



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

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

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

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

WEDNESDAY, JULY 7, 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. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Regular Meeting of June 2, 2021 and Special Meetings of June 2 and June 22, 2021
- b. Acceptance of Statement of Revenues and Expenses for the Period Ending May 31, 2021
- c. Award of Contract to Provide Third-party Administrator Services for Public Liability Claims

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

5. PUBLIC HEARING

- a. Approval of Peninsula Corridor Joint Powers Board Financing Plan, Including Short-term Lines of Credit and Issuance of Measure RR Sales Tax Revenue Bonds to Fund Certain Capital Costs Associated with the Peninsula Corridor Electrification and to Refund 2019 Farebox Revenue Bonds
 1. Open Public Hearing
 2. Present Staff Report
 3. Hear Public Comments
 4. Close Public Hearing
 5. Board Discussion and Action

6. REPORT OF THE CHAIR

- a. Update on Caltrain Governance Discussions

7. REPORT OF THE GENERAL MANAGER/CEO

- a. Status on Responses to Requests to the Santa Clara Valley Transportation Authority (VTA), the City and County of San Francisco, and the Metropolitan Transportation Commission (MTC) as to Best Efforts to Repay San Mateo County Transit District for Purchase of Right of Way

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 June 2, 2021
3. Appointment of Michelle Lewis, Meredith Park, and Bianca Randall, Representing Bus Riders, to the Citizens Advisory Committee

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Monthly Performance Report – May 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 June 2, 2021
3. Approval and Ratification of the Fiscal Year 2022 District Insurance Program
4. Adjourn

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

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of April 7, 2021

INFORMATIONAL

3. Fare Program Changes: Way2Go Pass Program and Clipper START Extension
4. Adjourn

**D. 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 June 2, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Appointment of Michelle Lewis, Meredith Park, and Bianca Randall, Representing Bus Riders, to the Citizens Advisory Committee

SUBJECTS DISCUSSED

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

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Approving and Ratifying the Insurance Program for Fiscal Year 2022

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

SUBJECT DISCUSSED

- a. Fare Program Changes: Way2Go Pass Program and Clipper START Extension

14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, August 4, 2021 at 2:00 pm, via Zoom teleconference

17. GENERAL COUNSEL REPORT

- a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957(b)(1) and Conference with Labor Negotiator Pursuant to Government Code Section 54957.6

Agency-designated Representative: Board Chair

Title/Unrepresented Employee: Deputy General Manager/CEO Carter Mau
(position of General Manager/CEO currently vacant)

- b. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957(b)(1) and Conference with Labor Negotiator Pursuant to Government Code Section 54957.6

Agency-designated Representative: Board Chair

Title/Unrepresented Employee: General Counsel Joan L. Cassman (Hanson Bridgett LLP)

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

Agency-designated Representatives: Pat Glenn and David Olmeda

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

When the Board reconvenes in open session, the Board may consider actions related to one or more of the above closed session matters.

- d. Salaries of Unrepresented Employees / Consideration of Resolution Declaring the Uncertainty of Compensation of District Administrative Employees as of July 1, 2021

18. ADJOURN

INFORMATION FOR THE PUBLIC

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

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

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

San Mateo County Transit District Committees and Board: First Wednesday of the month, 2:00

pm; SamTrans Citizens Advisory Committee (CAC): Last Wednesday of the month, 6:30 pm.

Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the website.

Location of Meeting

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

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

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

Public Comment

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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; 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
JUNE 2, 2021

MEMBERS PRESENT: M. Fraser, J. Gee, R. Guilbault, R. Medina, D. Pine, J. Powell (joined
(Via Teleconference) at 2:03 pm), 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 2:00 pm and requested that Director Rico Medina lead the Pledge of Allegiance.

2. ROLL CALL

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

3. 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

Joan Cassman, Legal Counsel, noted that Item #3a had not been heard during the May closed session and had been placed on the June closed session agenda. She said that the Board received a report for Item #3b and that there were no reportable actions.

Director Josh Powell joined the meeting at 2:03 pm.

4. CONSENT CALENDAR

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 3rd Quarter FY 2021

d. Execution of Contracts for Information Technology Licenses, Maintenance Services and Professional Services – Approved by Resolution No. 2021-20

- e. **Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Programs** – *Approved by Resolution No. 2021-21*
- f. **Authorization to Execute Master Agreement and Program Supplements for State-funded Transit Projects** – *Approved by Resolution No. 2021-22*
- 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** – *Approved by Resolution No. 2021-23*
- h. **Adoption of Financial Reserve Policy** – *Approved by Resolution No. 2021-24*

Motion/Second: Medina/Pine

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

Noes: None

Absent: Groom

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Robert Allen said the public needed a clear plan for spending the American Rescue Plan money and called for full service restoration post-COVID.

Rick Nahass spoke about bus service from the Coastside to the Golden Gate Bridge.

Aleta Dupree spoke in support of Clipper and Clipper START, equity programs, electric buses, and fare integration.

