenger Fares	\$11.7	\$5.1	\$8.2	\$3.1	60.0%
2 Local TDA and STA Funds	\$59.1	45.1	42.5	(2.6)	-5.8%
3 Pass through to Other Agencies	0.3	0.6	0.6	0.0	2.9%
4 FY22 CRRSAA (FY21 CARES ACT)	2.8	42.1	16.0	(26.1)	-61.9%
5 Operating Grants	3.2	3.3	4.4	1.1	31.6%
6 SMCTA Measure A	12.9	10.6	3.8	(6.8)	-64.3%
7 AB434, TA Funded Shuttles & Other	0.4	0.5	0.3	(0.1)	-30.1%
8 <b>Subtotal - Operating Revenues</b>	<b>\$90.3</b>	<b>\$107.3</b>	<b>\$75.8</b>	<b>(\$31.5)</b>	<b>-29.4%</b>

The District’s Operating Revenues are derived from transit passenger fares and various federal, state, and local funding sources. Some state and federal funds are discretionary allocations, whereas others are based on a formula allocation. The District competes for discretionary funds on a project-by-project basis; formula-based funds are allocated by the federal, state, or regional legislatures.

The following section provides a summary description of Sources of Funds as referenced on page 1 of Attachment A.

**PASSENGER FARES (Summary Page 1, line 1)**

Passenger Fares include farebox receipts for both Motor Bus fixed route and paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). The FY2021 Forecast reflects reductions from pre-COVID levels for all of FY2021 due to shelter-in-place (SIP) orders. For the FY2022 Proposed Budget, Staff is projecting that collection of farebox receipts increases to 50% of pre-COVID levels with vaccination rollout and reopening of local businesses. Passenger Fares for the FY2022 Proposed Budget is \$8.2 million, which is higher than FY2021 Forecast by \$3.1 million or 60.0%. For further details on Passenger Fare Revenue, please reference Motor Bus Passenger Fares (page 2, line 1 of the Financial Statement) and ADA Passenger Fares (page 2, line 22 of the Financial Statement).

<b>\$'s in Thousands</b>					
	<b>FY 2020 ACTUALS</b>	<b>FY2021 FORECAST</b>	<b>FY2022 PROPOSED BUDGET</b>	<b>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</b>	<b>Percent Change</b>
1 <b>Passenger Fares</b>	\$ 11,689.7	\$ 5,114.9	\$ 8,183.0	\$ 3,068.1	60.0%

**LOCAL TDA/ STA FUND (Summary Page 1, line 2)**

Transportation Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services with allocation based on estimates provided by the Metropolitan Transportation Commission (MTC) on a population formula. The State Transit Assistance (STA) funds are derived from a tax on

diesel fuel and allocated in accordance with MTC estimates on a population-based formula and a revenue-based formula.

The Proposed FY2022 Budget assumes 90% of MTC February 2021 estimates. Revenues in the Proposed Operating Budget are \$42.5 million, which is lower by \$2.6 million, or 5.8%, compared to FY2021 Forecast. These funds are discussed in further detail as referenced on page 2 of Attachment A, lines 3 and 5 for Motor Bus and, lines 23 and 24 for ADA.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
2 Local TDA and STA Funds	\$ 59,050.5	\$ 45,138.5	\$ 42,499.9	\$ (2,638.6)	-5.8%

### PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 3)

Pass Through revenues reflect funding for the City of Daly City's Bayshore Shuttle, City of Menlo Park's Crosstown Shuttle, the City of San Mateo's Get Around Senior Transportation Program, and City of South San Francisco's Free Shuttle Outreach Enhancement Program. The corresponding expense can be seen on page 1, line 26 of Attachment A.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
3 Pass through to Other Agencies	\$ 316.0	\$ 580.3	\$ 597.4	\$ 17.0	2.9%

### FY22 CRRSAA (FY21 CARES ACT FUNDS) (Summary Page 1, line 4)

The FY2022 Budget reflects Phase II of Federal funds for the Coronavirus Response & Relief Supplemental Appropriations Act (CRRSAA). Phase I of CRRSAA will not be available for the District. The FY2021 Forecast includes all of the available Coronavirus Aid Relief and Economic Security (CARES) Act funding.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
4 FY22 CRRSAA (FY21 CARES ACT)	\$ 2,794.2	\$ 42,108.4	\$ 16,037.8	\$ (26,070.5)	-61.9%

### OPERATING GRANTS (Summary Page 1, line 5)

Operating Grants include funding from the Federal Transit Administration (FTA), state and local agencies for funding specific projects. The FY2022 Proposed Budget includes FTA Operating Grants, state Operating Grants, STA Lifeline or County Block Grant Program, and Regional Measure 2, which funding is derived from bridge toll revenues. Operating Grants for the FY2022 Proposed Operating Budget are \$4.4 million, which is 31.6% higher compared to the FY2021 Forecast. This increase is due to additional COVID-related FTA Section 5311 grants. Details of these grants are further described under the Operating Revenue section, page 2 of Attachment A (see line 7 for Motor Bus Operating Grants and line 25 for ADA Operating Grants).

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
5 Operating Grants	\$ 3,170.1	\$ 3,338.8	\$ 4,393.0	\$ 1,054.2	31.6%

**SMCTA MEASURE A (Summary Page 1, line 6)**

In 1988, the voters of San Mateo County approved a ballot measure known as Measure A that created the San Mateo County Transportation Authority (TA) and approved a one-half cent sales tax increase to fund transportation projects. Measure A reflects contributions for the following:

- 1) 4 % of TA Measure A tax revenues for Paratransit operating expenses and,
- 2) Up to 8% of TA Measure A revenues for member agency contributions to the Peninsula Corridor Joint Powers Board (JPB) for Caltrain operations.

Total TA Measure A funds are \$3.8 million, which is lower by \$6.8 million or 64.3% compared to the FY2021 Forecast. Further details are discussed below with reference to Operating Revenue: Measure A Redi-Wheels (page 2, line 28 of Attachment A), and Transfer from SMCTA for Caltrain (page 2, line 34 of Attachment A). No funding is being provided by SMCTA for Caltrain operations, as the Peninsula Corridor Joint Powers Board (JPB) is not requesting member funding for operations in FY2022.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
6	SMCTA Measure A	\$ 12,879.5	\$ 10,597.3	\$ 3,785.6	\$ (6,811.7)	-64.3%

**AB434, TA FUNDED SHUTTLES & OTHER (Summary Page 1, line 7)**

This revenue line item includes AB434 California Clean Air Act funding from the Bay Area Air Quality Management District, TA contributions for shuttle programs and employers' shares of the cost of operating shuttle services between the employers' work sites and Bay Area Rapid Transit (BART) stations within San Mateo County. Revenues in the FY2022 Proposed Operating Budget are lower than in the FY2021 Forecast; see further details with reference to page 2, line 36 of Attachment A.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
7	AB434, TA Funded Shuttles & Other	\$ 392.2	\$ 452.0	\$ 315.9	\$ (136.1)	-30.1%

**SOURCES OF FUNDS: OTHER REVENUE SOURCES (Page 1, Attachment A)**

Other Revenue Sources includes sales tax revenues from the ½ cent District Sales Tax implemented in 1982 and Measure W Sales Tax, which County voters approved in November 2018. Other Revenue Sources includes Investment Income, Rental Income, Advertising Income and various other sources of income which are described in further detail in the discussion below.

<b>SOURCES OF FUNDS:</b>		<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
<b>\$ in Millions</b>		<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
		<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
					<b>D = C-B</b>	<b>E = D / B</b>
9	<b>Other Revenue Sources</b>					
10	District Sales Tax	\$91.6	\$87.7	\$96.5	\$8.8	10.0%
11	Measure W Sales Tax	44.2	43.9	48.2	4.4	10.0%
12	Investment Income	4.4	3.6	2.8	(0.8)	-21.8%
13	Other Interest, Rent & Other Income	7.7	8.5	5.8	(2.7)	-31.4%
14	Due from PCJPB, SMCTA, JPA & SAMTR Capital W&B	25.0	32.0	33.8	1.9	5.9%
15	<b>Subtotal - Other Revenues</b>	<b>\$172.9</b>	<b>\$175.7</b>	<b>\$187.2</b>	<b>\$11.6</b>	<b>6.6%</b>
16						
17	<b>Total Sources of Funds</b>	<b>\$263.2</b>	<b>\$283.0</b>	<b>\$263.1</b>	<b>(\$20.0)</b>	<b>-7.1%</b>

### DISTRICT SALES TAX REVENUES (Summary Page 1, line 10)

The District's original one-half cent sales tax was authorized by San Mateo County voters at the November 1974 election when the Measure to form the San Mateo County Transit District was approved. Pursuant to this authority, the District's Board of Directors acted to impose the sales tax in 1981. These funds have been collected since July 1, 1982 and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs, and debt service.

The FY2022 Proposed Budget assumes the County's reopening of businesses will continue for the year without another wave of COVID cases that would require another full implementation of shelter-in-place orders. The negative impact to Sales Tax Revenues from local sales, as reflected in FY2021 Forecast, is partially offset by gains resulting from the shift toward on-line purchases and the support of the 2018 United States Supreme Court case, *South Dakota vs Wayfair, Inc.*, that allows states to charge tax on purchases made from out-of-state on-line sellers. District Sales Tax Revenues in the FY2022 Proposed Budget is \$96.5 million, which is higher by \$8.8 million or 10.0 % than in the FY2021 Forecast.

<b>\$'s in Thousands</b>		<b>FY 2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
		<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
				<b>BUDGET</b>	<b>FORECAST</b>	
10	<b>District Sales Tax</b>	\$ 91,640.9	\$ 87,720.2	\$ 96,490.0	\$ 8,769.8	10.0%

### MEASURE W SALES TAX (Summary Page 1, line 11)

Measure W, approved by County voters in November 2018, authorized a half-cent sales tax for a 30-year term, to be collected July 1, 2019 through June 30, 2049. As with District Sales tax, Measure W Sales Tax revenue for the FY2022 Proposed Budget is \$48.2 million, which is higher by 10.0% or \$4.4 million compared to the FY2021 Forecast.

<b>\$'s in Thousands</b>		<b>FY 2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
		<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
				<b>BUDGET</b>	<b>FORECAST</b>	
11	<b>Measure W Sales Tax</b>	\$ 44,194.2	\$ 43,874.7	\$ 48,245.0	\$ 4,370.3	10.0%

### INVESTMENT INTEREST INCOME (SUMMARY PAGE 1, LINE 12)

The District's investable fund balances are invested by the District's investment manager according to the District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2022 Proposed Budget is lower by \$790,000 or 21.8% than in the FY2021 Forecast due to lower projected interest rates.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
12 <b>Investment Income</b>	\$ 4,412.4	\$ 3,630.0	\$ 2,840.0	\$ (790.0)	-21.8%

### OTHER INTEREST, RENT & OTHER INCOME (Summary Page 1, line 13)

This line includes Motor Bus Rental Income, Advertising Income, County Measure M revenues provided to the District for paratransit, Employer SamTrans Shuttle Funds, Dumbarton Corridor Rentals, and Other income. The FY2022 Proposed Budget reflects a decrease of \$2.7 million or 31.4% due to lower rental and Measure M revenue, and a reduction in Other Income from Change Cards that have been discontinued. Details are further explained below with reference to Other Revenue Sources, (page 2, lines 13-17), Measure M Paratransit (page 2, line 30), and Multi-Modal programs (page 2, lines 37-38).

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
13 <b>Other Interest, Rent &amp; Other Income</b>	\$ 7,698.3	\$ 8,521.4	\$ 5,845.1	\$ (2,676.3)	-31.4%

### DUE FROM PCJPB, SMCTA, SMCELJPA & SAMTR CAPITAL W&B (Summary Page 1, line 14)

This line item accounts for the recovery of costs associated with the District's managing agency role. Though the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA) are legally separate and independent entities, the District serves as their managing agency. The District also provides certain staff support for the San Mateo County Express Lane Joint Powers Authority (SMCELJPA). The District's FY2022 Proposed Operating Budget identifies costs for staff members' wages and benefits (W&B) as well as their associated CalPERS and Retiree Medical Benefits costs that are wholly or partially attributable to the JPB, TA, SMCELJPA and/or the District's Capital Programs. Those costs are subject to full reimbursement by the JPB, TA and SMCELJPA, and/or the District's Capital Programs. Federal rules and regulations permit the recovery of overhead expenses and indirect costs if they are part of an approved Cost Allocation Plan. The FTA approved the District's current plan and overhead amounts to address support functions that benefit the other agencies such as Human Resources and Payroll. The Proposed FY2022 Budget is \$33.8 million, which is higher by \$1.9 million or 5.9%, due mostly to requests for new positions (calculated as full-time equivalents), mostly within JPB, and an increase for CalPERS and Retiree Medical costs.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
14 <b>PCJPB, SMCTA &amp; SAMTR Capital W&amp;B</b>	\$ 24,951.1	\$ 31,950.2	\$ 33,829.2	\$ 1,879.0	5.9%

**USES OF FUNDS: OPERATING EXPENSE SUMMARY (Page 1)**

<b>USE OF FUNDS:</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
<b>\$ in Millions</b>	<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
				<b>D = C-B</b>	<b>E = D / B</b>
<b>Operating Expenses</b>					
20 PCJPB, SMCTA & SAMTR Capital W&B	\$25.0	\$32.0	\$33.8	\$1.9	5.9%
21 Motor Bus	\$135.6	\$138.6	\$144.2	\$5.6	4.0%
22 A.D.A. Programs	16.1	14.7	17.9	3.1	21.2%
23 Caltrain	9.2	8.9	-	(8.9)	-100.0%
24 Multi-Modal Programs	2.3	2.4	2.8	0.4	16.5%
25 Pass through to Other Agencies	0.3	0.6	0.6	0.0	2.9%
26 Land Transfer Interest Expense	0.1	0.1	0.1	-	0.0%
<b>27 Total Operating Expenses</b>	<b>\$188.7</b>	<b>\$197.3</b>	<b>\$199.4</b>	<b>\$2.1</b>	<b>1.1%</b>

**PCJPB, SMCTA, SMCELJPA & SAMTR CAPITAL W&B (Summary Page 1, line 20)**

Connected to line item 14 discussed above; this line reflects the costs incurred by the District on behalf of the JPB, TA, SMCELJPA and District Capital Programs. The FY2022 Proposed Operating Budget has accounted for all staff members' W&B that are wholly or partially attributable to the JPB, TA, SMCELJPA and/or the District's Capital Programs. Those costs are subject to full reimbursement as discussed and are equal to line 14 on the summary, page 1, of Attachment A.

<b>\$'s in Thousands</b>	<b>FY 2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
	<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
			<b>BUDGET</b>	<b>FORECAST</b>	
20 <b>PCJPB, SMCTA &amp; SAMTR Capital W&amp;B</b>	\$ 24,951.1	\$ 31,950.2	\$ 33,929.2	\$ 1,879.0	5.9%

**MOTOR BUS (Summary Page 1, line 21)**

Total funding required for SamTrans' Motor Bus Operations reflected is the Proposed Operating Budget for FY2022 at \$144.2 million, which is \$5.6 million or 4.0% higher compared to FY2021 Forecast. Each line item that comprises the Motor Bus operating expense will be discussed in more detail below in reference to page 3 of Attachment A.

<b>\$'s in Thousands</b>	<b>FY 2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
	<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
			<b>BUDGET</b>	<b>FORECAST</b>	
21 <b>Motor Bus</b>	\$ 135,641.5	\$ 138,623.6	\$ 144,209.0	\$ 5,585.4	4.0%

**ADA PROGRAMS (Summary Page 1, line 22)**

Total funding required for the SamTrans' ADA Programs in the Proposed Operating Budget for FY2022 is \$17.9 million, which is \$3.1 million or 21.2% higher compared to FY2021 Forecast. Each line item comprising the ADA Programs is detailed on page 4 of Attachment A.