Adina Levin, Seamless Bay Area, Friends of Caltrain, TEAMC, spoke in support of full service restoration.

Roland Lebrun, San Jose, requested closed captioning in Zoom. He recommended a complete ban on any new buses that use horizontal ventilation and requested SamTrans' support of VTA (Santa Clara Valley Transportation Authority).

Chair Stone noted that SamTrans is dedicated to upgrading their fleet in spite of the financial obstacles. He said that SamTrans has been helping VTA by running buses down in Santa Clara County.

6. REPORT OF THE CHAIR

Chair Stone asked if the Board wanted to agendize an item about preserving the ability to join future in-person meetings remotely. Director Jeff Gee, Vice Chair Peter Ratto, and Director Rico Medina concurred.

Public Comment:

Adina Levin discussed the potential of having hybrid in-person/remote meetings.

Roland Lebrun said the Link 21 Project would benefit from having hybrid meetings.

Aleta Dupree said she was in support of hybrid meetings since she has a disability and attends meetings throughout the region and nationally.

The Board meeting recessed to the Special Meeting at 2:30 pm and reconvened at 2:40 pm.

Chair Stone noted that several buses had been wrapped in artwork by local artists, celebrating inclusiveness and diversity. He commended Carter Mau, Acting General Manager/CEO, for his support of the project.

7. REPORT OF THE GENERAL MANAGER/CEO

Mr. Mau said his report was in the packet. He noted that SamTrans has been assisting Santa Clara County following the VTA tragedy by providing bus service so that the families of employees can attend funeral services. He noted that SamTrans was also offering grief counseling services for employees.

Public Comment:

Roland commended SamTrans for providing support to VTA. He said that the southern part of San Jose needs the most transportation support. He said he was going to ask the Caltrain Board to make an emergency request to extend train service on Friday.

8. BOARD MEMBER REQUESTS/COMMENTS

There were no requests.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:49 pm.

Chair Stone left the meeting at 3:38 pm and designated Vice Chair Ratto to resume chairing the Committee meetings and Board meeting.

10. RECONVENE BOARD OF DIRECTORS MEETING

Vice Chair Peter Ratto reconvened the Board meeting at 3:45 pm.

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Guillbault reported on the following items:

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

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

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 – *Approved by Resolution No. 2021-26*

- 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 – *Approved by Resolution No. 2021-27*

Motion/Second: Powell/Guilbault

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

Noes: None

Absent: Groom, Stone

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Marina Fraser reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Vice Chair Ratto announced the time and location of the next meeting as Wednesday, July 7, 2021 at 2:00 pm, with teleconference details to be provided prior to the meeting.

16. 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 – 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 – *Approved by Resolution No. 2021-28***

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)

Joan Cassman, Legal Counsel, noted that the matters to be discussed included Item #16a, which was originally calendared for May 5. She said that the Board may resume open session following the closed session to report any action. She added that in the event that the Board did not resume open session that she would provide a report-out of the closed sessions at the next Board meeting on July 7

The Board meeting adjourned into closed session at 3:55 pm and reconvened into open session at 5:33 pm.

Ms. Cassman said no reportable action was taken for Items #16a, 16b, and 16d. She read the resolution for Item #16c into the record, which the Board approved.

Motion/Second: Guilbault/Fraser

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

Noes: None

Absent: Groom, Pine, Stone

17. ADJOURN

The meeting adjourned at 5:36 pm in memory of the VTA employees whose lives were lost in the May 26 shooting and in memory of former Assistant District Secretary Cindy Mamaradlo-Gumpal, who passed away on May 9.

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

Draft

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF BOARD OF DIRECTORS SPECIAL MEETING
JUNE 2, 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 2:30 pm.

2. RESOLUTION IN RECOGNITION OF LGBTQ (LESBIAN, GAY, BISEXUAL, TRANSGENDER & QUEER) PRIDE MONTH – *Approved by Resolution No. 2021-25*

Joan Cassman, Legal Counsel, read the resolution into the record.

Director Dave Pine thanked Ms. Cassman for preparing the resolution. He said that the County raised the Progress Flag at County Center on June 1. Chair Stone said that the City of Belmont did the same.

Public Comment:

Aleta Dupree spoke in support of the resolution and hoped other agencies, including Caltrain, would follow suit.

Motion/Second: Ratto/Guilbault

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

Noes: None

Absent: Groom

3. ADJOURN

The Special Board meeting adjourned at 2:40 pm.

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

Draft

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF BOARD OF DIRECTORS SPECIAL MEETING
JUNE 22, 2021**

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

MEMBERS ABSENT: C. Groom, D. Pine

STAFF PRESENT: C. Mau, S. Wagstaffe, M. von Loewenfeldt, J. Brook, D. Seamans

1. CALL TO ORDER

Chair Charles Stone called the meeting to order at 1:03 pm.

2. GENERAL COUNSEL REPORT – CLOSED SESSION

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

The Board recessed to Closed Session at 1:04 pm and reconvened into Open Session at 2:14 pm.

James Wagstaffe, Legal Counsel, noted that there was nothing to report from the closed session that related to pending litigation. He said in that regard, however, that the Board wanted to consider a resolution to authorize the Acting General Manager/CEO to seek written responses and information from the City and County of San Francisco, Santa Clara Valley Transportation Authority (VTA), and the Metropolitan Transportation Commission (MTC) concerning reimbursement of the District's additional contribution to the purchase of the Caltrain corridor.

The Board voted to approve Resolution No. 2021-29:

Motion/Second: Powell/Fraser

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

Noes: None

Absent: Groom, Pine

3. ADJOURN

The Special Board meeting adjourned at 2:16 pm.

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

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
MAY 31, 2021**

ACTION

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

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

SIGNIFICANCE

Annual Forecast: The annual forecast was updated based on actual revenue and expense trends through May 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 \$30.3 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.

Forecast Expenses: Total Uses of Funds (page 1, line 39) are forecast \$15.8 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). 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 May year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$11.4 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 May year-to-date actual, the Total Uses of Funds (page 1, line 39) are \$8.9 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 May 2021.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Kyle Huie, Accountant II
Jennifer Ye, Manager, General Ledger

650-551-6180
650-622-7890

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2021
MAY 2021

% OF YEAR ELAPSED: 91.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	11,652,593	4,801,604	(6,850,989)	(58.8%)	5,260,150	5,260,150	-
2 Local TDA and STA Funds	54,767,418	41,186,889	(13,580,529)	(24.8%)	45,138,493	45,138,493	-
3 Pass through to Other Agencies	289,667	481,983	192,316	66.4%	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	10,735,170	1,370,074	(9,365,096)	(87.2%)	3,338,767	3,338,767	-
6 SMCTA Measure A	11,729,779	9,846,854	(1,882,925)	(16.1%)	10,597,344	10,597,344	-
7 AB434 Funds, TA Funded Shuttle & Other	389,621	581,507	191,886	49.2%	452,000	452,000	-
8 Subtotal - Operating Revenues	89,564,248	100,377,269	10,813,021	12.1%	90,914,394	107,475,457	16,561,063
Other Revenue Sources							
10 District Sales Tax	81,106,109	77,884,854	(3,221,256)	(4.0%)	80,000,000	87,720,193	7,720,193
11 Measure W Sales Tax	39,003,319	39,136,651	133,332	0.3%	40,000,000	43,874,656	3,874,656
12 Investment Income	4,068,261	2,923,471	(1,144,791)	(28.1%)	3,630,000	3,630,000	-
13 Other Interest, Rent & Other Income	7,357,130	6,899,278	(457,852)	(6.2%)	6,902,350	9,036,137	2,133,787
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	23,488,569	28,756,013	5,267,444	22.4%	31,950,189	31,950,189	-
15							
16 Subtotal - Other Revenues	155,023,388	155,600,266	576,878	0.4%	162,482,539	176,211,175	13,728,636
17 Total Revenues	244,587,636	255,977,535	11,389,899	4.7%	253,396,933	283,686,632	30,289,699
18 Total Sources of Funds	244,587,636	255,977,535	11,389,899	4.7%	253,396,933	283,686,632	30,289,699
19							
USES OF FUNDS							
21 PCJPB, SMCTA & SAMTR Capital W&B	23,488,569	28,756,013	5,267,444	22.4%	31,950,189	31,950,189	-
22 Motor Bus	122,039,589	110,110,557	(11,929,033)	(9.8%)	146,116,387	136,596,887	(9,519,500)
23 A. D. A. Programs	10,886,611	13,535,130	2,648,520	24.3%	19,100,642	14,749,114	(4,351,528)
24 Caltrain	7,769,278	8,291,494	522,216	6.7%	8,876,887	8,876,887	-
25 Other Multi-modal Programs	1,952,438	1,869,707	(82,731)	(4.2%)	2,676,890	2,386,890	(290,000)
26 Pass through to Other Agencies	289,667	481,983	192,316	66.4%	580,345	580,345	-
27 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
28 Total Operating Expense	166,426,151	163,044,883	(3,381,268)	(2.0%)	209,396,751	195,235,723	(14,161,028)
29							
30 Total Operating Surplus / (Deficit)	78,161,485	92,932,651	14,771,166	18.9%	44,000,182	88,450,909	44,450,727
31							
32 District Sales Tax Capital	7,786,276	5,127,998	(2,658,277)	(34.1%)	5,594,180	5,594,180	-
33 Measure W Sales Tax Capital	2,232,083	916,666.67	(1,315,417)	(58.9%)	1,000,000	1,000,000	-
34 Reserves for Future Capital Allocation	-	16,735,641.08	16,735,641	100.0%	18,257,063	48,257,063	30,000,000
35 Sales Tax Allocation - Capital Program	10,018,359	22,780,306	12,761,947	127.4%	24,851,243	54,851,243	30,000,000
36							
37 Total Debt Service	8,559,312	8,127,883	(431,429)	(5.0%)	19,148,939	19,148,939	-
38							
39 Total Uses of Funds	185,003,822	193,953,072	8,949,250	4.8%	253,396,933	269,235,905	15,838,972
40							
41 NET SURPLUS / (DEFICIT)	59,583,814	62,024,462	2,440,648	4.1%	(0)	14,450,727	14,450,727

SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2021
MAY 2021

% OF YEAR ELAPSED: 91.7%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	10,979,764	4,581,986	(6,397,779)	(58.3%)	5,071,876	5,015,531	(56,345)
2							
3 LOCAL (TDA) TRANSIT FUND	41,808,464	35,624,015	(6,184,448)	(14.8%)	39,059,834	39,059,834	-
4							
5 STATE TRANSIT ASSISTANCE	9,172,919	3,245,125	(5,927,795)	(64.6%)	3,540,136	3,540,136	-
6							
7 OPERATING GRANTS	8,394,981	1,140,574	(7,254,407)	(86.4%)	1,256,231	1,256,231	-
8							
9 DISTRICT SALES TAX REVENUE	43,388,015	58,464,774	15,076,759	34.7%	90,606,856	78,728,913	(11,877,943)
10							
11 INVESTMENT INTEREST INCOME	3,470,498	2,371,550	(1,098,948)	(31.7%)	3,125,000	3,125,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	2,228,963	1,866,279	(362,683)	(16.3%)	1,451,492	1,966,279	514,787
15 Advertising Income	1,248,749	277,615	(971,133)	(77.8%)	804,549	804,549	-
16 Other Income	1,347,236	2,538,639	1,191,403	88.4%	1,200,413	3,100,413	1,900,000
17 TOTAL OTHER REVENUES	4,824,948	4,682,534	(142,414)	(3.0%)	3,456,454	5,871,241	2,414,787
18							
19 TOTAL MOTOR BUS	122,039,589	110,110,557	(11,929,032)	(9.8%)	146,116,387	136,596,887	(9,519,500)
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	672,829	219,619	(453,210)	(67.4%)	188,274	244,619	56,345
23 Local TDA 4.5 Redi-Wheels	2,265,766	1,881,561	(384,205)	(17.0%)	2,062,681	2,062,681	-
24 Local STA - Paratransit	1,520,269	436,189	(1,084,080)	(71.3%)	475,842	475,842	-
25 Operating Grants	2,340,189	229,500	(2,110,690)	(90.2%)	2,082,536	2,082,536	-
26 Sales Tax Revenue - ADA	3,244,800	6,196,077	2,951,278	91.0%	8,986,309	4,578,436	(4,407,873)
27 Interest Income - Paratransit Fund	597,763	551,921	(45,842)	(7.7%)	505,000	505,000	-
28 SMCTA Measure A Redi-Wheels	3,336,667	2,937,333	(399,333)	(12.0%)	3,200,000	3,200,000	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	884,761	1,082,931	198,170	22.4%	1,600,000	1,600,000	-
31 TOTAL ADA PROGRAMS	14,863,043	13,535,130	(1,327,912)	(8.9%)	19,100,642	14,749,114	(4,351,528)
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	6,781,750	6,909,521	127,771	1.9%	7,397,344	7,397,344	-
36 Other Sources - Caltrain	987,528	1,381,974	394,446	39.9%	1,479,543	1,479,543	-
37 AB434 Funds-SamTrans Shuttle	389,621	581,507	191,886	49.2%	452,000	452,000	-
38 Employer SamTrans Shuttle Funds	1,256,014	661,029	(594,985)	(47.4%)	1,554,500	1,273,500	(281,000)
39 Dumbarton Rental Income	391,407	472,784	81,377	20.8%	291,396	291,396	-
40 Sales Tax Revenue - Gen. Operating Asst.	120,406	154,387	33,981	28.2%	378,994	369,994	(9,000)
41							
42 TOTAL MULTIMODAL	9,926,726	10,161,201	234,475	2.4%	11,553,777	11,263,777	(290,000)
43							
44 TOTAL REVENUES	146,829,358	133,806,888	(13,022,470)	(8.9%)	176,770,806	162,609,778	(14,161,028)