<b>\$'s in Thousands</b>	<b>FY 2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2022 PROPOSED</b>	<b>Percent</b>
	<b>ACTUALS</b>	<b>FORECAST</b>	<b>PROPOSED</b>	<b>BUDGET vs FY2021</b>	<b>Change</b>
			<b>BUDGET</b>	<b>FORECAST</b>	
22 <b>A.D.A. Programs</b>	\$ 16,143.8	\$ 14,749.1	\$ 17,877.8	\$ 3,128.7	21.2%

**CALTRAIN (Summary Page 1, line 23)**

This is the District's share of JPB member agency contributions for Caltrain operations. The FY2022 Proposed Budget assumes no member agency contributions in FY2022 due to the passage of Measure RR and the anticipated sales tax revenue for Caltrain Operations.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
23 Caltrain	\$ 9,239.5	\$ 8,876.9	\$ -	\$ (8,876.9)	-100.0%

**MULTI-MODAL PROGRAMS (Summary Page 1, line 24)**

Multi-Modal programs include the Dumbarton Inter-County Corridor, the District Shuttle Service, station support for multi-modal transit in San Mateo County, and other multi-modal programs. The FY2022 Proposed Budget is slightly higher compared to FY2021 Forecast. Each line item comprising the Multi-Modal Program is detailed on page 4 of Attachment A.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
24 Multi-Modal Programs	\$ 2,339.2	\$ 2,386.9	\$ 2,780.3	\$ 393.4	16.5%

**PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 25)**

Pass Through expenses reflect costs incurred for City of Daly City's Bayshore Shuttle, City of Menlo Park's Crosstown Shuttle, the City of San Mateo's Get Around Senior Transportation Program, and City of South San Francisco's Free Shuttle Outreach Enhancement Program. The corresponding revenue can be seen on page 1, line 3.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
25 Pass through to Other Agencies	\$ 316.0	\$ 580.3	\$ 597.4	\$ 17.0	2.9%

**LAND TRANSFER INTEREST EXPENSE (Summary Page 1, line 26)**

The District acquired land located in San Carlos along the Caltrain right of way from the Transportation Authority for a promissory note. Under the term of the transaction, the District is permitted to pay the purchase price over time subject to the payment of interest prospectively at the current rate of return earned by the Transportation Authority on its investment portfolio until the principal is paid in full before December 1, 2033. The FY2022 Proposed Budget for Land Transfer Interest expense is flat compared to the FY2021 Forecast.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
26 Land Transfer Interest Expense	\$ 78.0	\$ 95.4	\$ 95.4	\$ -	0.0%

PROJECTED SURPLUS / (DEFICIT) SUMMARY (Page 1, line 43)

PROJECTED SURPLUS / (DEFICIT) \$ in Millions	FY2020	FY2021	FY2022	FY2022 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2021	
	A	B	C	D D = C-B	
29 <b>Total Operating Surplus (Deficit)</b>	<b>\$74.5</b>	<b>\$85.8</b>	<b>\$63.7</b>	<b>(\$22.1)</b>	<b>-25.8%</b>
30					
31 District Sales Tax Capital	8.5	5.6	3.6	(2.0)	-34.9%
32 Measure W Sales Tax Capital	2.4	1.0	6.8	5.8	581.1%
33 Reserves for Future Capital Allocation	-	48.3	-	(48.3)	-100.0%
34 <b>Sales Tax Allocation - Capital Programs</b>	<b>10.9</b>	<b>54.9</b>	<b>10.5</b>	<b>(44.4)</b>	<b>-80.9%</b>
35					
36 <b>Total Debt Service</b>	<b>19.4</b>	<b>19.1</b>	<b>19.1</b>	<b>0.0</b>	<b>0.0%</b>
37					
38 Reserve for Operating Reserve Fund	-	-	41.2	41.2	n/a
39 Reserve for Sales Tax Stabilization Fund	-	-	14.5	14.5	n/a
40 Draw from prior year surplus	-	-	(21.6)	(21.6)	n/a
41					
42 <b>Total Uses of Funds</b>	<b>219.0</b>	<b>271.3</b>	<b>263.1</b>	<b>(8.2)</b>	<b>-3.0%</b>
43 <b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>44.2</b>	<b>11.8</b>	<b>-</b>	<b>(11.8)</b>	<b>-100.0%</b>

SALES TAX ALLOCATIONS - CAPITAL PROGRAM (Summary Page 1, line 31, 32, 33 & 34)

The FY2022 Proposed Capital Budget will require \$3.6 million of District Sales Tax and \$6.8 million of Measure W Sales Tax allocations to fund FY2022 Capital projects. Reserves for Future Capital Allocation, as reflected in the FY2021 Forecast, are fund reserves for future project purposes such as electrification of the infrastructure in both of the SamTrans operational bases as well as the Central Office. See Attachment B for descriptions of the FY2022 Proposed Budget capital projects and their funding sources.

\$'s in Thousands					
	FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2021 FORECAST	
31 District Sales Tax Capital	\$ 8,494.1	\$ 5,594.2	\$ 3,642.2	\$ (1,952.0)	-34.9%
32 Measure W Sales Tax Capital	\$ 2,435.0	\$ 1,000.0	\$ 6,810.7	\$ 5,810.7	581.1%
33 Reserves for Future Capital Allocation	\$ -	\$ 48,257.1	\$ -	\$ (48,257.1)	-100.0%
34 <b>Sales Tax Allocation - Capital Programs</b>	<b>\$ 10,929.1</b>	<b>\$ 54,851.2</b>	<b>\$ 10,452.9</b>	<b>\$ (44,398.3)</b>	<b>-80.9%</b>

DEBT SERVICE (Summary Page 1, line 36)

This line reflects scheduled payments due, principal and interest under the District's current debt agreements.

\$'s in Thousands					
	FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent Change
	ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2021 FORECAST	
36 <b>Total Debt Service</b>	<b>\$ 19,358.2</b>	<b>\$ 19,148.9</b>	<b>\$ 19,149.9</b>	<b>\$ 0.9</b>	<b>0.0%</b>

RESERVES (Summary Page 1, lines 38, 39 & 40)

The FY2022 Budget includes Operating Reserves in order to accommodate normal fluctuations in the timing of revenues and unforeseen operating cost. The Sales Tax Stabilization funds are reserves to mitigate the potential impact from the volatility of sales



tax revenues, which are relied upon to support service levels and the District's operating and capital budgets. The Draw from Prior Year Surplus is used to fund both of these reserves.

\$'s in Thousands						
		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2021	Change
				BUDGET	FORECAST	
38	Reserve for Operating Reserve Fund	\$ -	\$ -	\$ 41,240.6	\$ 41,240.6	n/a
39	Reserve for Sales Tax Stabilization Fund	\$ -	\$ -	\$ 14,473.5	\$ 14,473.5	n/a
40	Draw from prior year surplus	\$ -	\$ -	\$ (21,644.1)	\$ (21,644.1)	n/a
	<b>Total</b>	\$ -	\$ -	\$ 34,070.0	\$ 34,070.0	n/a

### TOTAL USE OF FUNDS (Summary Page 1, line 42)

This line equals the sum of Total Operating Expense, Sales Tax Allocation - Capital Programs and Debt Service.

\$'s in Thousands						
		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2021	Change
				BUDGET	FORECAST	
42	<b>Total Uses of Funds</b>	\$ 218,996.5	\$ 271,262.6	\$ 263,061.9	\$ (8,200.7)	-3.0%

### PROJECTED SURPLUS/(DEFICIT) (Summary Page 1, line 43)

This line equals Total Sources of Funds, less Use of Funds.

\$'s in Thousands						
		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2021	Change
				BUDGET	FORECAST	
43	<b>PROJECTED SURPLUS(DEFICIT)</b>	\$ 44,192.6	\$ 11,764.0	\$ -	\$ (11,764.0)	-100.0%

### SOURCES OF FUNDS - REVENUE DETAIL (Page 2)

#### MOTOR BUS OPERATING REVENUE DETAIL

#### PASSENGER FARES (Summary Page 2, line 1)

Since the beginning of March 2021, the County has been distributing COVID vaccinations, Bay Area businesses are re-opening and schools plan to re-open in person learning in the fall of 2021. The FY2021 Forecast reflects ridership levels starting to significantly increase due to these factors starting in the fourth quarter of FY2021. Farebox collections resumed at the start of September 2020 for Motor Bus. The Proposed FY2022 Budget assumes ridership recovery of 50% from pre-COVID levels. The FY2022 Proposed Budget for Motor Bus Passenger Fare revenues is projected to be \$7.8 million, higher by \$2.8 million or 57.4% compared to the FY2021 Forecast.

\$'s in Thousands						
		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED	BUDGET vs FY2021	Change
				BUDGET	FORECAST	
1	<b>Motor Bus Passenger Fares</b>	\$ 11,017.1	\$ 4,926.6	\$ 7,753.0	\$ 2,826.4	57.4%

**LOCAL (TDA) TRANSIT DEVELOPMENT FUNDS (Page 2, line 3)**

Transportation Development Act (TDA) Article 4.0 funds are derived from a statewide transportation sales tax enacted in 1972. In the Bay Area, these funds are allocated to transit operators by the Metropolitan Transportation Commission (MTC), based on a proportionate amount of sales tax generated by each county.

TDA revenues have traditionally funded a substantial portion of the motor bus operations; and up to 5 percent are allocated for community and paratransit agencies, under TDA Article 4.5.

County auditors' mid-year estimates indicated that Regional TDA revenue generation is expected to decrease by 7.1% in FY2021 and then increase of 2.6% in FY2022. The budget for FY2022 reflects 90% of MTC's estimate and no carryforwards for FY2022. The FY2022 Proposed Budget of \$34.5 million is lower by \$4.6 million, or 11.7% compared to the FY2021 Forecast.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
3 <b>Local (TDA) TRANSIT FUND</b>	\$ 45,351.4	\$ 39,059.8	\$ 34,473.9	\$ (4,586.0)	-11.7%

**STATE TRANSIT ASSISTANCE (STA) (Page 2, line 5)**

The State Transit Assistance program was authorized in 1979. These revenues are derived from the state sales tax on diesel fuel, and are allocated by the state legislature to the MTC based on the availability of funds for eligible transit operators. The MTC apportions these funds on the basis of two formulas: a Revenue Based Formula and a Population Based Formula.

Revenue Formula Funds: Apportionment to each transit operator is based on the estimated availability of funding as provided in the Governor's annual budget. The Population Formula Funds are shown under the American Disabilities Act (ADA) revenue section for State Funding.

MTC estimates for FY2022 reflect a rebounding in diesel fuel usage as a result of the economy re-opening post-COVID. To be conservative, the District uses 90% of MTC's February 2021 estimate. These estimated revenues, together with no available carryforwards from prior years, results STA revenues of \$5.6 million in the FY2022 Proposed Budget, which is higher by \$2.0 million, or 57.5% compared to the FY2021 Forecast.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
5 <b>Motor Bus State Transit Assistance</b>	\$ 9,502.4	\$ 3,540.1	\$ 5,576.0	\$ 2,035.9	57.5%

**OPERATING GRANTS (Page 2, line 7)**

Motor Bus Operating Grants are \$1.8 million, higher by \$553,000 or 44.0% compared to FY2021 Forecast. This includes an additional \$1.0 million of FTA section 5311 grants related to COVID relief offset by lower FTA, MTC and Caltrans grants supporting FY2021 Projects.

Other grants for the FY2022 Budget included in Motor Bus Operating Grants include Caltrans grant funding for specific one time operational projects, and Regional Measure 2 (RM2) Funds derived from Bridge Toll revenues to support Airport Late Night Owl Service.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
7	Motor Bus Operating Grants	\$ 957.9	\$ 1,256.2	\$ 1,808.9	\$ 552.7	44.0%

**DISTRICT SALES TAX REVENUES (Page 2, line 9)**

The total sales tax revenue needed to fund motor bus operations for the FY2022 Proposed Budget is \$89.1 million, which is higher by \$7.7 million or 9.5% than the FY2021 Forecast, due to reductions in TDA funds and other revenue sources.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
9	District Sales Tax Revenue :	\$ 60,446.8	\$ 81,359.3	\$ 89,551.7	\$ 8,192.4	10.1%

**INVESTMENT INTEREST INCOME (Page 2, line11)**

The District’s investable fund balances are invested by the District’s investment manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment portfolio interest income for the FY2022 Proposed Budget is lower by \$650,000 or 20.8% than in the FY2021 Forecast due to lower projected rates of return for the investments.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
11	Investment Interest Income	\$ 3,757.2	\$ 3,125.0	\$ 2,475.0	\$ (650.0)	-20.8%

**RENTAL INCOME (Page 2, line 14)**

The District owns its headquarters building (also known as "Central" or the "Central Office") as well as a number of parcels on the El Camino Real Corridor. This income reflects the rents collected from various tenants using available space related to these properties. Anticipated net rental income for the FY2022 Proposed Budget is \$1.7 million, which is higher by \$233,000 or 16.1% based on current tenant listings, and no rental income from Intero or Sotheby Real Estate Services at the Central Office as rental space has been vacated.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
14	Rental Income	\$ 2,041.1	\$ 1,451.5	\$ 1,684.7	\$ 233.2	16.1%

**ADVERTISING INCOME (Page 2, line 15)**

Advertising Income is derived from the District’s advertising contracts with Outfront Media for advertisement on bus shelters and Lamar Advertising for bus exteriors. Advertising income for the FY2022 Proposed Budget is \$746,000, lower by \$59,000 or 7.3% than FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
15 Advertising Income	\$ 1,248.7	\$ 804.5	\$ 745.5	\$ (59.0)	-7.3%	

**OTHER INCOME (Page 2, line 16)**

Motor Bus Other Income for the FY2022 Proposed Budget is projected to be \$140,000 which is lower by \$3.0 million or 95.5% compared to the FY2021 Forecast. The FY2021 Forecast reflects a settlement payment of \$1.9 million for a fire on the District-owned Dumbarton rail bridge. Also, contributing to the decline is assumed limited use of BART parking spaces owned by the District and discontinued issuance of Change Cards, resulting in revenue decreases of \$440,000 and \$605,000 respectively.

Other Income also includes:

1. Funding from the San Francisco Airport for Late-night Owl Airport Service. This funding is in addition to the funding received from the Regional Measure 2 as reflected in Motor Bus Operating Grants (see page 2, line 7).
2. Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
16 Other Income	\$ 1,318.8	\$ 3,100.4	\$ 140.4	\$ (2,960.0)	-95.5%	

**AMERICAN DISABILITY ACT (ADA) REVENUES**

**ADA: PASSENGER FARES – REDI-WHEELS (Page 2, line 22)**

With COVID vaccination distribution increasing, and local businesses and schools re-opening, the District is projecting a 50% increase in ridership for Paratransit. Paratransit fare revenue in FY2022 Proposed Budget is projected to be \$430,000, which is \$242,000 or 128.4% higher than the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
22 ADA Passenger Fares	\$ 672.6	\$ 188.3	\$ 430.0	\$ 241.7	128.4%	

**LOCAL TRANSIT DEVELOPMENT FUNDS – REDI-WHEELS (TDA) (Page 2, line 23)**

Transportation Development Act (TDA) Article 4.5 funds are derived from a statewide transportation sales tax which was enacted in 1972. In the Bay Area, these funds are allocated to transit operators by the MTC, based on a proportionate amount of sales tax generated by each county.

FY2022 Proposed Budget reflects TDA funds for paratransit at 90% of MTC’s estimate and no carryforwards of prior-year revenues for FY2022. The FY2022 Proposed Budget of \$1.8 million is lower by \$248,000, or 12.0% compared to the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
23	Local TDA Redi-Wheels	\$ 2,533.5	\$ 2,062.7	\$ 1,814.4	\$ (248.3)	-12.0%

**ADA: STATE TRANSIT ASSISTANCE (STA) FUNDING (Page 2, line 24)**

Previously, State Transit Assistance program revenues were derived from the state sales tax on diesel fuel, and allocated by the state legislature to the MTC based on the availability of funds for eligible transit operators. Population Formula Funds were allocated for regional paratransit service by the MTC with apportionment to each transit operator based on the estimated availability of funding as provided in the Governor’s annual budget. Starting in FY2019, there was a change in the program and appropriations are now at the county level.

MTC estimates for FY2022 reflect a rebounding in diesel fuel usage as a result of business re-opening post-COVID. The FY2022 Proposed Budget reflects 90% of MTC estimates and no carryforwards from prior years, for a total of \$636,000, which is \$160,000, or 33.6% higher compared to the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
24	Local STA Paratransit	\$ 1,663.1	\$ 475.8	\$ 635.7	\$ 159.8	33.6%

**ADA: OPERATING GRANTS (Page 2, line 25)**

Operating Grants for paratransit are \$2.6million which is higher by \$502,000 or 24.1% compared to FY2021 Forecast, reflecting higher ADA Operating Subsidy grants for FY2022.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
25	Operating Grants	\$ 2,212.3	\$ 2,082.5	\$ 2,584.1	\$ 501.6	24.1%

**DISTRICT SALES TAX REVENUE – ADA (Page 2, line 26)**

Sales tax revenue provides funds to cover the annual shortfall in operating revenues,

local match for Federal operating grants, capital programs, and debt service. Total sales tax revenue needed to fund paratransit activities for the FY2022 Proposed Budget is \$6.9 million, which is higher by \$2.3 million or 49.2% compared to FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
26	District Sales Tax Revenue - ADA	\$ 3,376.0	\$ 4,634.8	\$ 6,913.0	\$ 2,278.2	49.2%

#### ADA INTEREST INCOME (Page 2, line 27)

Investable fund balances associated with paratransit are invested by The District's Investment Manager according to the District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment portfolio interest income for the FY2022 Proposed Budget is \$365,000, lower by \$140,000 or 27.7% compared to the FY2021 Forecast due to lower projected investment interest rates of return for FY2022.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
27	Interest Income-Paratransit Fund	\$ 655.2	\$ 505.0	\$ 365.0	\$ (140.0)	-27.7%

#### SMCTA MEASURE A – REDI-WHEELS (Page 2, line 28)

As referenced above the voters of San Mateo County in 1988 approved a ballot measure known as Measure A that created the TA and approved a one-half cent sales tax increase to fund local transportation projects. This tax was then extended by the voters in 2004. In accordance with the Measure A Transportation Expenditure Plan approved by the voters, the TA contributes 4% of TA's Measure A sales tax revenues to the District for projects assisting people with special mobility needs. The FY2022 Proposed Budget is \$3.8 million, which is higher by \$586,000 or 18.3% compared to FY2021 Forecast due to increased sales tax estimates.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
28	SMCTA Measure A Redi-Wheels	\$ 3,640.0	\$ 3,200.0	\$ 3,785.6	\$ 585.6	18.3%

#### ADA MEASURE M (Page 2, line 29)

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds received by the District are used for expenditures relating to paratransit operations and services for seniors and individuals with disabilities. The District is expected to receive \$1.4 million for the FY2022 Proposed Budget, which is lower by \$250,000 or 15.6% than the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
29	Measure M Paratransit	\$ 1,391.2	\$ 1,600.0	\$ 1,350.0	\$ (250.0)	-15.6%

## MULTI-MODAL REVENUES

Multi-modal funding includes the TA's Measure A funds for Shuttles, the employer share of Shuttle program costs, and Dumbarton Right-of-Way rental income. Multi-modal funding has typically included TA Measure A funds for Caltrain operations, but the JPB proposed budget assumes no member agency contributions for FY 2022, resulting in a corresponding elimination of associated revenues for the District

### TRANSFER FROM SMCTA FOR CALTRAIN (Page 2, line 33 and 34)

The TA typically provides up to 8% of total TA Measure A funds for Caltrain operations. For the FY2022 Proposed Budget, there are no JPB member agency contributions needed; therefore, the TA will retain these funds rather than transferring them to the District.