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

% OF YEAR ELAPSED: 91.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	68,415,746	60,239,292	(8,176,455)	(12.0%)	75,006,206	75,006,206	-
2							
3 Services:							
4 Board of Directors	96,694	119,435	22,741	23.5%	122,366	108,366	(14,000)
5 Contracted Vehicle Maintenance	1,142,292	1,007,268	(135,024)	(11.8%)	1,277,216	1,228,216	(49,000)
6 Property Maintenance	1,369,597	1,398,077	28,480	2.1%	1,833,000	1,743,000	(90,000)
7 Professional Services	3,039,316	3,242,691	203,375	6.7%	6,931,402	4,598,402	(2,333,000)
8 Technical Services	7,155,185	7,488,279	333,094	4.7%	10,767,612	9,875,112	(892,500)
9 Other Services	2,848,363	2,759,819	(88,543)	(3.1%)	4,197,236	3,716,236	(481,000)
10 Materials & Supply:							
11 Fuel and Lubricants	2,663,880	1,629,105	(1,034,775)	(38.8%)	2,567,023	2,087,023	(480,000)
12 Bus Parts and Materials	1,683,101	2,059,357	376,257	22.4%	2,149,404	2,217,404	68,000
13 Uniforms and Driver Expense	304,212	282,580	(21,632)	(7.1%)	712,678	554,678	(158,000)
14 Timetables and Tickets	123,836	11,859	(111,977)	(90.4%)	215,000	82,000	(133,000)
15 Office Supplies / Printing	462,177	461,587	(590)	(0.1%)	665,791	583,791	(82,000)
16 Other Materials and Supply	144,267	174,151	29,884	20.7%	142,800	126,800	(16,000)
17							
18 Utilities:							
19 Telephone	488,565	520,749	32,184	6.6%	667,500	665,500	(2,000)
20 Other Utilities	1,000,672	1,111,836	111,164	11.1%	1,778,540	1,409,540	(369,000)
21 Insurance	1,388,840	2,188,495	799,655	57.6%	2,202,982	2,202,982	-
22 Claims Reserves and Payments	1,115,682	131,326	(984,356)	(88.2%)	1,455,563	655,563	(800,000)
23 Workers' Compensation	3,045,321	2,825,202	(220,119)	(7.2%)	3,817,674	3,696,674	(121,000)
24 Taxes and License Fees	730,896	613,641	(117,256)	(16.0%)	836,273	792,273	(44,000)
25 Leases and Rentals	86,843	60,154	(26,689)	(30.7%)	71,800	71,800	-
26 Promotional and Legal Advertising	508,668	254,844	(253,825)	(49.9%)	1,098,250	581,250	(517,000)
27 Training and Business Travel	310,402	246,217	(64,185)	(20.7%)	472,432	297,432	(175,000)
28 Dues and Membership	108,794	125,477	16,684	15.3%	201,853	182,853	(19,000)
29 Postage and Other	101,815	101,465	(349)	(0.3%)	216,580	154,580	(62,000)
30							
31 Total District Operated Buses	98,335,165	89,052,907	(9,282,258)	(9.4%)	119,407,181	112,637,681	(6,769,500)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	19,258,394	18,795,884	(462,510)	(2.4%)	22,704,800	20,204,800	(2,500,000)
35 Coastside Services	1,467,900	1,466,179	(1,721)	(0.1%)	1,754,000	1,600,000	(154,000)
36 Redi Coast Non-ADA	208,134	185,123	(23,010)	(11.1%)	260,800	219,800	(41,000)
37 La Honda - Pescadero	45,612	-	(45,612)	(100.0%)	55,130	52,130	(3,000)
38 SamCoast - Pescadero	71,633	70,222	(1,411)	(2.0%)	149,000	108,000	(41,000)
39 CUB Related Wages & Benefits	329,137	317,439	(11,697)	(3.6%)	440,419	440,419	-
40 CUB Related Other Support	94,944	97,492	2,548	2.7%	109,200	98,200	(11,000)
41 CUB Insurance	420,976	897,164	476,188	113.1%	1,017,457	1,017,457	-
42 CUB Claims Reserves & Payments	1,807,696	(771,853)	(2,579,549)	(142.7%)	218,400	218,400	-
43 Total Contracted Bus Service	23,704,424	21,057,650	(2,646,774)	(11.2%)	26,709,206	23,959,206	(2,750,000)
44							
45 TOTAL MOTOR BUS	122,039,589	110,110,557	(11,929,033)	(9.8%)	146,116,387	136,596,887	(9,519,500)

OPERATING EXPENSES
FISCAL YEAR 2021
MAY 2021

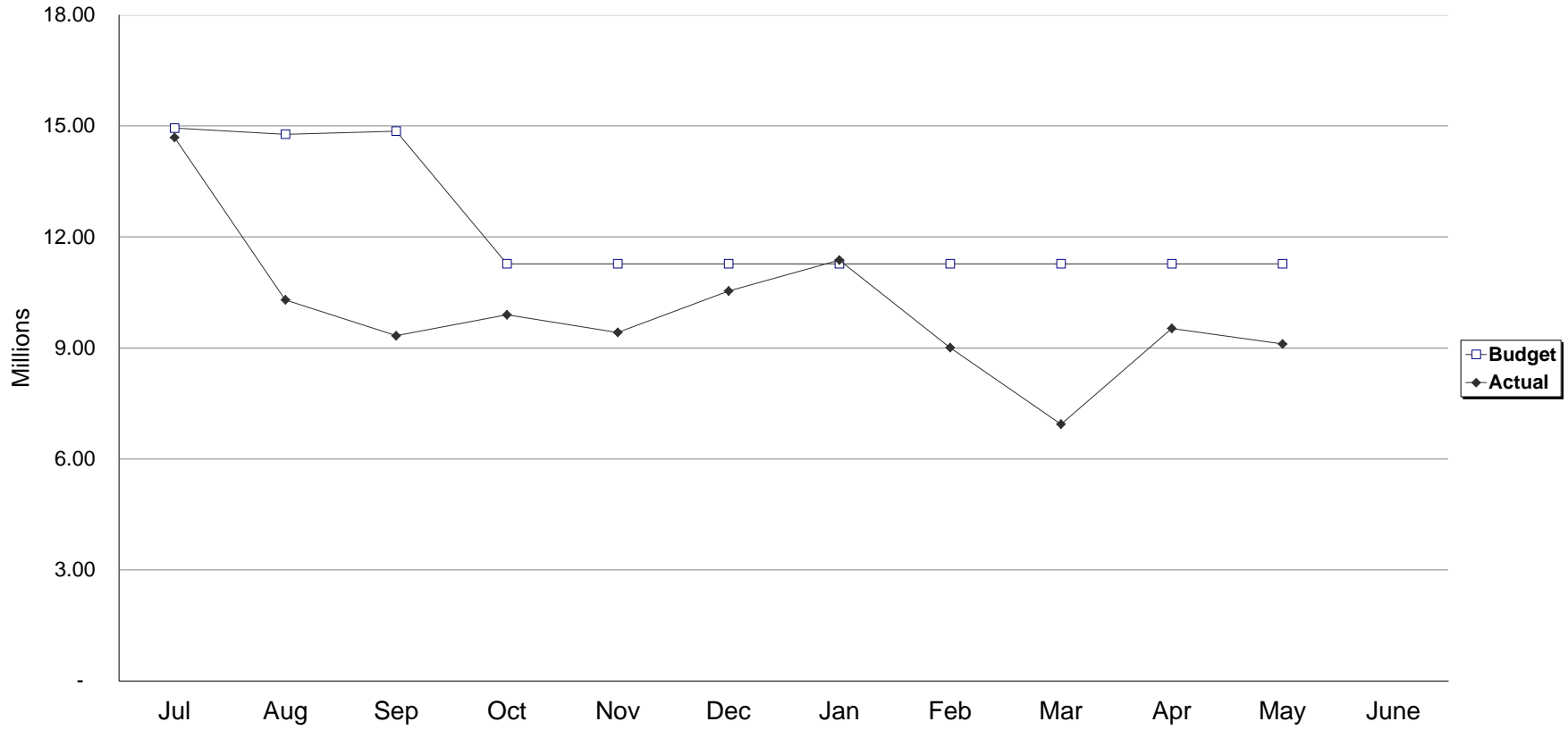
% OF YEAR ELAPSED: **91.7%**

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	5,145,019	6,441,756	1,296,738	25.2%	6,929,800	6,754,800	(175,000)
ADA Sedans / Taxi Service	4,430,054	1,763,839	(2,666,214)	(60.2%)	3,629,400	1,929,400	(1,700,000)
Coastside ADA	1,563,410	1,026,149	(537,261)	(34.4%)	2,032,900	1,197,900	(835,000)
ADA Related Wages & Benefits	2,413,022	2,439,397	26,375	1.1%	2,644,599	2,649,599	5,000
ADA Related Other Support	1,304,630	1,135,523	(169,107)	(13.0%)	2,868,778	1,222,250	(1,646,528)
ADA Insurance	350,131	743,844	393,713	112.4%	776,765	776,765	-
ADA Claims Reserves & Payments	(343,223)	(15,378)	327,845	95.5%	218,400	218,400	-
TOTAL ADA PROGRAMS	14,863,043	13,535,130	(1,327,913)	(8.9%)	19,100,642	14,749,114	(4,351,528)
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	7,769,278	8,291,494	522,216	6.7%	8,876,887	8,876,887	-
Total Caltrain Service	7,769,278	8,291,494	522,216	6.7%	8,876,887	8,876,887	-
OTHER SUPPORT							
SamTrans Shuttle Service	1,807,631	1,636,971	(170,660)	(9.4%)	2,101,500	1,820,500	(281,000)
Shuttle Related Wages & Benefits	58,719	77,962	19,243	32.8%	92,875	92,875	-
Dumbarton M.O.W.	146,291	21,952	(124,340)	(85.0%)	309,515	309,515	-
Maintenance Multimodal Facilities	144,807	132,822	(11,985)	(8.3%)	173,000	164,000	(9,000)
Total Other Support	2,157,448	1,869,707	(287,742)	(13.3%)	2,676,890	2,386,890	(290,000)
TOTAL MULTI-MODAL PROGRAMS	9,926,726	10,161,201	234,475	2.4%	11,553,777	11,263,777	(290,000)
TOTAL OPERATING EXPENSES	146,829,358	133,806,888	(13,022,471)	(8.9%)	176,770,806	162,609,778	(14,161,028)