\$'s in Thousands		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2021 FORECAST	Change
33	Transfer from SMCTA for Caltrain	\$ 9,239.5	\$ 7,397.3	\$ -	\$ (7,397.3)	-100.0%
34	District Sales Tax - Caltrain	-	1,479.5	-	(1,479.5)	-100.0%
<b>Total Members' Contribution to Caltrain</b>		<b>\$ 9,239.5</b>	<b>\$ 8,876.9</b>	<b>\$ -</b>	<b>\$ (8,876.9)</b>	<b>-100.0%</b>

## OTHER MULTI-MODAL SUMMARY

### SHUTTLES - AB434, TA FUNDED SHUTTLES & OTHER (Page 2, line 35)

The Transportation Fund for Clean Air, approved in 1991 through Assembly Bill 434, provides funding for the District Shuttle Program. The Bay Area Air Quality Management District, in conjunction with the Department of Motor Vehicles, collects a \$4.00 surcharge on motor vehicle registrations paid within the Air District's jurisdiction. The funds provide for a variety of clean air programs. The District shuttles connect BART stations to employment sites across the north part of San Mateo County during peak commute periods. For the FY2022 Proposed Budget there is no funding available for this "emission based" grant due to COVID's impact on ridership. The TA will continue to support the program, providing \$316,000 for FY2022 Proposed Budget, which is \$136,000 or 30.1% lower than in the FY2021 Forecast.

\$'s in Thousands		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2021 FORECAST	Change
35	<b>AB434, TA Funded Shuttles &amp; Other</b>	<b>\$ 392.2</b>	<b>\$ 452.0</b>	<b>\$ 315.9</b>	<b>\$ (136.1)</b>	<b>-30.1%</b>

### EMPLOYER SHUTTLE FUNDS (Page 2, line 36)

As discussed above, the District Shuttle Program provides free rides from BART to local employer facilities during commute hours. The employer share of shuttle costs for the FY2022 Proposed Budget is \$1.8 million which is higher by \$489,000 or 38.4% than FY2021 Forecast.

\$'s in Thousands		FY 2020	FY2021	FY2022	FY2022 PROPOSED	Percent
		ACTUALS	FORECAST	PROPOSED BUDGET	BUDGET vs FY2021 FORECAST	Change
36	<b>Employer Shuttle Funds</b>	<b>\$ 1,267.1</b>	<b>\$ 1,273.5</b>	<b>\$ 1,762.5</b>	<b>\$ 489.0</b>	<b>38.4%</b>

**DUMBARTON MAINTENANCE OF WAY RENTAL INCOME (Page 2, line 37)**

The Revenue for Dumbarton reflects rental income from retailers and offices along the Dumbarton Right-of-Way owned by the District. The FY2022 Proposed Budget is \$162,000, a decrease of \$129,000 or 44.4% compared to the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
37 Dumbarton MOW Revenue	\$ 431.4	\$ 291.4	\$ 162.0	\$ (129.4)	-44.4%	

**DISTRICT SALES TAX – OTHER MULTI-MODAL (Page 2, line 38)**

Total sales tax revenue needed to fund Multi-Modal program activities for the FY2022 Proposed Budget is \$540,000, which is higher by 45.9% or \$170,000 than in the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
38 District Sales Tax - Other Multi-Modal	\$ 248.5	\$ 370.0	\$ 539.9	\$ 169.9	45.9%	

**OPERATING EXPENSES (Pages 3 and 4, Attachment A)**

The format for the Financial Statement (Attachment A) is presented to reflect the major activities or programs of the District. Activities are divided into three major categories as in Use of Funds: 1) Motor Bus Operations, 2) ADA Programs, and 3) Multimodal Transit Programs. Within each category, major elements and programs are clearly identified in order to maintain comparability with prior periods.

**MOTOR BUS EXPENSE** – The FY2022 Proposed Budget for Motor Bus Operating Expense is \$144.2 million, up by \$5.6 million or 4.0% compared to the FY2021 Forecast. Motor Bus operations includes District-operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastside routes operated under contract. Below is a description by line item.

**Wages & Benefits - (Page 3, line 1)**

Wages and benefits are calculated based on the approved Salary Ordinance positions and current salary levels. The following are key assumptions used for the FY2022 Proposed Budget:

- Wages include a placeholder rate increase for represented positions and non-represented employees.
- Discontinuing the Bus Operator hiring freeze for the FY2022 Budget. The FY2021 Budget assumed a hiring freeze on 31 open positions during Q1 FY2021 as well as 18 open positions from Q2 through Q4 FY2021 for the suspension of the Express Bus Service.
- Plans to fill all currently open administrative positions in FY2022.
- Vacancy assumptions are based on expected hiring dates for all open positions.
- Fringe Benefit rate will be 48.99%, which is down 8.09% from the FY2021 Budget of 57.08%. Fringe benefit costs are applied to actual staff wages as a rate. The



District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate. These costs are then shared with the JPB, TA and SMCELJPA.

- FY2022 Proposed Budget for Unfunded Retiree Medical and CalPERS liability payments increases by \$1.6 million compared to FY2021 Forecast and reflects actuarial reports.
- Agency Indirect Administration (AIA), decreases from \$16.1million to \$8.3million per the new FY2021 Internal Cost Allocation Plan (ICAP) methodology introduced in FY2021.

Below is a Summary of Full Time Equivalent (FTE) staff positions for FY2022.

<b>FY2022 FTE's</b>	<b>Finance</b>	<b>Planning</b>	<b>Executive</b>	<b>Comm</b>	<b>Admin</b>	<b>Bus</b>	<b>Rail</b>	<b>Total</b>
<b>Represented</b>								
Bus Operators (Full & Part-time)						295.8		295.8
Bus Transportation Supervisors						14.0		14.0
Mechanics						63.3		63.3
Utility Workers						29.0		29.0
Storekeepers						7.0		7.0
Dispatch						4.0		4.0
Radio Controller						3.0		3.0
Bus Contract Inspector						2.5		2.5
Maintenance Supervisors						8.0		8.0
Maintenance Instructors						2.0		2.0
Transit Instructors						5.0		5.0
Utility Maintenance Supervisors						2.0		2.0
Customer Service Reps				10.0		-		10.0
Receptionist				1.0				1.0
Existing Represented Operating FTE's	-	-	-	11.0	-	435.6	-	446.6
Existing Non-Represented Operating FTE's	70.7	13.7	3.5	15.3	25.6	51.1	0.3	180.0
New Represented Operating FTE's	2.0							2.0
New Non-Represented Operating FTE's		0.3		1.4	2.5	2.5	-	6.7
<b>Total Operating FTE's</b>	<b>72.7</b>	<b>14.0</b>	<b>3.5</b>	<b>27.7</b>	<b>28.1</b>	<b>489.2</b>	<b>0.3</b>	<b>635.3</b>
Existing Capital FTE's	5.9	2.1	0.3	1.7	0.2	2.5	0.7	13.4
New Capital FTE's	-					0.5		0.5
<b>Total Capital FTE's</b>	<b>5.9</b>	<b>2.1</b>	<b>0.3</b>	<b>1.7</b>	<b>0.2</b>	<b>3.0</b>	<b>0.7</b>	<b>13.9</b>
<b>Total FTE's</b>	<b>78.6</b>	<b>16.2</b>	<b>3.8</b>	<b>29.4</b>	<b>28.2</b>	<b>492.2</b>	<b>1.0</b>	<b>649.2</b>

Wages & Benefits for the Proposed FY2022 Budget is \$74.2 million, which is \$1.4 million or 1.9% lower than in the FY2021 Forecast primarily due to FY2021 hiring freeze and increased vacancies in FY2021, plus lower expense from increased Overhead Recovery in the FY2022 Budget. This is offset by increases in FY2022 Budget to Retiree Medical and CalPERS, and new FTE requests.

<b>\$'s in Thousands</b>					
	<b>FY 2020 ACTUALS</b>	<b>FY2021 FORECAST</b>	<b>FY2022 PROPOSED BUDGET</b>	<b>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</b>	<b>Percent Change</b>
1 <b>Motor Bus Wages and Benefits</b>	\$ 74,601.9	\$ 75,682.9	\$ 74,245.2	\$ (1,437.7)	-1.9%

**Board of Directors - (Page 3, line 3)**

Board of Directors expenses includes Board member compensation, offsite meeting and related expenses. There is an increase to expenses of \$10,000 or 9.6% due to assumptions of business travel and training returning to pre-COVID levels.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
3	\$ 101.9	\$ 108.4	\$ 118.7	\$ 10.4	9.6%	<b>Board of Directors</b>

**Contracted Vehicle Maintenance (Page 3, line 4)**

Expenses related to contracted bus operations such as towing, contracted welding work, contracted seat repair, contracted oil analysis, rolling stock repairs, state and federal mandated bus services, and other contracted services. This also includes a Heating, Ventilation and Air Conditioning (HVAC) maintenance contract. The FY2022 Proposed Budget reflects an increase of \$136,000 or 11.1% due to a Gillig bus repaint project, on-site maintenance, and repairs for service support equipment.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
4	\$ 1,289.3	\$ 1,229.2	\$ 1,364.2	\$ 136.0	11.1%	<b>Contracted Vehicle Maintenance</b>

**Property Maintenance (Page 3, line 5)**

Expenses relate to North and South Base building maintenance including repair of shop equipment, preventive maintenance, repairs to mobile wheel lifts, and removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, etc.). Also included are pest control services and other general repairs for the District's Central facility, South Base and North Base. The FY2022 Proposed Budget is \$1.8 million, which is slightly higher by \$14,000 or 0.8% than in the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
5	\$ 1,652.2	\$ 1,743.0	\$ 1,757.0	\$ 14.0	0.8%	<b>Property Maintenance</b>

**Professional Services (Page 3, line 6)**

Professional Services includes legal and professional consulting services for:

- Administration related issues related to safety and security programs, mandated grievance & arbitration hearings, substance abuse professionals, arbitrators, and court reporter services
- Executive Legal Services includes the contract with Hanson Bridgett
- Planning initiatives includes the Re-Imagine SamTrans comprehensive operational analysis, the Bus Stop Improvement project, Measure W Strategic Planning and El Camino Real (ECR) Bus Speed & Reliability Study (formerly ECR Pinch Point Study) which is partially-funded by Operating Grants
- Legislative Advocates is for help with Federal and State Legislative Efforts
- Finance related issues including requirements such as the annual audit, actuarial

reporting for Other Post-Employment Benefits (OPEB), systems contract services and on-call support

The FY2022 Proposed Budget is \$6.0 million which is \$600,000 or 11.1% higher compared to the FY2021 Forecast. The change reflects additional Information Technology consultants used to cover staff vacancies in the FY2021 Forecast, offset by increases in the FY2022 Proposed Budget for Measure W planning consultants and increased legal fees.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
6 Professional Services	\$ 4,005.1	\$ 5,398.4	\$ 5,998.7	\$ 600.3	11.1%

**Technical Services (Page 3, line 7)**

Technical Services includes expenses associated with the District’s Law Enforcement contract and other expenses such as:

- Bus Operators' mandated drug and alcohol testing and DMV special driver’s licenses
- Licensing and service agreements for District-wide systems applications
- Office related equipment, i.e., desktop computers, printers and repairs
- Temporary services for projects not currently being done by staff

The Proposed FY2022 Budget is \$10.3 million, which is higher by \$424,000 or 4.3% than FY2021 Forecast, reflecting mostly increases for the Human Resources Organization Assessment Technology Upgrade project and increased expenses for Temporary Staff.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
7 Technical Services	\$ 8,621.3	\$ 9,875.1	\$ 10,299.0	\$ 423.9	4.3%

**Other Services (Page 3, line 8)**

Other Services includes:

- WIPRO Hosting and Support Contract for PeopleSoft
- Clipper® Operator Charges and Bank Fees
- Bus Operator Radio Dispatch

The FY2022 Proposed Budget is \$4.3 million, which is higher by \$626,000 or 16.8% than the FY2021 Forecast. The increase is due to triennial surveys for Title IV, SamTrans Branding project, Re-Imagine SamTrans support, a periodic regional transit survey conducted by MTCon behalf of a range of Bay Area transit service providers, implementation of a new Agenda Management system and Record Retention services, and higher Bank fees.

\$'s in Thousands					
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change
8 Other Services	\$ 3,894.1	\$ 3,716.2	\$ 4,341.9	\$ 625.7	16.8%

**Fuel & Lubricants (Page 3, line 11)**

Fuel and Lubricant for motor bus includes diesel expenses for District-owned buses and gasoline for non-revenue support vehicles, i.e., shop trucks and relief cars for bus operators. Also included in this line item is expenses for oil and lubricants, which amount is determined by the estimated number of deliveries for the fiscal year. The FY2022 Proposed Budget assumptions for diesel fuel cost per gallon are \$1.98, which is 68 cents higher than the FY2021 Budget of \$1.30. The diesel fuel cost per gallon assumes 64% hedged pricing, and starting in February 2022, conversion to RDB5 fuel from Ultra Low Sulfur Fuel. RDB5 is a blend of renewable hydrocarbon diesel and biodiesel. The conversion is in response to California Air Resources Board (CARB) Innovative Clean Transit (ICT) rule that requires all transit agencies to convert 100% of their diesel usage from Ultra-low sulfur diesel to renewable diesel. Taxes and fees related to diesel fuel expenses are shown on a separate line item called Taxes and Licenses Fees (line 24 on the Financial Statement). Gasoline fuel used for Paratransit cutaways and minivans are shown in the ADA section of the Financial Statement. The FY2022 Proposed Budget is \$3.5 million, which is higher than the FY2021 Forecast by \$1.4 million or 69.0% due to higher per gallon cost for diesel fuel and fixed-route service levels assumed to be close to pre-Covid levels.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
11	\$ 2,846.5	\$ 2,087.0	\$ 3,526.9	\$ 1,439.8	69.0%	<b>Fuel and Lubricants</b>

**Bus Parts and Materials (Page 3, line 12)**

This expense line includes bus repair and replacement parts, bus maintenance tires, disposition of obsolete / surplus inventory, service and repairs for non-revenue vehicles, small tools and freight. The FY2022 Proposed Budget is \$2.1 million, which is slightly higher by \$78,000 or 3.9% over the FY2021 Forecast due to expired warranties on the District's New Flyer Articulated Buses and a new contract for tires.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
12	\$ 1,811.8	\$ 2,017.4	\$ 2,095.6	\$ 78.2	3.9%	<b>Bus Parts and Materials</b>

**Uniforms & Driver Expense (Page 3, line 13)**

It is the District's contractual obligation to supply certain employees with uniforms, including boots or safety shoes for Facilities Technicians, plus protective gear for eyes and ears, insulated coveralls, and rain gear. This expense covers uniforms for bus operators, mechanics, storekeepers, and management staff. Also included are retirement and employee recognition events, i.e., safety breakfasts, staff meetings, and awards. The FY2022 Proposed Budget is \$1.1 million, which is higher by \$539,000 or 97.2% compared to the FY2021 Forecast. The increase reflects costs for new post-pandemic protocols.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
13	\$ 400.0	\$ 554.7	\$ 1,093.6	\$ 538.9	97.2%	<b>Uniform and Drivers Expense</b>

**Timetables & Tickets (Page 3, line 14)**

This line covers the production and printing of timetables, schedules, tickets, passes and maps. The FY2022 Proposed Budget of \$224,000 is higher than the FY2021 Forecast by \$142,000, or 173.3% due to increased production of printed materials for updates to timetables and schedules due to pandemic-related service adjustments.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
14	Timetables and Tickets	\$ 123.8	\$ 82.0	\$ 224.1	\$ 142.1	173.3%

**Office Supplies / Printing (Page 3, line 15)**

This line item covers office furniture, and computer equipment including laptops, monitors, tablets, printing, and materials to support training programs; books and reference materials; paycheck stock and envelopes, and other office supplies, i.e., paper, letterhead, and business cards. The FY2022 Proposed Budget is \$405,000, which is lower by \$179,000 or 30.6% when compared to the FY2021 Forecast due to savings identified through the re-baseline exercise.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
15	Office Supplies/Printing	\$ 487.5	\$ 583.8	\$ 405.2	\$ (178.6)	-30.6%

**Other Material and Supplies (Page 3, line 16)**

Costs for bus operations-related activities involve shop supplies, cleaning supplies, engine coolant, refrigerant, welding supplies and many miscellaneous items for vehicle repairs, such as silicone, gasket sealer, various glues, paints and canned lubricants used in the Preventive Maintenance process. Packaging, shipping, banding materials, component bags and related supplies, and other purchases are required to keep a clean and safe stockroom, as is the purchase of storage bins required by heavier parts. The FY2022 Proposed Budget of \$137,000 is virtually flat from the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
16	Other Materials and Supply	\$ 159.5	\$ 126.8	\$ 136.8	\$ 10.0	7.9%

**Motor Bus Utilities**

**Telecommunications (Page 3, line 19)**

This expense is for cell phones, data circuits and telephone services. The FY2022 Proposed Budget is \$669,000 and slightly higher than the FY2021 Forecast as a result of employees working from home due to COVID-19, which has increased employees' cellphone usage and internet reimbursement costs.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
19	Telecommunications	\$ 587.6	\$ 665.5	\$ 669.2	\$ 3.7	0.6%

**Other Utilities (Page 3, line 20)**

This line includes costs for gas and electric, water, sewer and trash / refuse. The FY2022 Proposed Budget is \$1.6 million, which is lower by \$71,000, or 4.1%, than for FY2021 Forecast. This reduction is based on FY2021 projected actuals spending.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
20	Other Utilites	\$ 1,254.1	\$ 1,709.5	\$ 1,639.0	\$ (70.5)	-4.1%