SAN MATEO COUNTY TRANSIT DISTRICT

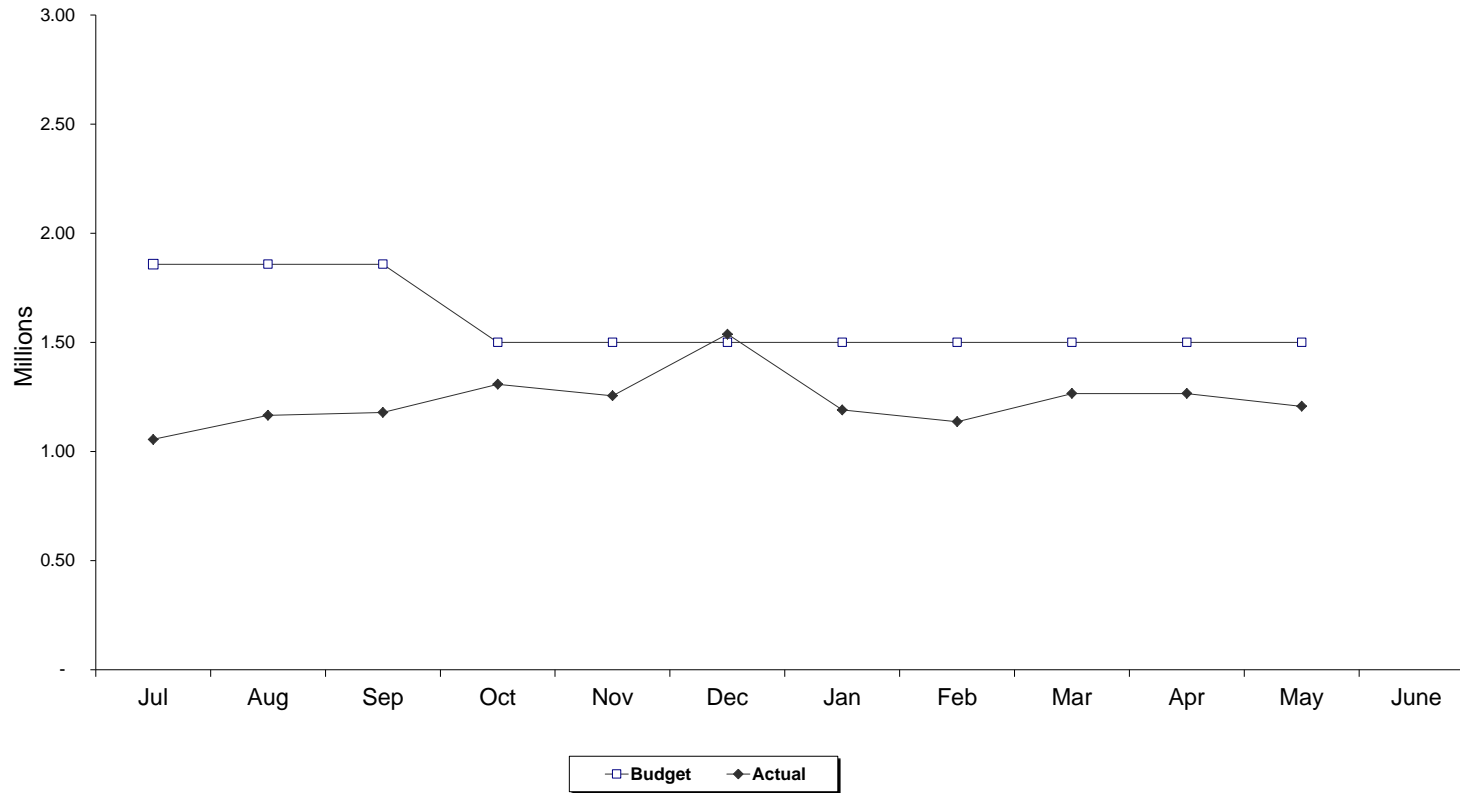
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2021