**Insurance (Page 3, line 21)**

This expense covers general insurance costs for motor bus including premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2022 Proposed Budget is \$3.0 million, which is higher by \$828,000 or 37.6% than the FY2021 Forecast. This reflects increased motor bus liability insurance premiums and a medium risk environment.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
21	Insurance	\$ 1,515.1	\$ 2,203.0	\$ 3,030.9	\$ 828.0	37.6%

**Claims Reserves and Payments (Page 3, line 22)**

This line includes claim reserves and associated legal fees. The FY2022 Proposed Budget is \$600,000, which is lower by \$56,000 or 8.5% than the FY2021 Forecast due the low number of claims experienced in FY2021.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
22	Claims Reserves and Payments	\$ 1,672.9	\$ 655.6	\$ 600.0	\$ (55.6)	-8.5%

**Worker's Compensation (Page 3, line 23)**

The District is subject to the State-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles, and legal fees. The FY2022 Proposed Budget is \$3.8 million, which is \$60,000 or 1.6% higher than the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
23	Workers Compensation	\$ 2,667.0	\$ 3,696.7	\$ 3,756.3	\$ 59.6	1.6%

**Taxes & License Fees (Page 3, line 24)**

As noted above, this item covers fuel and lubricant tax expenses, including the Leaking Underground Storage Tank (LUST) tax on diesel fuel, and Green House Gas (GHG) Emissions Compliance. These costs change with fluctuations in fuel assumptions. The

FY2022 Proposed Budget is \$967,000 which is higher by \$175,000 or 22.1% than in the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
24	Taxes and License Fees	\$ 802.2	\$ 792.3	\$ 967.1	\$ 174.9	22.1%

### Leases and Rentals (Page 3, line 25)

This expense is primarily for rent of the Pico Boulevard portable restrooms for layover areas, Linda Mar Park N Ride in Pacifica, and additional layover locations in San Carlos and Palo Alto that result an increase in costs.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
25	Leases and Rentals	\$ 91.6	\$ 71.8	\$ 81.9	\$ 10.1	14.1%

### Promotional & Legal Advertising (Page 3, line 26)

This item includes recruitment advertising, promotional advertising for District services and social media campaigns, partnerships and events. The FY2022 Proposed Budget is \$1.3 million, which is higher by \$371,000 or 42.1% than in the FY2021 Forecast. The increase is attributed to Re-Imagine SamTrans and the Back-to-Transit "Blue Ribbon Task Force", a joint initiative with MTC.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
26	Pmntnl and Legal Advertising	\$ 613.4	\$ 881.3	\$ 1,252.4	\$ 371.2	42.1%

### Training and Business Travel (Page 3, line 27)

This item includes seminars and training, business travel expenses, and employee development classes. This also includes professional development expenses for the American Public Transportation Association (APTA), Leadership Programs and 360-degree employee assessments. The FY2022 Proposed Budget is \$675,000, which is higher by \$228,000 or 50.9% compared to the FY2021 Forecast due to more travel and training as the District returns to pre-pandemic training levels.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
27	Training & Business Travel	\$ 337.5	\$ 447.4	\$ 675.1	\$ 227.7	50.9%

### Dues and Membership (Page 3, line 28)

Fees and subscriptions include participation in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women's Transportation Seminar (WTS), International Right of Way Association (IRWA), and National Safety Council (NSC). The FY2022 Proposed

Budget is \$188,000, which is slightly higher than in the FY2021 Forecast due to membership requirements for new staff.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
28	Dues & Membership	\$ 127.5	\$ 182.9	\$ 188.5	\$ 5.6	3.1%

### Postage and Other (Page 3, line 29)

Expenses cover postage for various activities related to Communications and Treasury as well as Safety and Security programs. This also includes relocation expenses, and costs related to mandated translation services. The increase for FY2022 reflects increases in Fiscal Agent fees, US Bank charges on investment portfolios, Bond Counsel and Arbitrage costs. The FY2022 Proposed Budget is \$217,000, which is higher by \$63,000 or 40.7 % than in the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
29	Postage and Other	\$ 216.9	\$ 154.6	\$ 217.4	\$ 62.9	40.7%

## CONTRACTED BUS SERVICES

### Contracted Urban Bus (CUB) (Page 3, line 34)

This line reflects the cost of contracted service with MV Transportation for Mainline Bus service. The FY2022 Proposed Budget is \$21.1 million, which is higher by \$918,000 or 4.5% compared to FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
34	Contracted Urban Bus Service	\$ 20,676.4	\$ 20,204.8	\$ 21,123.1	\$ 918.3	4.5%

### Coastside Services (Page 3, line 35)

CUB services for Coastal communities is budgeted separately and includes Routes 17 and 18 and Flex services provided to residents from Pescadero to Pacifica. The FY2022 Proposed Budget is \$1.7 million, which is higher by \$78,000 or 4.9% than in the FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
35	Coastside Services	\$ 1,594.4	\$ 1,600.0	\$ 1,677.8	\$ 77.8	4.9%

### Redi Coast Non-ADA (Page 3, line 36)

The District separately accounts for costs of rural non-ADA-required paratransit services from La Honda and Pescadero along the Coastside to Montara for those who do not qualify for ADA services and have no access to fixed-route service.



\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
36 Redi Coast Non-ADA	\$ 226.7	\$ 219.8	\$ 229.3	\$ 9.5	4.3%	

**La Honda (Page 3, line 37)**

The District separately accounts for service to rural populations in La Honda and Pescadero.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
37 La Honda - Pescadero	\$ 51.2	\$ 52.1	\$ 52.6	\$ 0.5	0.9%	

**SamCoast Pescadero (Page 3, line 38)**

CUB service to rural population for expanded service to bayside medical facilities (over-the-hill trips), family social service centers and educational centers.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
38 SamCoast - Pescadero	\$ 74.1	\$ 108.0	\$ 72.0	\$ (36.0)	-33.3%	

**CUB Related Wage & Benefits (page 3, line 39)**

This line reflects Wages & Benefits for staff managing CUB services including:

- Staff time for managing the contract with the provider of contracted fixed route service, non-ADA services, and FLX Services for Pacifica and San Mateo County on both the Coastsides and Bayside.
- Wages & Benefits for staff managing Coastsides service for rural farming communities.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
39 CUB Related Wages & Benefits	\$ 375.9	\$ 440.4	\$ 505.7	\$ 65.3	14.8%	

**CUB Related Other Support (Page 3, line 40)**

Additional costs related to the CUB contract include:

- Quarterly inspections for District-owned vehicles operated by the CUB contractor
- CUB-related building maintenance necessary for janitorial, pest control, preventive maintenance and repairs
- CUB-related utilities including gas and electric, water, sewer, and trash / refuse
- Wheelchair lifts on fixed-route vehicles
- Expanded service for Coastsides residents to Bayside medical facilities (over-the-hill trips), and to family social service centers and educational centers.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
40	CUB Related Other Support	\$ 119.6	\$ 98.2	\$ 143.9	\$ 45.7	46.6%

### CUB Insurance (Page 3, line 41)

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2022 Proposed Budget is \$1.5 million, which is higher by \$502,000 or 49.4% than the FY2021 Forecast. This reflects increased contracted bus liability insurance premiums at a medium risk scenario.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
41	CUB Insurance	\$ 459.1	\$ 1,017.5	\$ 1,519.7	\$ 502.2	49.4%

### CUB Claims, Reserves & Payments (Page 3, line 42)

This includes claim reserves and associated legal fees for the CUB services. The FY2022 Proposed Budget is \$200,000, lower by \$18, 000 or 8.4% lower than FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
42	CUB Claims Reserves & Payments	\$ 2,183.3	\$ 218.4	\$ 200.0	\$ (18.4)	-8.4%

### AMERICANS WITH DISABILITIES ACT (ADA) PROGRAMS (Page 4, line 52).

The paratransit/ADA program includes Redi-Wheels service, Sedan and Taxi service, District administration of the program, support of paratransit service on the Coastside, and a contribution to the Paratransit Coordinating Council (PCC) for administration costs.

### Elderly & Disabled/Redi-Wheels (Page 4, line 45)

This line reflects contracted paratransit service using District-owned cutaways and minivan vehicles. The FY2022 Proposed Budget is \$7.7 million, which is higher by \$921,000 or 13.6% compared to FY2021 Forecast. This reflects recently re-negotiated contracted rates and an anticipated shift of passenger usage toward Redi-Wheels based on new agreements with contracted Taxi and Sedan providers. See below discussion regarding ADA Sedan / Tax Service.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
45	Elderly & Disabled/Redi-Wheels	\$ 5,611.5	\$ 6,754.8	\$ 7,675.5	\$ 920.7	13.6%

**ADA Sedan / Taxi Service (Page 4, line 46)**

This line is for Coastside service that provides ADA service along the coast, in, to and from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County using contracted taxi and sedans. The FY2022 Proposed Budget is \$2.2 million, which is higher by \$283,000 or 14.7% compared to FY2021 Forecast. This reflects a shift in ridership toward Redi-Wheels as a result of new agreements with contracted Taxi and Sedan service providers that include penalties paid to the District if they exceed maximum service levels.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
46	ADA Sedan/Taxi Service	\$ 4,601.7	\$ 1,929.4	\$ 2,212.4	\$ 283.0	14.7%

**Coastside ADA (Page 4, line 47)**

Contracted Coastside Service provides ADA service along the Coast, in, to and from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County. The FY2022 Proposed Budget is \$1.5 million which is slightly higher by \$302,000 or 25.2% compared to FY2021 Forecast.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
47	Coastside ADA	\$ 1,648.1	\$ 1,197.9	\$ 1,500.0	\$ 302.1	25.2%

**ADA Related Wages & Benefits (Page 4, line 48)**

Costs include:

- Wages & benefits for staff managing Redi-Wheels services
- Wages & benefits for staff managing Accessibility support for senior mobility and veterans assistance services.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
48	ADA Related Wages & Benefits	\$ 2,661.0	\$ 2,649.6	\$ 2,768.8	\$ 119.2	4.5%

**ADA Related Other Support (Page 4, line 49)**

Redi-Wheels services costs on this line includes costs specific to cutaways, minivans and service providers:

- Fuel and related Taxes, Oil & Lubricants
- Maintenance expenses for parts, tires and tools
- Employee uniforms
- Telecommunications services
- Consultants for disability awareness and training

The FY2022 Proposed Budget is \$2.3 million which is higher by \$1.1 million or 90.8% compared to the FY2021 Forecast primarily due to COVID impacts on gasoline fuel consumption and paratransit eligibility consulting activity in FY2021.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
49	ADA Related Other Support	\$ 1,544.1	\$ 1,222.3	\$ 2,332.6	\$ 1,110.4	90.8%

### ADA Insurance (Page 4, line 50)

This line covers general insurance costs (deductibles, adjustor fees, broker fees and other insurance costs) specific to ADA-required services. The FY2022 Proposed Budget of \$1.2 million is higher by \$412,000 or 53.0%, compared to the FY2021 Forecast, due to a projected increase to insurance premiums expected for FY2022.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
50	ADA Insurance	\$ 383.1	\$ 776.8	\$ 1,188.5	\$ 411.8	53.0%

### ADA Claims, Reserves & Payments (Page 4, line 51)

This line covers claim reserves and associated legal fees specific to ADA-required services.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
51	ADA Claims Reserves & Payments	\$ (305.8)	\$ 218.4	\$ 200.0	\$ (18.4)	-0.2%

## MULTI-MODAL TRANSIT PROGRAMS

Multi-Modal programs include Caltrain, the Dumbarton Inter-County Corridor, the District Shuttle Service, station support for multi-modal transit in San Mateo County, and multi-modal promotion.

### Peninsula Rail Service (Page 4, line 57)

The Caltrain service is funded by the three member agencies (the District, City and County of San Francisco and Santa Clara Valley Transportation Authority). The District's share of the Caltrain operation is funded by the TA, typically accounting for 8% of total Measure A tax revenues. The District's Contribution for Caltrain Operations is expected to be \$0 for the FY2022 Proposed Budget, reflecting no member contributions anticipated for FY2022. This matches the revenue shown on page 2, line 33 and line 34 of Attachment A.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
57	Peninsula Rail Service	\$ 9,239.5	\$ 8,876.9	\$ -	\$ (8,876.9)	-100.0%

**SamTrans Shuttles Service (Page 4, line 61)**

This item reflects expenses related to directly-operated and employer-operated shuttle services. This includes survey services, printing expenses and expenses directly related to contracted shuttle services, including a contractual 1% vendor incentive and 2.6% contingency. The FY2022 Budget for Shuttle Service assumes Pre-Covid service levels.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
61 SamTrans Shuttle Service	\$ 1,954.8	\$ 1,820.5	\$ 2,331.5	\$ 511.0	28.1%	

**Shuttle Related Wages & Benefits (Page 4, line 62)**

The line reflects District staff time to manage the District Shuttle program.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
62 Shuttle Related Wages & Benefits	\$ 63.3	\$ 92.9	\$ 91.8	\$ (1.1)	-1.2%	

**Dumbarton Maintenance of Way (Page 4, line 63)**

In the past, the revenues and expenses of Dumbarton Maintenance of Way would be shown on the TA Budget as Revenues of Rental Income and Expenses of Maintenance of Way. Beginning in FY2019, the District reflects ownership of the assets, revenues and expenses associated with the Dumbarton Maintenance of Way are no longer recorded in the TA's Financial Statements and are instead recorded in the District's. The expenses below reflect a decrease of \$148,000 with the elimination of property insurance for the Dumbarton Bridge as a result of a fire which has limited insurable value of the property as well as a lack of interest on the part of potential insurance carriers.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
63 Dumbarton M.O.W.	\$ 151.8	\$ 309.5	\$ 162.0	\$ (147.5)	-47.7%	

**Maintenance Multimodal Facility (Page 4, line 64)**

This line covers support services and utilities for the Colma Park n Ride facility including contract services, building maintenances service and sewer and water.

\$'s in Thousands						
	FY 2020 ACTUALS	FY2021 FORECAST	FY2022 PROPOSED BUDGET	FY2022 PROPOSED BUDGET vs FY2021 FORECAST	Percent Change	
64 Maintenance multimodal Fac	\$ 169.3	\$ 164.0	\$ 195.0	\$ 31.0	18.9%	

## **FY2022 CAPITAL BUDGET NARRATIVE**

The list below describes the capital projects proposed for FY2022. Total FY2022 Capital Budget projects are expected to cost \$41.1 million. The capital projects submitted for funding were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support the District's goals. There are significant projects that continue to be developed and reviewed by staff that may be brought later in the fiscal year for the Board's consideration. Please see Attachment B for section reference numbers.

### **Revenue Vehicle Support: \$34,185,794**

- 1.1 Major Bus Components - \$311,347  
Purchase of new parts, rebuilt parts and major bus components not accounted for in the Operating Budget.
- 1.2 Maintenance Support Equipment - \$320,226  
Purchase equipment to support day-to-day shop activities.
- 1.3 Paratransit (Cutaway) Revenue Vehicle Procurement - \$3,457,280  
Replace twenty-one (21) Revenue Paratransit Vehicles (2015 Eldorado Aerotech Cut-Aways, #219 to 239) that have been in service since 2014.
- 1.4 Replacement of (10) 2017 Redi-Wheels Minivans - \$874,384  
Replace (10) 2017 model year El Dorado Amerivan minivans (units #250 to 259) that will be obsolete in 2022.
- 1.5 Replacement of (135) 2009 Gillig Heavy Duty Diesel Buses - \$29,222,557  
Replace (135) 2009 Gillig Heavy Duty Diesel Buses in Accordance With CARB ICT Purchase Requirements

### **Non-Revenue Vehicle Support: \$0**

- 2.1 Replacement Non- Revenue Support Vehicles - \$0  
Staff proposes no Replacement of Non-Revenue Support Vehicles for FY2022.

### **Information Technology: \$431,250**

- 3.1 Automatic Passenger Counter (APC) Validation - \$431,250  
Purchase/implement a system that will report data collected by Automatic Passenger Counter (APC) units on 322 bus vehicles.

### **Facilities/Construction: \$5,933,282**

- 4.1 Facilities Smaller Projects - \$920,000  
Maintain a state of good repair for the District's infrastructure, shops, and facilities for District employees to perform their duties.

- 4.2 Design (only) at North Base Building 200 - \$575,000  
Design replacement for North Base Building 200. Design phase includes geotechnical site analysis and front-end design services with phased scheduling, cost estimates for construction and identification of interim work spaces.
- 4.3 LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities - \$1,789,832  
Phase 2 of 2: Replace lighting fixtures in favor of more energy efficient, environmentally friendly LED lights. Phase One budget was approved for FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at the District's North Base and South Base Facilities. Design work and cost estimates for Phase Two have been fully completed.
- 4.4 Electric Vehicle Chargers for Non-Revenue Vehicles (6 total) - \$575,000  
Provide six (6) electric vehicle (EV) charging stations for the District's non-revenue fleet. The project will provide design services and deliver related equipment/ installation. There will be two (2) EV Chargers at each of three facilities: Central, North Base and South Base. Chargers will connect to existing electrical infrastructure and provide charging services to current battery-electric EV's.
- 4.5 TAM Maturity and Development Assessment - \$55,200  
Provide a progress assessment of the District's Transit Assessment Management (TAM) Plan following the TAM Policy as approved by the Board in November 2018. The project will allow the District to review the implementation plan and to reassess the subsequent work processes and data flow inherent to TAM.
- 4.6 Design for Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment) - \$1,926,250  
Provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide with bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection.
- The FY2022 Proposed Budget reflects the Design Phase only. The total estimated project costs include design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced by engineered concrete for South Base (critical for the Master Infrastructure).
- 4.7 TOD Project Initiation Funds - \$92,000  
The Agency has a number of potential transit oriented development (TOD) sites in various states of readiness that will progress in FY2022.

**Planning / Development: \$500,000**

- 5.1 Capital Program and Project Development - \$250,000  
Activities include but are not limited to: capital budget and programming

processes, grant development, and development of capital program management systems.

5.2 Capital Program Management - \$250,000

Capitalized funds for programs and project controls support, including monitoring project performance, and delivery.

Prepared By:	Virginia Baum, Manager, Budgets	650-508-7963
	Melanie Hartanto, Senior Budget Analyst	650-508-6478



RESOLUTION NO. 2021 –

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

\* \* \*

ADOPTING FISCAL YEAR 2022 OPERATING BUDGET IN THE AMOUNT OF  
\$199,389,100 AND FISCAL YEAR 2022 CAPITAL BUDGET IN THE  
AMOUNT OF \$41,050,326

**WHEREAS**, Section 103141(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the San Mateo County Transit District (District); and

**WHEREAS**, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transit improvement program; and

**WHEREAS**, the Acting General Manager/CEO has prepared and presented to the Board of Directors a proposed Operating Budget for Fiscal Year 2021-22 (FY2022) in the amount of \$199,389,100 that sets forth projected revenues and expenses associated with the District's operating and maintenance programs; and

**WHEREAS**, the Acting General Manager/CEO has prepared a proposed Capital Budget for FY2022 in the total amount of \$41,050,326; and

**WHEREAS**, the amount of anticipated funding from the Federal government for the FY2022 Capital Budget is estimated to be \$20 million; and

**WHEREAS**, the amount of anticipated funding from the State's Senate Bill 1 (SB1) State of Good Repair Program for the FY2022 Capital Budget is estimated to be \$1,496,400; and

**WHEREAS**, the amount of anticipated funding from the State's Local Partnership Program for the FY2022 Capital Budget is estimated to be \$9,101,000; and

**WHEREAS**, the local sales tax required for the proposed Capital Budget for FY2022 is \$10,452,926.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors (Board) of the San Mateo County Transit District adopts the Fiscal Year 2022 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

**BE IT FURTHER RESOLVED** the Board also hereby adopts Capital Budget in the amount of \$41,050,326 for FY2022, a copy of which is attached hereto and incorporated herein as Attachment B; and

**BE IT FURTHER RESOLVED** that the Acting General Manager/CEO, or his designee, is directed to submit these budgets to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date; and

**BE IT FURTHER RESOLVED** that the Board approves the SB 1 State of Good Repair Program projects included in the FY2022 Capital Budget; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Acting General Manager/CEO, or his designee, to submit a request for SB 1 State of Good Repair funds, execute any related grant applications, forms and agreements; and agrees to comply with all conditions and requirements set forth in the Certification and Assurances and applicable statutes, regulations and guidelines for all State of Good Repair-funded transit capital projects; and

**BE IT FURTHER RESOLVED**, that the Board authorizes the Acting General Manager/CEO, or his designee, to take such additional actions as may be necessary to give effect to this resolution, including executing funding agreements and, amendments, and submitting required documents to granting agencies to receive the funding identified in the Capital Budget.

Regularly passed and adopted this 2<sup>nd</sup> day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2022 PROPOSED OPERATING BUDGET**

Attachment A

	<u>FY2020 ACTUALS</u>	<u>FY2021 ADOPTED BUDGET</u>	<u>FY2021 FORECAST</u>	<u>FY2022 PROPOSED BUDGET</u>	<u>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E	F
					E = D - C	F = E / C
<b>SOURCES OF FUNDS:</b>						
<b>Operating Revenues</b>						
1 Passenger Fares	11,689,659	5,260,150	5,114,893	8,183,000	3,068,107	60.0%
2 Local TDA and STA Funds	59,050,458	45,138,493	45,138,493	42,499,928	(2,638,565)	-5.8%
3 Pass through to Other Agencies	316,000	580,345	580,345	597,375	17,030	2.9%
4 FY22 CRRSAA (FY21 CARES ACT)	2,794,177	25,547,295	42,108,358	16,037,830	(26,070,528)	-61.9%
5 Operating Grants	3,170,140	3,338,767	3,338,767	4,392,998	1,054,231	31.6%
6 SMCTA Measure A	12,879,456	10,597,344	10,597,344	3,785,600	(6,811,744)	-64.3%
7 AB434, TA Funded Shuttles & Other	392,220	452,000	452,000	315,900	(136,100)	-30.1%
8 <b>Subtotal - Operating Revenues</b>	<b>90,292,110</b>	<b>90,914,394</b>	<b>107,330,200</b>	<b>75,812,631</b>	<b>(31,517,569)</b>	<b>-29.4%</b>
<b>Other Revenue Sources</b>						
10 District Sales Tax	91,640,913	80,000,000	87,720,193	96,490,000	8,769,807	10.0%
11 Measure W Sales Tax	44,194,197	40,000,000	43,874,656	48,245,000	4,370,344	10.0%
12 Investment Income	4,412,440	3,630,000	3,630,000	2,840,000	(790,000)	-21.8%
13 Other Interest, Rent & Other Income	7,698,349	6,902,350	8,521,350	5,845,069	(2,676,281)	-31.4%
14 PCJPB, SMCTA & SAMTR Capital W&B	24,951,081	31,950,189	31,950,189	33,829,222	1,879,033	5.9%
15 <b>Subtotal - Other Revenues</b>	<b>172,896,980</b>	<b>162,482,539</b>	<b>175,696,388</b>	<b>187,249,291</b>	<b>11,552,903</b>	<b>6.6%</b>
17 <b>TOTAL SOURCE OF FUNDS</b>	<b>263,189,090</b>	<b>253,396,933</b>	<b>283,026,588</b>	<b>263,061,922</b>	<b>(19,964,666)</b>	<b>-7.1%</b>
<b>USES OF FUNDS:</b>						
20 PCJPB, SMCTA & SAMTR Capital W&B	24,951,081	31,950,189	31,950,189	33,829,222	1,879,033	5.9%
21 Motor Bus	135,641,488	146,116,387	138,623,588	144,208,978	5,585,390	4.0%
22 A.D.A. Programs	16,143,847	19,100,642	14,749,114	17,877,833	3,128,719	21.2%
23 Caltrain	9,239,456	8,876,887	8,876,887	-	(8,876,887)	-100.0%
24 Multi-Modal Programs	2,339,236	2,676,890	2,386,890	2,780,281	393,391	16.5%
25 Pass through to Other Agencies	316,000	580,345	580,345	597,375	17,030	2.9%
26 Land Transfer Interest Expense	78,036	95,411	95,411	95,411	-	0.0%
27 <b>Total Operating Expenses</b>	<b>188,709,144</b>	<b>209,396,751</b>	<b>197,262,424</b>	<b>199,389,100</b>	<b>2,126,676</b>	<b>1.1%</b>
29 <b>Total Operating Surplus/(Deficit)</b>	<b>74,479,946</b>	<b>44,000,182</b>	<b>85,764,164</b>	<b>63,672,822</b>	<b>(22,091,342)</b>	<b>-25.8%</b>
31 District Sales Tax Capital	8,494,119	5,594,180	5,594,180	3,642,205	(1,951,975)	-34.9%
32 Measure W Sales Tax Capital	2,435,000	1,000,000	1,000,000	6,810,721	5,810,721	581.1%
33 Reserves for Future Capital Allocation	-	18,257,063	48,257,063	-	(48,257,063)	-100.0%
34 <b>Sales Tax Allocation - Capital Programs</b>	<b>10,929,119</b>	<b>24,851,243</b>	<b>54,851,243</b>	<b>10,452,926</b>	<b>(44,398,317)</b>	<b>-80.9%</b>
36 <b>Total Debt Service</b>	<b>19,358,210</b>	<b>19,148,939</b>	<b>19,148,939</b>	<b>19,149,881</b>	<b>942</b>	<b>0.0%</b>
38 Reserve for Operating Reserve Fund	-	-	-	41,240,626	41,240,626	n/a
39 Reserve for Sales Tax Stabilization Fund	-	-	-	14,473,500	14,473,500	n/a
40 Draw from prior year surplus	-	-	-	(21,644,111)	(21,644,111)	n/a
42 <b>Total Uses of Funds</b>	<b>218,996,473</b>	<b>253,396,933</b>	<b>271,262,606</b>	<b>263,061,922</b>	<b>(8,200,684)</b>	<b>-3.0%</b>
43 <b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>44,192,617</b>	<b>-</b>	<b>11,763,982</b>	<b>-</b>	<b>(11,763,982)</b>	<b>-100.0%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2022 PROPOSED OPERATING BUDGET**

Attachment A

	<u>FY2020 ACTUALS</u>	<u>FY2021 ADOPTED BUDGET</u>	<u>FY2021 FORECAST</u>	<u>FY2022 PROPOSED BUDGET</u>	<u>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E	F
<b>SOURCES OF FUNDS:</b>					E = D-C	F = E / C
<b>OPERATING REVENUES - MOTOR BUS:</b>						
1 PASSENGER FARES	11,017,092	5,071,876	4,926,619	7,753,000	2,826,381	57.4%
2						
3 LOCAL (TDA) TRANSIT FUND:	45,351,442	39,059,834	39,059,834	34,473,853	(4,585,981)	-11.7%
4						
5 STATE TRANSIT ASSISTANCE:	9,502,421	3,540,136	3,540,136	5,575,975	2,035,839	57.5%
6						
7 OPERATING GRANTS:	957,871	1,256,231	1,256,231	1,808,887	552,656	44.0%
8						
9 DISTRICT SALES TAX REVENUE:	60,446,821	90,606,856	81,359,314	89,551,669	8,192,355	10.1%
10						
11 INVESTMENT INTEREST INCOME	3,757,229	3,125,000	3,125,000	2,475,000	(650,000)	-20.8%
12						
<b>OTHER REVENUE SOURCES:</b>						
14 Rental Income	2,041,078	1,451,492	1,451,492	1,684,688	233,196	16.1%
15 Advertising Income	1,248,749	804,549	804,549	745,500	(59,049)	-7.3%
16 Other Income	1,318,786	1,200,413	3,100,413	140,406	(2,960,007)	-95.5%
17 <b>TOTAL OTHER REVENUES</b>	<b>4,608,613</b>	<b>3,456,454</b>	<b>5,356,454</b>	<b>2,570,594</b>	<b>(2,785,860)</b>	<b>-52.0%</b>
18						
19 <b>TOTAL MOTOR BUS</b>	<b>135,641,488</b>	<b>146,116,387</b>	<b>138,623,588</b>	<b>144,208,978</b>	<b>5,585,390</b>	<b>4.0%</b>
20						
<b>AMERICAN DISABILITIES ACT:</b>						
22 Passenger Fares Redi-Wheels	672,567	188,274	188,274	430,000	241,726	128.4%
23 Local TDA 4.5 Redi-Wheels	2,533,461	2,062,681	2,062,681	1,814,413	(248,268)	-12.0%
24 Local STA - Paratransit	1,663,134	475,842	475,842	635,687	159,845	33.6%
25 Operating Grants	2,212,268	2,082,536	2,082,536	2,584,111	501,575	24.1%
26 District Sales Tax Revenue - ADA	3,375,958	8,986,309	4,634,781	6,913,022	2,278,241	49.2%
27 Interest Income-Paratransit Fund	655,211	505,000	505,000	365,000	(140,000)	-27.7%
28 SMCTA Measure A Redi-Wheels	3,640,000	3,200,000	3,200,000	3,785,600	585,600	18.3%
29 Measure M Paratransit	1,391,248	1,600,000	1,600,000	1,350,000	(250,000)	-15.6%
30 <b>TOTAL ADA PROGRAMS</b>	<b>16,143,847</b>	<b>19,100,642</b>	<b>14,749,114</b>	<b>17,877,833</b>	<b>3,128,719</b>	<b>21.2%</b>
31						
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>						
33 Transfer from SMCTA for Caltrain	9,239,456	7,397,344	7,397,344	-	(7,397,344)	-100.0%
34 District Sales Tax Caltrain	-	1,479,543	1,479,543	-	(1,479,543)	-100.0%
35 AB434, TA Funded Shuttles & Other	392,220	452,000	452,000	315,900	(136,100)	-30.1%
36 Employer SamTrans Shuttle Funds	1,267,071	1,554,500	1,273,500	1,762,500	489,000	38.4%
37 Dumbarton Rental Income	431,417	291,396	291,396	161,975	(129,421)	-44.4%
38 District Sales Tax - Other Multi Modal	248,528	378,994	369,994	539,906	169,912	45.9%
39 <b>TOTAL MULTI-MODAL</b>	<b>11,578,692</b>	<b>11,553,777</b>	<b>11,263,777</b>	<b>2,780,281</b>	<b>(8,483,496)</b>	<b>-75.3%</b>
40 <b>TOTAL REVENUES</b>	<b>163,364,027</b>	<b>176,770,806</b>	<b>164,636,479</b>	<b>164,867,092</b>	<b>230,613</b>	<b>0.1%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2022 PROPOSED OPERATING BUDGET**

Attachment A

	<u>FY2020 ACTUALS</u>	<u>FY2021 ADOPTED BUDGET</u>	<u>FY2021 FORECAST</u>	<u>FY2022 PROPOSED BUDGET</u>	<u>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E	F
<b>SOURCES OF FUNDS:</b>					E = D - C	F = E / C
<b>DISTRICT OPERATING EXPENSE</b>						
1	Motor Bus Wages and Benefits	74,601,918	76,632,302	75,682,907	74,245,160	(1,437,746) -1.9%
2	<b>Services</b>					
3	Board of Directors	101,863	122,366	108,366	118,733	10,367 9.6%
4	Contracted Vehicle Maintenance	1,289,280	1,277,216	1,228,216	1,364,178	135,962 11.1%
5	Property Maintenance	1,652,224	1,833,000	1,743,000	1,757,000	14,000 0.8%
6	Professional Services	4,005,089	5,454,806	5,398,402	5,998,730	600,328 11.1%
7	Technical Services	8,621,345	10,618,112	9,875,112	10,299,017	423,905 4.3%
8	Other Services	3,894,054	4,197,236	3,716,236	4,341,939	625,703 16.8%
9						
10	<b>Materials &amp; Supply</b>					
11	Fuel and Lubricants	2,846,466	2,567,023	2,087,023	3,526,864	1,439,841 69.0%
12	Bus Parts and Materials	1,811,826	2,149,404	2,017,404	2,095,610	78,206 3.9%
13	Uniform and Drivers Expense	399,997	712,678	554,678	1,093,563	538,885 97.2%
14	Timetables and Tickets	123,836	215,000	82,000	224,134	142,134 173.3%
15	Office Supplies/Printing	487,450	665,791	583,791	405,194	(178,597) -30.6%
16	Other Materials and Supply	159,529	142,800	126,800	136,800	10,000 7.9%
17						
18	<b>Utilities</b>					
19	Telecommunications	587,610	667,500	665,500	669,200	3,700 0.6%
20	Other Utilities	1,254,117	1,778,540	1,709,540	1,639,000	(70,540) -4.1%
21	Insurance	1,515,065	2,202,982	2,202,982	3,030,945	827,963 37.6%
22	Claims Reserves and Payments	1,672,928	1,455,563	655,563	600,000	(55,563) -8.5%
23	Workers Compensation	2,667,005	3,817,674	3,696,674	3,756,275	59,601 1.6%
24	Taxes and License Fees	802,190	836,273	792,273	967,142	174,869 22.1%
25	Leases and Rentals	91,593	71,800	71,800	81,900	10,100 14.1%
26	Promotional and Legal Advertising	613,436	1,098,250	881,250	1,252,443	371,193 42.1%
27	Training & Business Travel	337,503	472,432	447,432	675,125	227,693 50.9%
28	Dues & Membership	127,516	201,853	182,853	188,467	5,614 3.1%
29	Postage and Other	216,876	216,580	154,580	217,442	62,862 40.7%
30						
31	<b>Total District Operated Buses</b>	<b>109,880,714</b>	<b>119,407,181</b>	<b>114,664,382</b>	<b>118,684,861</b>	<b>4,020,480 3.5%</b>
32						
33	<b>CONTRACTED BUS SERVICES</b>					
34	Contracted Urban Bus Service	20,676,396	22,704,800	20,204,800	21,123,100	918,300 4.5%
35	Coastside Services	1,594,447	1,754,000	1,600,000	1,677,800	77,800 4.9%
36	Redi Coast Non-ADA	226,679	260,800	219,800	229,300	9,500 4.3%
37	La Honda - Pescadero	51,156	55,130	52,130	52,600	470 0.9%
38	SamCoast - Pescadero	74,130	149,000	108,000	72,000	(36,000) -33.3%
39	CUB Related Wages & Benefits	375,922	440,419	440,419	505,717	65,298 14.8%
40	CUB Related Other Support	119,611	109,200	98,200	143,936	45,736 46.6%
41	CUB Insurance	459,119	1,017,457	1,017,457	1,519,664	502,207 49.4%
42	CUB Claims Reserves & Payments	2,183,314	218,400	218,400	200,000	(18,400) -8.4%
43	<b>Total Contracted Bus Service</b>	<b>25,760,775</b>	<b>26,709,206</b>	<b>23,959,206</b>	<b>25,524,117</b>	<b>1,564,911 6.5%</b>
44	<b>TOTAL MOTOR BUS</b>	<b>135,641,488</b>	<b>146,116,387</b>	<b>138,623,588</b>	<b>144,208,978</b>	<b>5,585,390 4.0%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2022 PROPOSED OPERATING BUDGET**

Attachment A

	<u>FY2020 ACTUALS</u>	<u>FY2021 ADOPTED BUDGET</u>	<u>FY2021 FORECAST</u>	<u>FY2022 PROPOSED BUDGET</u>	<u>FY2022 PROPOSED BUDGET vs FY2021 FORECAST</u>	<u>Percent Change</u>	
	A	B	C	D	E	F	
<b>SOURCES OF FUNDS:</b>					<b>E = D - C</b>	<b>F = E / C</b>	
<b>PARATRANSIT</b>							
45	Elderly & Disabled/Redi-Wheels	5,611,495	6,929,800	6,754,800	7,675,510	920,710	13.6%
46	ADA Sedan/Taxi Service	4,601,748	3,629,400	1,929,400	2,212,350	282,950	14.7%
47	Coastside ADA	1,648,098	2,032,900	1,197,900	1,500,000	302,100	25.2%
48	ADA Related Wages & Benefits	2,661,044	2,649,599	2,649,599	2,768,826	119,227	4.5%
49	ADA Related Other Support	1,544,111	2,863,778	1,222,250	2,332,603	1,110,353	90.8%
50	ADA Insurance	383,104	776,765	776,765	1,188,544	411,779	53.0%
51	ADA Claims Reserves & Payments	(305,752)	218,400	218,400	200,000	(18,400)	-0.2%
52	<b>Total ADA Programs</b>	<b>16,143,847</b>	<b>19,100,642</b>	<b>14,749,114</b>	<b>17,877,833</b>	<b>3,128,719</b>	<b>21.2%</b>
53							
54	<b>MULTI-MODAL TRANSIT PROGRAMS</b>						
55							
56	<b>CALTRAIN SERVICE</b>						
57	Peninsula Rail Service	9,239,456	8,876,887	8,876,887	-	(8,876,887)	-100.0%
58	<b>Total Caltrain Service</b>	<b>9,239,456</b>	<b>8,876,887</b>	<b>8,876,887</b>	<b>-</b>	<b>(8,876,887)</b>	<b>-100.0%</b>
59							
60	<b>OTHER SUPPORT</b>						
61	SamTrans Shuttle Service	1,954,799	2,101,500	1,820,500	2,331,501	511,001	28.1%
62	Shuttle Related Wages & Benefits	63,346	92,875	92,875	91,806	(1,069)	-1.2%
63	Dumbarton M.O.W.	151,821	309,515	309,515	161,975	(147,540)	-47.7%
64	Maintenance multimodal Facilities	169,271	173,000	164,000	195,000	31,000	18.9%
65	<b>Total Other Support</b>	<b>2,339,236</b>	<b>2,676,890</b>	<b>2,386,890</b>	<b>2,780,281</b>	<b>393,391</b>	<b>16.5%</b>
66							
67	<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>11,578,692</b>	<b>11,553,777</b>	<b>11,263,777</b>	<b>2,780,281</b>	<b>(8,483,496)</b>	<b>-75.3%</b>
68							
69	<b>TOTAL OPERATING EXPENSES</b>	<b>163,364,027</b>	<b>176,770,806</b>	<b>164,636,480</b>	<b>164,867,092</b>	<b>230,612</b>	<b>0.1%</b>



**San Mateo County Transit District**  
**Fiscal Year 2022 Proposed Capital Budget**

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Proposed Budget	FUNDING					
					Federal	STA SOGR	LPP	District Sales Tax	Measure W	
<b>1 REVENUE VEHICLE SUPPORT</b>										
1.1	Major Bus Components	Purchase of new & rebuilt parts, major bus components not in operating budget.	\$ 311,347		\$ 311,347	\$ -	\$ -	\$ -	\$ 311,347	\$ -
1.2	Maintenance Support Equipment	Equipment used to support day-to-day shop activities.	\$ 320,226		\$ 320,226	\$ -	\$ -	\$ -	\$ 320,226	\$ -
1.3	Para Transit (Cutaway) Revenue Vehicle Procurement	This project plan to replace twenty one (21) Revenue Para Transit Vehicles. This will replace twenty (21) 2015 Eldorado Aerotech Cut-Aways. In service since 2014	\$ 3,457,280		\$ 3,457,280	\$ 2,046,240	\$ -	\$ -	\$ -	\$ 1,411,040
1.4	Replacement of (10) 2017 Redi-Wheels Minivans	This project is to replace (10) 2017 model year El Dorado Amerivan minivans that will be obsolete in Year 2022. Replacing minivan.	\$ 874,384		\$ 874,384	\$ 586,000		\$ -	\$ -	\$ 288,384
1.5	Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses	To replace (135) 2009 model-year heavy duty diesel buses that will be obsolete, with (75) 40' Battery Electric Buses (BEB) and (60) 40' heavy duty clean-diesel buses in accordance with CARB ICT Purchase Requirements	\$ 137,765,488		\$ 29,222,557	\$ 17,367,760	\$ -	\$ 9,101,000	\$ -	\$ 2,753,797
<b>Subtotal</b>			\$ 142,728,725	\$ -	\$ 34,185,794	\$ 20,000,000	\$ -	\$ 9,101,000	\$ 631,573	\$ 4,453,221
<b>2 NON-REVENUE VEHICLE SUPPORT</b>										
2.1	n/a	n/a	\$ -							
<b>Subtotal</b>					\$ -					
<b>3 INFORMATION TECHNOLOGY</b>										
3.1	Automatic Passenger Counter (APC) Validation	To purchase/implement a system that will report data collected by Automatic Passenger Counter (APC) units on 322 bus vehicles.	\$ 431,250	\$ -	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250
<b>Subtotal</b>			\$ 431,250		\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250





**San Mateo County Transit District**

**Fiscal Year 2022 Proposed Capital Budget**

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Proposed Budget	FUNDING				
					Federal	STA SOGR	LPP	District Sales Tax	Measure W
<b>4 FACILITIES / CONSTRUCTION</b>									
4.1 Facilities Smaller Projects	Intended to maintain state of good repair for District's infrastructure, shops, and facilities for District employees to perform their duties.	920,000		\$ 920,000	\$ -	\$ -	\$ -	\$ 920,000	\$ -
4.2 Design (Only) at North Base Building 200	This FY22 Budget Request is the design phase the NB Building 200 replacement. Design phase include geotechnical site analysis and front-end design services for NB Bldg-200. This will include a geotech assessment, functional design solutions, phased scheduling, cost estimates for construction, interim work spaces.	\$ 1,575,000	\$ 1,000,000	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -
4.3 LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	Phase 2 of 2: Replacing lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base Facilities. Design work-cost estimates for Phase Two fully completed.	\$ 3,217,832	\$ 1,428,000	\$ 1,789,832	\$ -	\$ 1,496,400		\$ 293,432	\$ -
4.4 EV Chargers for Non-Revenue Vehicles (6 total)	Objective follows District's move to fully zero-emission vehicle fleet. Project will provide six (6) electric vehicle (EV) charging stations for District's non-revenue fleet. Project will provide design services; subsequently deliver related equipment/installation. There will be two (2) EV Chargers at each of 3 facilities -- Central, North Base and South Base. Chargers will connect to existing electrical infrastructure and provide charging services to current battery-electric EV's.	\$ 575,000	\$ -	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -
4.5 TAM Maturity and Development Assessment	This objective will provide a progress assessment of District's Transit Assessment Management (TAM) Plan following the TAM Policy as approved by the Board in November 2018. The project will allow District to review the implementation plan and to reassess the subsequent work processes and data flow inherent to TAM.	\$ 55,200	\$ -	\$ 55,200	\$ -	\$ -	\$ -	\$ 55,200	
4.6 Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection. <b>The FY22 Budget requests reflects the Design Phase only; Total estimated Project reflects design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure)</b>	\$ 326,711,250	\$ -	\$ 1,926,250	\$ -	\$ -		\$ -	\$ 1,926,250



**San Mateo County Transit District**

**Fiscal Year 2022 Proposed Capital Budget**

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Proposed Budget	FUNDING				
					Federal	STA SOGR	LPP	District Sales Tax	Measure W
4.7 Transit Oriented Development (TOD) Project Initiation Funds	The Agency has a number of potential developments sites in various states of readiness that will progress in FY22. The task listed below often need to occur before a site is advertised for development and funds need to be available for such TOD Project Initiation Tasks	92,000	\$ -	\$ 92,000	\$ -	\$ -	\$ -	\$ 92,000	
<b>Subtotal</b>		<b>\$ 333,146,282</b>	<b>\$ 2,428,000</b>	<b>\$ 5,933,282</b>	<b>\$ -</b>	<b>\$ 1,496,400</b>	<b>\$ -</b>	<b>\$ 2,510,632</b>	<b>\$ 1,926,250</b>
<b>PLANNING / DEVELOPMENT</b>									
5.1 Capital Program and Project Development	Activities include but not limited to: capital budget and programming process, grant development, and development of capital program management systems.		\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -
5.2 Capital Program Management	Capitalized funds for programs and project controls support, including monitoring project performance, delivery		\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -
5.3									
<b>Subtotal</b>				<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ -</b>
<b>5 Other</b>									
<b>GRAND TOTAL</b>		<b>\$ 476,306,257</b>	<b>\$ 2,428,000</b>	<b>\$ 41,050,326</b>	<b>\$ 20,000,000</b>	<b>\$ 1,496,400</b>	<b>\$ 9,101,000</b>	<b>\$ 3,642,205</b>	<b>\$ 6,810,721</b>

Notes:

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



# Proposed FY 2022 Operating and Capital Budgets



**Board of Directors**  
**June 2, 2021**  
**Finance Agenda Item #3**

# Changes from May Board Meeting

(\$ in Millions)



Sources of Funds	FY2022 Preliminary Budget	FY2022 Proposed Budget	Changes
District Sales Tax	94.7	96.5	1.8
Measure W	47.4	48.2	0.8
Operating Grants & Pass Thru	4.5	5.0	0.5
Investment Income, Interest, & Other	8.9	8.7	(0.2)
<b>Change in Revenues</b>	<b>\$ 155.5</b>	<b>\$ 158.4</b>	<b>\$ 2.9</b>

Uses of Funds	FY2022 Preliminary Budget	FY2022 Proposed Budget	Changes
Motor Bus	118.1	118.7	0.6
Pass throughs & Other	0.5	0.7	0.2
Other Reserve	32.0	34.1	2.1
<b>Change in Expenditures</b>	<b>\$ 150.6</b>	<b>\$ 153.5</b>	<b>\$ 2.9</b>

## Change in Revenues Reflect:

- Sales Tax (District Sales Tax and Measure W) reflects an improvement as economic recovery continues to strengthen
- Operating Grants increase due to Lifeline funding for Route 17 and SamCoast
- Investment Income, Interest & Other is lower due to reduced Measure M contribution

## Change in Expenditures Reflect:

- Motor Bus reflects three additional new IT FTEs and minor changes in Labor Distribution
- Pass-Through to Other Agencies increase due to more Agencies will receive Lifeline Grants
- Increased in Other Reserve is mainly due to 3-month of reserves instead of 2-month

# FY22 Proposed Budget Outlook

(\$ in Millions)



Sources of Funds	FY2021 Forecast	FY2022 Proposed Budget	Variance
Passenger Fares	\$ 5.1	\$ 8.2	3.1
Local TDA and STA Funds	45.1	42.5	(2.6)
Pass through to Other Agencies	0.6	0.6	0.0
FY22 CRRSAA (FY21 CARES ACT)	42.1	16.0	(26.1)
Operating Grants	3.3	4.4	1.1
SMCTA Measure A	10.6	3.8	(6.8)
AB434, TA Funded Shuttles & Other	0.5	0.3	(0.1)
District Sales Tax	87.7	96.5	8.8
Measure W Sales Tax	43.9	48.2	4.4
Investment Income, Interest, & Other	12.2	8.7	(3.5)
JPB, TA, JPA & SamTrans Cap W&B	32.0	33.8	1.9
<b>Total Revenue</b>	<b>\$ 283.1</b>	<b>\$ 263.1</b>	<b>\$ (20.0)</b>

Use of Funds	FY2021 Forecast	FY2022 Proposed Budget	Variance
Motor Bus	\$ 114.7	\$ 118.7	\$ 4.0
Contract Urban Bus (CUB)	24.0	25.5	1.6
A.D.A. Programs	14.7	17.9	3.1
Caltrain	8.9	-	(8.9)
Multi-Modal Programs	2.4	2.8	0.4
Pass through & Other	0.7	0.7	0.0
JPB, SMCTA, JPA, SAMTRA Capital	32.0	33.8	1.9
Reserves for Capital Allocation	54.9	24.9	(30.0)
Debt Service	19.1	19.1	0.0
Other Reserve	-	34.1	34.1
<b>Total Expenditures *</b>	<b>\$ 271.3</b>	<b>\$ 263.1</b>	<b>\$ (8.2)</b>
<b>SURPLUS</b>	<b>\$ 11.8</b>	<b>\$ -</b>	<b>\$ (11.8)</b>

## Economic Outlook

With the current rate of vaccine distribution and reopening of local businesses across San Mateo county, the FY2022 Budget assumes a significant recovery from the negative impacts of the COVID-19 pandemic.

- Schools are re-opening for in classroom instruction
- Reopening of all local area businesses
- End of pandemic is on the horizon; however safety will remain an important feature of operations going forward.

## Rebaseline

The development of the FY2022 Budget includes the results of an in-depth analysis of Baseline Budget and eliminated \$5.4 million of expense rolling forward into the FY2022 Budget.

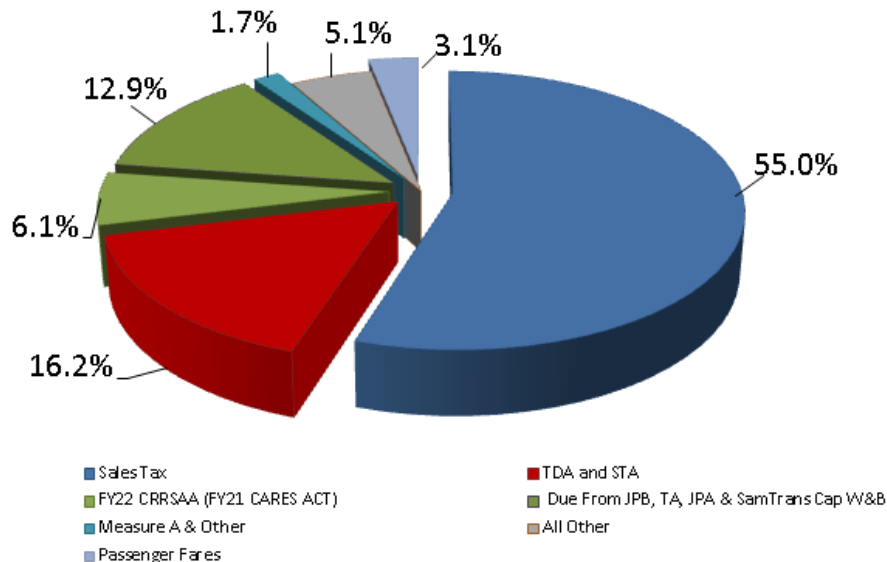


# Key Assumptions

- Fare collection was resumed in Q2 FY2021 and FY22 Budget assumes ridership recovery of 50% from COVID levels
- Removed FY2021 hiring freeze on vacant positions for bus operators and administrative positions. FY2022 Budget assumes vacancies are filled on expected dates for filling open positions
- Diesel fuel costs assumes 64% hedged pricing and starting February 2022, conversion to RDB5 fuel from Ultra low Sulfur Fuel - The blended cost per gallon rate is \$1.98
- Assumes no member agency contributions for Caltrain operations
- Various other expenses are assumed to return to pre-pandemic levels

# FY22 Proposed Sources of Funds

(\$ in Millions)



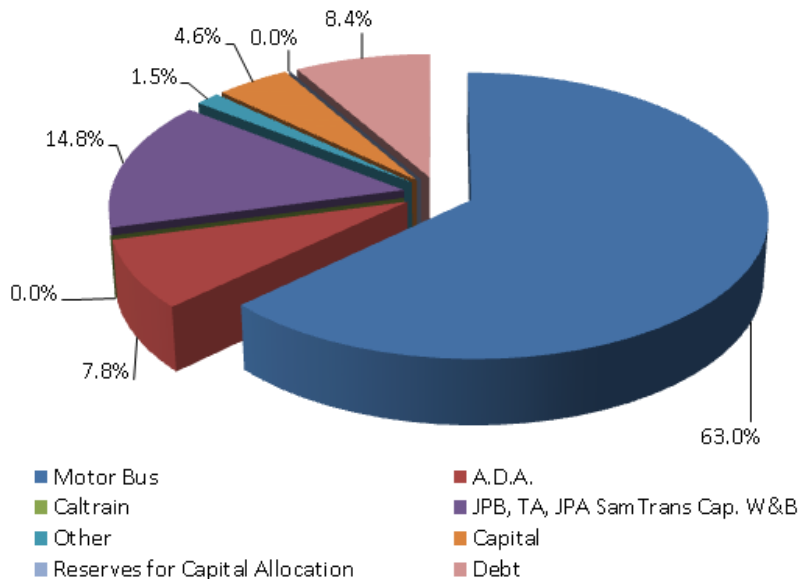
## FY2022 Sources of Funds

Passenger Fares	\$ 8.2
Local TDA and STA Funds	42.5
Pass through to Other Agencies	0.6
FY22 CRRSAA (FY21 CARES ACT)	16.0
Operating Grants	4.4
SMCTA Measure A	3.8
AB434, TA Funded Shuttles & Other	0.3
District Sales Tax	96.5
Measure W Sales Tax	48.2
Investment Income, Interest, & Other	8.7
Due From JPB, TA, JPA & SamTrans Cap W&B	33.8
<b>Total</b>	<b>\$ 263.1</b>



# FY22 Proposed Uses of Fund

(\$ in Millions)



## FY2022 Uses of Funds

Motor Bus	\$118.7
Contract Urban Bus (CUB)	25.5
A.D.A. Programs	17.9
Caltrain	-
Multi-Modal Programs	2.8
JPB, TA, JPA SamTrans Cap. W&B	33.8
Pass throughs & Other	0.7
Capital	10.5
Reserves for Future Capital Allocation	-
Other Reserves	34.1
Debt	19.1
	<b>\$263.1</b>

# FY22 Capital Projects Priorities



- Maintains District's existing service and infrastructure network
- Ensures vehicles and facilities are maintained in a state of good repair
- Leverage funding from Federal & State grants; reliance on District Sales Tax and Measure W for FY2022 Budget is 26%
- In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical project that support the District's goals
- Investments in:
  - Infrastructure
  - Green Mobility for the San Mateo County

# Long-term Capital Considerations

samTrans

▪ Numerous items that will require substantial capital investment over next several years:

- Implementation of zero-emission bus operations (rolling stock and infrastructure)
- North Base Operations Building replacement
- South Base Asphalt
- Central Administration Building
- Unfunded Liabilities (Pension, Retiree Health Care)
- Technology

# FY22 Capital Projects Priorities

(\$ in Millions)

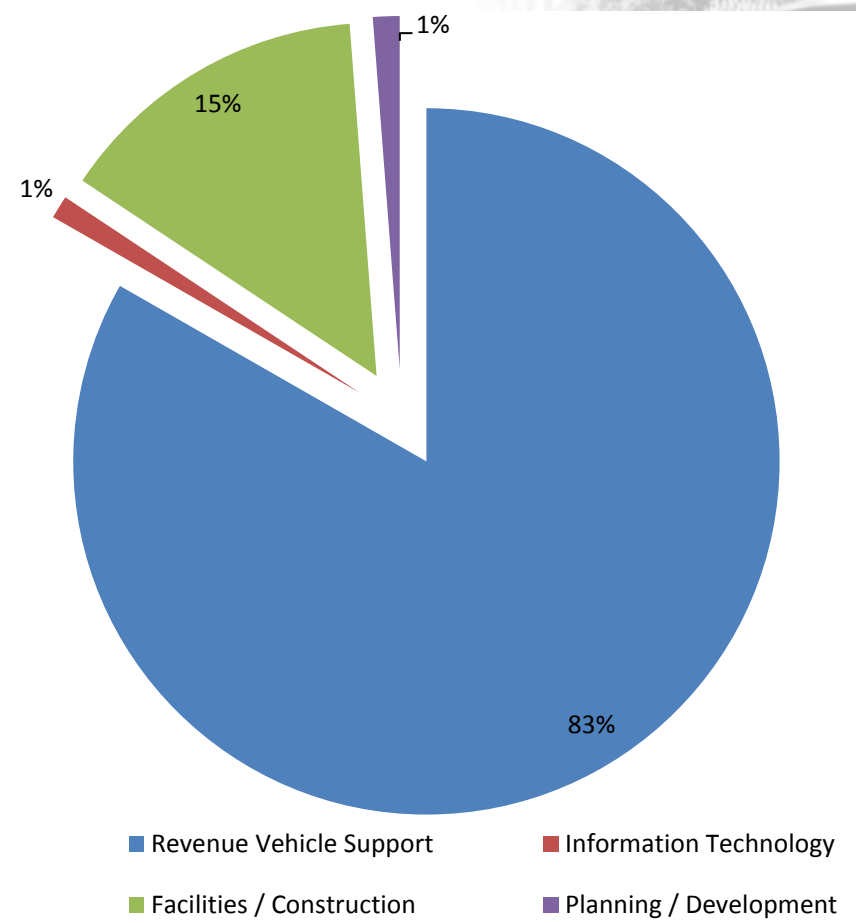


## FY2022 Capital Budget

		<u>Share</u>
Revenue Vehicle Support	34.2	83%
Information Technology	0.4	1%
Facilities / Construction	5.9	14%
Planning / Development	0.5	1%
<b>\$</b>	<b>41.1</b>	<b>100%</b>

## FY2022 Source of Funds

		<u>Share</u>
Federal	\$ 20.0	49%
STA - State of Good Repair	1.5	4%
Local Partnership Program (LPP)	9.1	22%
District Sales Tax	3.6	9%
Measure W	6.8	17%
<b>\$</b>	<b>41.1</b>	<b>100%</b>



# FY22 Budget Capital Projects



## REVENUE VEHICLE SUPPORT: \$34,185,794

- Major Bus Components: \$311,347
- Maintenance Support Equipment: \$320,226
- Paratransit (Cutaway) Revenue Vehicle Procurement: \$3,457,280
- Replacement of (10) 2017 Redi-Wheels Minivans: \$874,384
- Replacement of (135) 2009 Gillig Heavy Duty Diesel Buses: \$29,222,557

## INFORMATION TECHNOLOGY: \$431,250

- Automatic Passenger Counter (APC) Validation: \$431,250

## FACILITIES / CONSTRUCTION: \$5,933,282

- Facilities Smaller Projects: \$920,000
- Design (only) at North Base Building 200: \$575,000
- LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities: \$1,789,832
- Electric Vehicle Chargers for Non-Revenue Vehicles (6 total): \$575,000
- TAM Maturity and Development Assessment: \$55,200
- Design Facility Power Infrastructure Upgrade (ZEB Implementation and Development): \$1,926,250
- TOD Project Initiation Funds: \$92,000



# FY22 Budget Capital Projects



## PLANNING / DEVELOPMENT: \$500,000

- Capital Program and Project Development: \$250,000
- Capital Program Management: \$250,000

**TOTAL FY2022 CAPITAL BUDGET: \$41,050,326**



# Next Steps

samTrans

- Continue to monitor current economic environment and update FY2022 Adopted Budget if necessary
- Continue to develop and review significant capital projects that may be brought later in the fiscal year for the Board's consideration

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Carter Mau  
Acting General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR THE PURCHASE OF SEVEN BATTERY ELECTRIC BUSES THROUGH A COMMONWEALTH OF VIRGINIA COOPERATIVE PURCHASING CONTRACT AND INCREASE THE FISCAL YEAR 2021 CAPITAL BUDGET BY \$8,802,841 FOR A TOTAL CAPITAL BUDGET OF \$20,701,363**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Increase the Fiscal Year 2021 Capital Budget by \$8,802,841, from \$11,898,522 to \$20,701,363, per Attachment A, to reflect funding for the purchase of these buses and related expenses.
2. Award a cooperative purchasing contract to New Flyer of America, Inc. (New Flyer) of Winnipeg, Manitoba, Canada for seven new battery electric heavy-duty, low-floor, 40-foot buses, for a total estimated amount of \$7,346,824.40.
3. Authorize the Acting General Manager/CEO, or designee, to execute a contract with New Flyer with terms and conditions substantially similar to those of the New Flyer-Commonwealth of Virginia contract, which was competitively bid, and in a form approved by legal counsel.

**SIGNIFICANCE**

In 2018, the San Mateo County Transit District (District) applied for and was awarded several grants to help fund capital costs associated with implementing zero emission express bus service on US 101, to be launched in conjunction with the opening of the US 101 express lanes. One of the routes prioritized for implementation is the East Palo Alto to San Bruno BART station limited stop route (Route EPX), which will require the acquisition of seven battery electric buses for the initial service plan. The recommended action will procure the required buses for the project through a cooperative procurement administered by the Commonwealth of Virginia Department of General Services (Virginia Cooperative Contract).

The Virginia Cooperative Contract provides public agencies with the opportunity to purchase transit buses of various configurations from approved manufacturers that



have been selected through a competitive sealed bid process. In accordance with the Virginia Cooperative Contract's instructions and contract, the District may reach out to manufacturers directly for purchase of buses.

District staff evaluated available buses for purchase under the Virginia Cooperative Contract. It was determined that New Flyer has the best product at the best price to meet the District's needs. New Flyer completed the Altoona test for its XE40 battery electric bus in 2015. New Flyer offers 528 kilowatt-capacity buses, which support longer-range trips like that required for the Route EPX. This is a critical feature and will aid in preventing mid-route battery depletion. Lastly, staff has determined that the pricing from New Flyer is fair and reasonable.

**BUDGET IMPACT**

This recommended action includes an increase in the Fiscal Year 2021 Capital Budget by \$8,802,841, from \$11,898,522 to \$20,701,363 to reflect funding for the purchase and launch of service using the seven New Flyer buses (Project). The Project is funded entirely by the State of California grant sources listed in the table below. No local District funds are currently proposed for use on the Project. |

<b>Project Source of Funds</b>	<b>Funding Amount</b>
Low Carbon Transportation Operations Program	\$4,552,841
Local Partnership Program	\$2,000,000
Affordable Housing and Sustainable Communities Program	\$2,250,000
<b>Total</b>	<b>\$8,802,841</b>

In addition to the purchase cost of the new buses, Project costs include District staff and consultant costs and related expenses.

<b>Project Expenditure of Funds</b>	<b>Amount</b>
New Flyer Contract	\$7,346,824.40 (Not to Exceed)
In-Plant Inspection Services	\$50,000 (Estimate)
Overhead Costs	\$325,000 (Estimate)
Indirect Cost Allocation Plan (ICAP)	\$1,081,016.40 (Estimate)
<b>Total</b>	<b>\$8,802,841</b>

**BACKGROUND**

On July 1, 2019, the Commonwealth of Virginia Department of General Services entered into contract E194-81688 MA6463 with New Flyer pursuant to Invitation for Bids IFB #2712 for the furnishing of heavy-duty, low-floor, 40-foot battery electric buses.

The scope of work under the contract requires the manufacturer to provide and deliver low floor battery-powered electric transit buses per the specifications described in Section 4 "Goods & Pricing Schedule, Warranty Information." The buses must be compliant with current Federal Transit Administration (FTA) and Fixing Americas Surface Transportation (FAST) Act regulations. All buses must be powered by an electric propulsion system and be new and unused. Buses must have a minimum expected life

of 12 years or 500,000 miles, whichever comes first.

The 2018 US 101 Express Bus Feasibility Study (Express Bus Study) identified six new express routes to be implemented over three phases along the US 101 corridor.

We are currently in Phase 1, referred to as the Pilot Project phase. Phase 1 includes the Foster City-San Francisco Express (Route FCX) and the Palo Alto-Western San Francisco Express (Route PAX). Route FCX launched in August 2019 to great ridership success; however, current service levels and ridership are significantly reduced due to the COVID-19 pandemic. Future service levels of Route FCX will be determined through the Reimagine SamTrans comprehensive operational analysis. Launch of the Route PAX has been put on hold until a later time when travel patterns normalize and there is more certainty about ridership.

Phase 2, which was designed to coincide with launch of the US 101 Express Lanes, consists of two additional routes: an East Palo Alto-San Bruno limited stop route (Route EPX) and a San Mateo-Downtown San Francisco route. The proposed purchase of seven New Flyer battery electric buses will allow the District to launch Route EPX in 2023, providing a critical connection between major transit and employment hubs and a community with higher-than-average minority and low-income populations. While current plans are based on the route alignment recommended in the Express Bus Study, the final routing and service levels for the Route EPX will be determined as a part of Reimagine SamTrans.

### **STRATEGIC INITIATIVE**

Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices
  - Action 2-13: Invest in improvements to our facilities and fleets that conserve natural resources, reducing waste, and controlling costs.

Contract Officer: Kevin Kelley, Procurement Administrator  
Project Manager: David Harbour, Director, Bus Maintenance

650-622-7892  
650-508-7954

RESOLUTION NO. 2021-

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

**AWARDING A CONTRACT TO NEW FLYER OF AMERICA, INC. FOR THE PURCHASE OF SEVEN BATTERY ELECTRIC BUSES THROUGH A COMMONWEALTH OF VIRGINIA COOPERATIVE PROCUREMENT CONTRACT AND INCREASING THE FISCAL YEAR 2021 CAPITAL BUDGET BY \$8,802,841 FOR A TOTAL CAPITAL BUDGET OF \$20,701,363**

**WHEREAS**, the 2018 US 101 Express Bus Feasibility Study identified six new express routes along the US101 corridor, including but not limited to the Foster City-San Francisco Express (Route FCX), the Palo-Alto to western San Francisco Express (Route PAX) and the East Palo Alto-San Bruno BART limited stop route (Route EPX); and

**WHEREAS**, Route EPX is expected to be launched in 2023 in conjunction with the opening of the US 101 Express Lanes in San Mateo County, and will provide a critical connection between major transit and employment hubs and a community with higher-than-average minority and low-income populations; and

**WHEREAS**, the initial service plan for Route EPX will require the acquisition of seven battery electric buses; and

**WHEREAS**, in 2018, the San Mateo County Transit District (District) applied for and was awarded several grants from the State of California to fund capital costs associated with implementing zero emission express bus service on US 101; and

**WHEREAS**, on July 1, 2019, the Commonwealth of Virginia Department of General Services (Virginia) entered into a cooperative contract (Virginia Cooperative Contract) with New Flyer of America, Inc. (New Flyer) of Winnipeg, Manitoba, Canada, pursuant to a competitively bid solicitation for the furnishing of new, heavy-duty, low-floor, 40-foot battery electric buses with a minimum expected life of 12 years or 500,000 miles and which comply with all applicable Federal Transit Administration regulations; and

**WHEREAS**, the Virginia Cooperative Contract allows the District to purchase transit buses of various configurations directly from New Flyer and other approved manufacturers; and

**WHEREAS**, District staff evaluated available buses for purchase under the Virginia Cooperative Contract and determined that New Flyer provides the best value product which meets the District's needs and that the price is fair and reasonable; and

**WHEREAS**, on June 3, 2020, pursuant to Resolution 2020-23, the District Board of Directors (Board) adopted a Fiscal Year (FY) 2021 Capital Budget in the amount of \$5,585,273; and

**WHEREAS**, on September 3, 2020, pursuant to Resolution 2020-38, the Board amended to increase the FY 2021 Capital Budget by \$6,313,249 for a new total budget of \$11,898,522; and

**WHEREAS**, this bus purchase is funded entirely by State of California grant sources, including through the Low Carbon Transportation Operations Program, Local Partnership Program, and the Affordable Housing and Sustainable Communities Program, for a total of \$8,802,841; and

**WHEREAS**, the Acting General Manager/CEO has prepared a proposed Amended Capital Budget for Fiscal Year 2021 which incorporates the additional State of California grant sources for an increase of \$8,802,841, for a new total Capital Budget of \$20,701,363; and

**WHEREAS**, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to New Flyer for seven new battery electric heavy-duty, low-floor, 40-foot buses, for a total estimated amount of \$7,346,824.40; and

**WHEREAS**, staff further recommends, and the Finance Committee concurs, that the FY 2021 Capital Budget be increased by \$8,802,841, reflecting all District costs associated with the bus purchase, for a new total Capital Budget of \$20,701,363.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District awards a contract through the Commonwealth of Virginia Cooperative Contract to New Flyer of America, Inc. (New Flyer) of Winnipeg, Manitoba, Canada, for the purchase of seven new battery electric heavy-duty, low-floor, 40-foot buses, for a total estimated amount of \$7,346.824.40; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Acting General Manager/CEO, or designee, to execute a contract with New Flyer with terms and conditions substantially similar to those of the Commonwealth of Virginia Cooperative Contract and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** that the Board hereby amends to increase the Capital Budget by \$8,802,841 to \$20,701,363 for FY2021, a copy of which is attached hereto and incorporated herein as Attachment A.

Regularly passed and adopted this 2nd day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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



## AGENDA

### LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

WEDNESDAY, JUNE 2, 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 May 5, 2021

#### INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

#### BOARD OF DIRECTORS 2021

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

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

#### NOTE:

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

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

MINUTES OF LEGISLATIVE COMMITTEE /  
COMMITTEE OF THE WHOLE  
MAY 5, 2021

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

Committee Members Absent: C. Groom

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

Other Board Members Absent: None

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

## 1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:45 pm.

## 2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF APRIL 7, 2021

## 3. STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT AB 917 (BLOOM) AND AB 1499 (DALY)

Jessica Epstein, Government and Community Affairs Officer, briefly summarized the highlights of recent state legislation, and noted that the governor's upcoming revision to the proposed state budget was expected in mid-May. She said that there was an expected surplus and would know more about what that means for transportation funding by the June Board meeting.

### Public Comment:

Roland gave a brief update on Assembly Bill (AB) 1091.

The Committee approved the minutes and voted to support AB 339 and AB 1499 in one motion:

Motion/Second: Stone/Medina

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

Noes: None

Absent: Groom

## 4. SAMTRANS FEDERAL ADVOCACY UPDATE – MAY 2021

Ms. Epstein said that the District is tracking five different funding streams. She introduced the District's federal lobbyists: Eve O'Toole and Lauri Hettinger, Senior Policy Advisors, Holland & Knight, LLP, who provided a brief update on the federal infrastructure plan and details on the American Jobs Plan.

**5. ADJOURN**

The meeting adjourned at 4:05 pm.

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



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Transit District

THROUGH: Carter Mau  
Acting 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

650-400-6451

# Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564  
Holland & Knight LLP | www.hkllaw.com

## SamTrans As of May 20, 2021 Transportation Report

### Bipartisan Negotiations on Infrastructure Plan

- On March 31, President Joe Biden introduced the American Jobs Plan of 2021, requesting \$2 trillion over eight years to modernize the nation's infrastructure and create 19 million jobs. The infrastructure includes both traditional infrastructure such as roads, transit, rail, airports, and water, but also resiliency, broadband access, and housing.
- On April 22, Senate Environment and Public Works (EPW) Committee Ranking Member Shelley Moore Capito (R-WV), with a number of other Republicans, released a \$568 billion infrastructure framework as a counteroffer to the America Jobs Plan. The framework defines infrastructure as: roads and bridges; public transit systems; rail; safety; drinking water and wastewater infrastructure; inland waterways and ports; airports; broadband infrastructure; and water storage. The framework did not identify the specific funding programs, but did mention that the funds would flow through existing formula programs and "proven discretionary grant programs". Summary of the funding levels:

<b>Roads and Bridges</b>	<b>\$299B</b>	Federal Highway Administration, Office of the Secretary
<b>Public Transit Systems</b>	<b>\$61 B</b>	Federal Transit Administration
<b>Rail</b>	<b>\$20 B</b>	Amtrak, Federal Railroad Administration, Office of the Secretary
<b>Safety</b>	<b>\$13 B</b>	Federal Motor Carrier Safety Administration, National Highway Traffic Safety Administration, Pipeline and Hazardous Materials Safety Administration

- On May 13, Senator Capito, along with the Republican ranking members of the other Senate policy committees that oversee infrastructure, met with the President to discuss infrastructure. The meeting went well, and on May 19, the group met with Secretary of Transportation Pete Buttigieg, Secretary of Commerce Gina Raimondo, and National Economic Adviser Brian Deese to further discuss infrastructure.

- The Senate Republicans have agreed to increase the funding level from their initial proposal and are open to including funding for electric vehicle charging stations.
- The Senate Republican seem optimistic on striking a deal with the President on infrastructure. "Next two weeks will probably be the critical time spot," Capito said. But "right now it is hard for me to see July 4 as an end date," she said.

### **House/Senate Consideration of the Surface Transportation Authorization Bill**

- House Transportation Committee Chairman Peter DeFazio (D-Ore.) has delayed the committee's consideration of the surface transportation bill until early June. Originally, the committee was going to release a draft and markup the bill the week before Memorial Day recess. However, the staff are still vetting the over 2300 member designated project (otherwise known as earmarks).
- The Senate EPW Committee is tentatively planning to markup the Senate reauthorization bill on Mary 26. Even if the date is delayed, Chairman Tom Carper (D-DE) said the committee will pass the bill well before July 4

### **Decarbonizing Transportation Industry a Focus of House Energy & Commerce Hearing**

- On May 5, the Subcommittee on Energy of the Committee on Energy and Commerce held a legislative [hearing](#) entitled, "The CLEAN Future Act: Driving Decarbonization of the Transportation Sector." During this hearing, lawmakers examined decarbonizing the transportation sector and discussed a series of proposed legislation, including:
  - **H.R. 1512**, the "**Climate Leadership and Environmental Action for our Nation's Future Act**" (**CLEAN Future Act**)
  - **H.R. 2852**, the "**NO EXHAUST Act**"
  - **H.R. 1221**, the "**Electric Vehicles for Underserved Communities Act of 2021**"
  - **H.R. 2308**, the "**Advanced Technology Vehicles Manufacturing Future Act of 2021**" or the "**ATVM Future Act**"
- The majority of discussion focused on the growing use of electric vehicles and what the impacts of this transition will be for the United States. Lawmakers expressed consensus on the desire to be energy independent, to not need to rely on China and other foreign competitors for critical materials, to create good American jobs and build domestically, and to lower consumer costs, all while working to achieve net zero greenhouse gas emissions no later than 2050.

- Republicans voiced concern for the Biden administration’s aggressive electrification push through the CLEAN Future Act, and stated that the market and consumer choice should drive the adoption of EVs. They expressed disapproval for the plan to mandate the transition to electric vehicles, stating that the country and the power grid are not yet prepared.
- Democrats supported the CLEAN Future Act as putting the country on the right path to tackle climate change. They stressed the need to ensure EVs, as well as their charging stations, are affordable and accessible for all communities, particularly those that are underserved.

### **Senate Democrats Propose \$15 Billion to Address Highway Inequities**

- On April 19, Senate Democrats, led by EPW Chairman Tom Carper (D-Del.), introduced the “Reconnecting Communities Act” ([S. 1202](#)) that would create grants to finance the removal or retrofitting of highway overpasses and depressed highways that have harmed neighborhoods often occupied by low-income individuals and communities of color.
- The legislation would authorize \$15 billion over five years for the program. Biden’s \$2.25 trillion infrastructure and jobs package released last month proposed \$20 billion for a new plan “to reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.”
- Transportation Secretary Pete Buttigieg has repeatedly said he wants to address equity through transportation policy. The senators’ proposal — which only has Democratic cosponsors — poses a test of the administration’s ability to get bipartisan support for that goal.

### **Build More Housing Near Transit Act Reintroduced**

- On April 14, Rep. Scott Peters (D-CA) [reintroduced](#) the Build More Housing Near Transit Act to encourage the construction of low and middle-income housing in transit-served, walkable locations. The bill, which reflects language included in last year’s [H.R. 2](#), the Moving Forward Act, would provide incentives for transit applicants who meet requirements related to building more housing along the future transit corridor.
- It covers projects submitted under the Federal Transit Administration (FTA)’s Capital Investment Grants (CIG) Program.
- According to the National Low Income Housing Coalition, the United States has a shortage of 7 million affordable homes, and 10.4 million Americans spend more than half of their income on housing.
- H.R. 2483, the Build More Housing Near Transit Act of 2021, aims to facilitate the construction of more housing, increase transit ridership, and maximize federal

investments. The bill will also help slow climate change, as research shows that building housing near transit lines has vast potential to reduce greenhouse gas emissions.

### **Grant Opportunities & Award Announcements**

- **[2021 Competitive Funding Opportunity: Pilot Program for Transit-Oriented Development \(TOD\) Planning](#)**: \$10 million available. Applications due by June 21, 2021.
- **[FY 2021 National Infrastructure Investments](#) (RAISE Grants - Formerly BUILD Grants): \$1 billion available. Applications due by July 12, 2021.**



May 18, 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 & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – June 2021**

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### General Update

On May 14, Governor Newsom released his update to the FY 2021-22 Proposed Budget, known as the [May Revise](#), and noted the state's current fiscal position will set the state up for a comeback. The Governor's revised \$267.8 billion budget highlights several of the Administration's priorities. The Governor's focus remains on pandemic response & relief, healthcare (vaccines), public education (school reopening), economic recovery (including stimulus and tax breaks), homelessness & housing affordability, rent relief, wildfire response & climate change, and transportation. Building on recent news reports, the Governor stated today that California will see an unprecedented \$75.7 billion surplus. As a result, in addition to increased spending on the state's priorities noted above, the Governor is proposing to pay down retirement liabilities and set aside \$24.4 billion in reserves.

At the heart of the budget is the Governor's proposed investment of \$100 billion in new economic stimulus - dubbed the "*California Comeback Plan*" - supported by the state's improved state budget revenues.

The *California Comeback Plan* includes the following new investments in transportation, totaling \$11 billion:

- **Zero-Emission Buses and Trucks** - \$1.4 billion to demonstrate and purchase or lease "green" buses and trucks. (*Funding Source: \$1.3 billion in General Fund, \$87 billion in Air Pollution Control Fund*)
- **Priority Transit and Rail Projects** - \$1 billion for transit and rail projects statewide that improve rail and transit connectivity between state and regional/local services. (*Funding Source: \$1 billion in General Fund*)
- **Zero-Emission Rail and Transit Equipment Purchase and Infrastructure** - \$407 million to demonstrate and purchase or lease state-of-the-art clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and intercity rail and intercity bus frequencies. (*Funding Source: \$100 million in General Fund, \$280 million Public Transportation Account, and \$27 million in federal funds*)
- **Los Angeles Olympics** - \$1 billion to deliver critical projects in time for the 2028 Olympic Games. (*Funding Source: \$1 billion in General Fund*)

- **High Priority Grade Separations and Grade Crossing Improvements** - \$500 million to support critical safety improvements throughout the state. (*Funding Source: \$500 million in General Fund*)
- **High-Speed Rail** - \$4.2 billion to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds. (*Funding Source: \$4.2 billion in Proposition 1A*)
- **State Highway Rehabilitation and Local Roads and Bridges** - \$2 billion to support the advancement of priority State Highway Operation and Protection Program (*SHOPP*) projects, *Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments.* (*Funding Source: \$1.1 billion in special funds, \$968 million in federal funds*)
- **Active Transportation** - \$500 million to General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts to regional agencies to achieve GHG goals. (*Funding Source: \$500 million in General Fund*)

Included in the \$1.4 billion identified for Zero-Emission Rail and Transit Equipment Purchase and Infrastructure included *California Comeback Plan*, are the following proposed investments, benefitting zero-emission bus deployment and infrastructure buildout: \$402 million for Clean Trucks, Buses & Off-Road Freight; and \$100 million for Transit Buses & Infrastructure (\$290 million total over three years), consistent with the District's request to create a funding set-aside for transit agencies. The May Revise also includes \$500 million for the California Energy Commission's Clean Transportation Program, supporting zero-emission vehicle infrastructure. The May Revise notes that investment in zero-emission vehicle deployment will reach \$3.2 billion over three years.

The Governor's May Revise also shows a significant turnaround in revenue support for core transit programs. Initially, the January Budget estimated the State Transit Assistance (STA) program would receive approximately \$667 million in FY 2021-22. Now, the program is projected to see revenues of approximately \$786 million, an increase of about \$119 million. Intercity and Commuter Rail would receive an estimated \$259 million in FY 2021-22 (an increase of approximately \$45 million).

Cap and Trade funding has remained stable. The Low Carbon Transit Operations Program is expected to provide \$106 million, distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$487 million in FY 2021-22, as transportation improvement fee (TIF) revenues also remain steady.

Beyond these direct investments in public transit, the Governor's budget proposes to help transportation agencies tackle homelessness and litter on public property. The May Revise includes the new *Clean California Initiative* in which Caltrans will partner with local governments (including transit agencies) in a statewide beautification effort. The Governor is proposing \$1.5 billion General Fund over three-years to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents. Integral to this effort are close partnerships with local entities, with a focus on increasing resources dedicated to eliminating trash and implementing measures to reduce future litter. The initiative will also provide resources to beautify the state highways and local roads with regional art and other projects that will serve as community gateways.

Finally, the May Revise proposes \$500 million one-time federal *American Rescue Plan Act* funds for HCD to provide additional planning and implementation grants to regional entities for infill developments,

targeted towards the state's climate goals and reducing vehicle miles traveled. This funding would be available to transit agencies for advancing innovative transit projects.

### **Climate Action Plan for Transportation Infrastructure (CAPTI)**

As you are aware, the California State Transportation Agency (CalSTA) released the [Climate Action Plan for Transportation Infrastructure](#) document. The plan outlines recommendations the state can implement to invest transportation funds to better mitigate climate change, as well as support public health, safety and equity. CAPTI builds on Executive Orders [N-19-19](#) and [N-79-20](#), which were signed by Governor Gavin Newsom in 2019 and 2020. CalSTA developed the draft CAPTI document after input from various state agencies and stakeholder groups. The draft document was available for public comment until May 19, 2021 with a final version expected in mid-July. More information can be found [here](#). District staff participated in the California Transit Association's CAPTI working group to develop formal comments on the document. Those can be found [here](#).

### **Bills of Interest**

#### **AB 629 (Chiu) Blue Ribbon Transit Recovery Task Force**

This bill was amended with substantive language on March 22. As currently drafted, this bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service. This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an "accumulator pass" among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit. ***On May 20, this bill was made a 2-year bill in the Assembly Appropriations Committee. The bill will not move forward in 2021. It can be moved again in 2022.***

### **Grants**

In early May, the CTC [announced](#) it will be hosting a series of workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. We expect the [Transit and Intercity Rail Capital Program](#) (TIRCP) to follow a similar schedule. We will provide more information as it becomes available. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to



reduce traffic, improve goods movement, increase transit service, expand California's managed lanes network, and invest in bicycle and pedestrian improvements.

***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 (\$165 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.

**Current Guidelines:** Found [here](#)  
**Status:** [Funding cycle opens on June 8](#)

***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.

**Please see the information above regarding the Governor’s proposed \$500 million investment in grade separations.**

## SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">AB 5</a> <b>Fong (R)</b></p> <p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p>	<p>3/18/2021</p> <p>Assembly Transportation Committee</p> <p>Two-year bill</p>	<p>This bill would suspend the continuous appropriation made from Cap and Trade auction proceeds to the High-Speed Rail Authority for fiscal years 2022-23 and 2024-25 and would instead require the transfer of those amounts from moneys collected by the California Air Resources 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.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 43</a> <b>Friedman (D)</b></p> <p>Traffic safety.</p>	<p>5/11/2021</p> <p>Senate Transportation Committee</p>	<p>The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 67</a> <b>Petrie-Norris (D)</b></p> <p><b>Sea-level Rise Working Group</b></p>	<p>5/20/2021</p> <p>Assembly Appropriations Committee</p> <p>Held in committee</p>	<p>This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><a href="#">AB 361</a> <b>Rivas, Robert (D)</b></p> <p><b>Open meetings: local agencies: teleconferences</b></p>	<p>5/18/2021</p> <p>Senate Rules Committee</p>	<p>Executive Order No. N-29-20 suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic provided that notice and accessibility requirements are met, the public members are allowed to observe and address the legislative body at the meeting, and that a legislative body of a local agency has a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities.</p> <p>This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.</p>	<p style="text-align: center;"><b>Watch</b></p>

## SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
<a href="#">AB 703</a> <b>Rubio, Blanca (D)</b>  <b>Open meetings:</b> <b>local agencies:</b> <b>teleconferences</b>	5/3/2021  Assembly Local Government  Two-year bill	This bill is similar to AB 361 except that would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.	<b>Watch</b>
<a href="#">AB 745</a> <b>Gipson (D)</b>  <b>Air pollution:</b> <b>Clean cars 4 all program</b>	5/20/2021  Assembly Appropriations Committee  Two-year bill	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection.	<b>Watch</b>
<a href="#">AB 786</a> <b>Cervantes (D)</b>  <b>California Transportation Commission:</b> <b>Executive Director</b>	2/25/2021  Assembly Transportation Committee  Two-year bill	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	<b>Watch</b>
<a href="#">AB 1499</a> (Daly)  <b>Transportation:</b> <b>design-build:</b> <b>highways</b>	5/20/2021  Assembly Floor	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system. This bill is co-sponsored by the Self-Help Counties Coalition and California Professional Engineers in California Government. Amendments made in Assembly Appropriations Committee added a ten-year sunset and additional review.	<b>Supported on 5/6/2021</b>
<a href="#">ACA 1</a> <b>Aguiar-Curry (D)</b>  Local government financing: affordable housing and public infrastructure: voter approval.	12/7/2020  Introduced	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.	<b>Supported on 2/4/2021</b>

## SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 7</a> <b>Atkins (D)</b></p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</p>	<p>5/21/2021</p> <p>Signed by the Governor</p> <p>Chapter 19, Statutes of 2021</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.</p> <p>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 style="text-align: center;"><b>Watch</b></p>
<p><a href="#">SB 10</a> <b>Wiener (D)</b></p> <p>Planning and zoning: housing development: density.</p>	<p>5/20/2021</p> <p>Senate Floor</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.</p> <p>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 style="text-align: center;"><b>Watch</b></p>

## SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
<p><a href="#">SB 44</a> <b>Allen (D)</b></p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>5/20/2021</p> <p>Senate Floor</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.</p> <p>This 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 style="text-align: center;"><b>Watch</b></p>
<p><a href="#">SB 66</a> <b>Allen (D)</b></p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>5/20/2021</p> <p>Assembly Floor</p>	<p>This bill would require the California State Transportation Agency 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.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 210</b> <b>Wiener (D)</b></p> <p><b>Automated license plate recognition systems: use of data</b></p>	<p>5/20/2021</p> <p>Senate Appropriations</p> <p>Held in committee</p>	<p>This bill would require automated license plate recognition system (ALPR) operators and end-users to conduct annual audits to review ALPR searches and require most public ALPR operators and end-users to destroy all ALPR data within 24 hours that does not match information on a "hot list." It also would require the Department of Justice (DOJ) to make available model ALPR policies and issues guidance to local law enforcement agencies</p>	<p style="text-align: center;"><b>Watch</b></p>

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<a href="#">SB 339</a> (Wiener) D  Road User Charge	5/20/2021  Senate Floor	Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. Amendments made in Senate Appropriations Committee extended the deadlines for the mandatory reports to the Legislature by six months.	<b>Supported on 4/1/2021</b>
<a href="#">SB 475</a> Cortese (D)  Transportation planning: sustainable communities strategies	4/27/2021  Senate Transportation Committee  Two-year bill	This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.	<b>Watch</b>
<a href="#">SB 623</a> Newman (D)  Electronic toll and transit fare collection systems	3/10/2021  Senate Judiciary Committee  Two-year bill	This bill provides clarification with respect to the collection of data from electronic transmitters for bridge toll facilities. The aim is to protect privacy of subscribers to the system and make the information more readily accessible to the subscriber.	<b>Watch</b>
<a href="#">SB 635</a> Gonzalez (D)  Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments	5/20/2021  Senate Appropriations Committee  Held in committee	This bill would require Caltrans, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. This bill would also require Caltrans to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. The bill would require each Caltrans local district to develop cleanup schedules once every two weeks and post these schedules on their internet website.	<b>Watch</b>

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<a href="#">SB 771</a> <b>Becker (D)</b>  <b>Sales and Use Tax Law: zero emissions vehicle exemption</b>	5/20/2021  Senate Floor	This bill would provide a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. <del>The bill specifies that there would be no local reimbursement to cities and counties for the lost revenue attributable to the exemption. This bill would impact Measure W revenues if the state did not reimburse local entities for lost revenues. The requested amendment would be to restore the local reimbursement for lost revenues.</del> This bill has been amended to provide an exemption from the state sales tax for zero emission or hybrid vehicles purchased under two programs that seek to assist income-eligible individuals purchase them. The bill could potential imoact the State Transit Assitance program, which funds transit capital and operations, and is funded by the sales tax on diesel and ¼ general sales tax, which makes up the other component of the Transportation Development Act (\$1.7 billion statewide pot).	<b>Watch</b>
<a href="#">SB 792</a> <b>Glazer (D)</b>  <b>Sales and use tax: retailers: reporting</b>	5/20/2021  Senate Floor	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure W revenues. Amendments made in Senate Appropriations Committee clarify (1) what sales are required to be reported to CDTFA, (2) how a retailer would be required to report each sale and (3) the information that must be included in the report. Also, the amendments specify that sales initially transacted online, but ultimately picked up in-store by the purchaser are not subject to the reporting requirement.	<b>Watch</b>