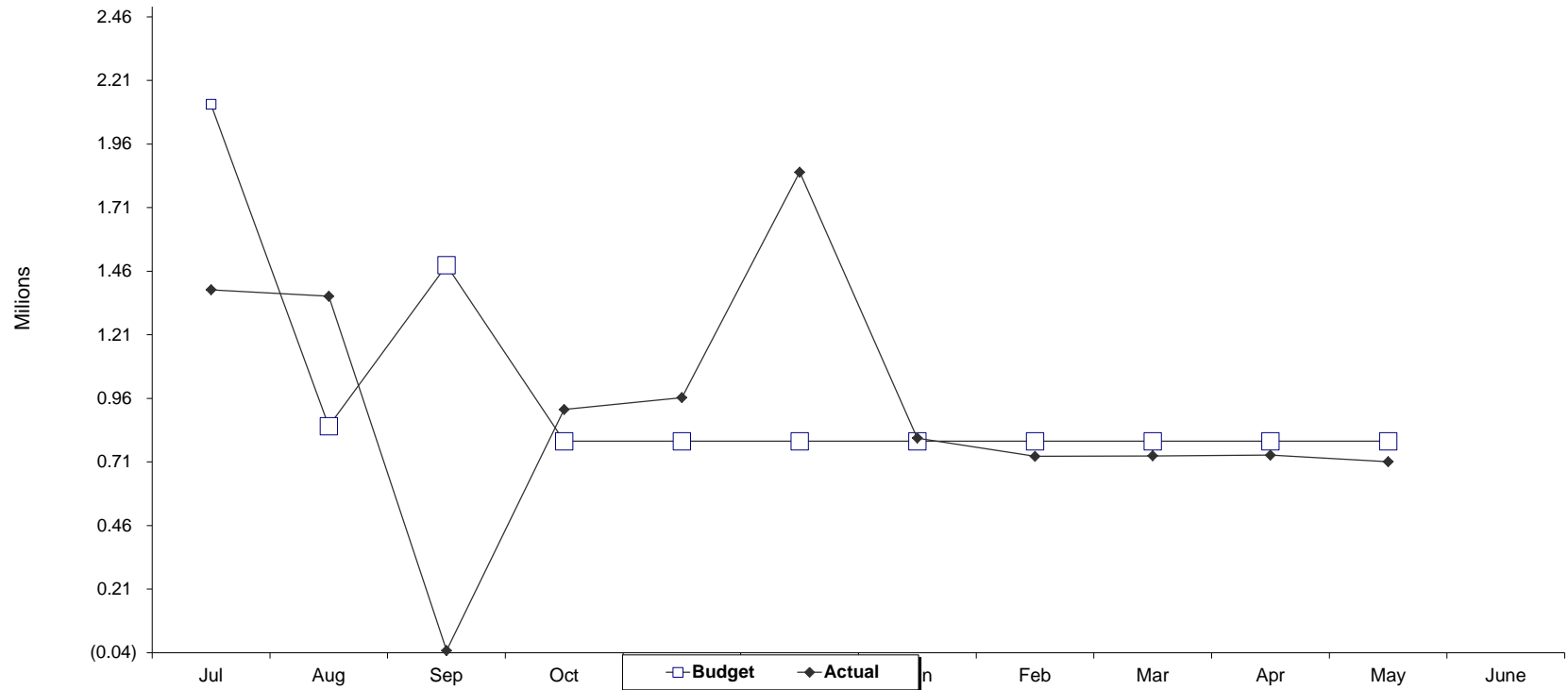
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	14,942,139	14,775,940	14,859,040	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	11,273,847	
Actual	14,687,367	10,297,742	9,329,172	9,894,653	9,417,603	10,537,814	11,371,089	9,006,654	6,937,554	9,525,538	9,105,371	
CUMULATIVE EXPENSES												
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	134,767,892	
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	110,110,557	
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	24,657,336	
Variance %	1.7%	15.9%	23.0%	20.8%	20.1%	18.2%	15.8%	16.3%	18.5%	18.2%	18.3%	

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,858,824	1,858,824	1,858,824	1,500,969	1,500,969	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	1,230,550	
CUMULATIVE EXPENSES												
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	17,584,223	
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	13,535,130	
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	4,049,093	
Variance %	43.2%	40.3%	39.0%	33.5%	30.5%	25.6%	24.9%	24.8%	23.9%	23.5%	23.0%	

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,116,061	850,520	1,483,290	791,040	791,040	791,040	791,040	791,040	791,040	791,040	791,040	791,040
Actual	1,386,629	1,361,441	(31,577)	916,322	962,548	1,849,080	803,790	731,900	733,756	736,564	710,749	
CUMULATIVE EXPENSES												
Budget	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	10,778,187	
Actual	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	10,161,201	
Variance - F(U)	729,432	218,511	1,733,379	1,608,097	1,436,589	378,548	365,798	424,937	482,221	536,696	616,987	
Variance %	34.5%	7.4%	39.0%	30.7%	23.8%	5.5%	4.8%	5.1%	5.2%	5.4%	5.7%	

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

	<u>5/31/2021</u>
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u>	
Bank of America Checking	24,583,579.06
Bank of America Checking (Restricted)	9,687,797.19
Wells Fargo	0.00
LAIF	74,993,002.12
<u>INVESTMENT FUNDS</u>	
Investment Portfolio (Market Values+ Accrued interest)*	185,921,071.39
MMF - US Bank Custodian Account	9,887,869.76
Debt Service Reserves Held By Trustee	14,753,682.11
	<hr/>
TOTAL	<u><u>319,827,001.63</u></u>

* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary

<i>Risk Metric</i>	<i>Value</i>
Cash	279,669.88
MMFund	84,880,871.88
Fixed Income	185,641,401.51
Duration	2.044
Convexity	0.018
WAL	1.530
Years to Final Maturity	2.052
Years to Effective Maturity	1.529
Yield	0.338
Book Yield	0.784
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration

<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	27.693%
Other	23.531%
United States	19.025%
Federal Home Loan Mortgage Corporation	15.155%
Federal National Mortgage Association	6.666%
U.S. Bancorp	4.360%
Federal Home Loan Banks	1.909%
Sumitomo Mitsui Trust Holdings, Inc.	1.662%

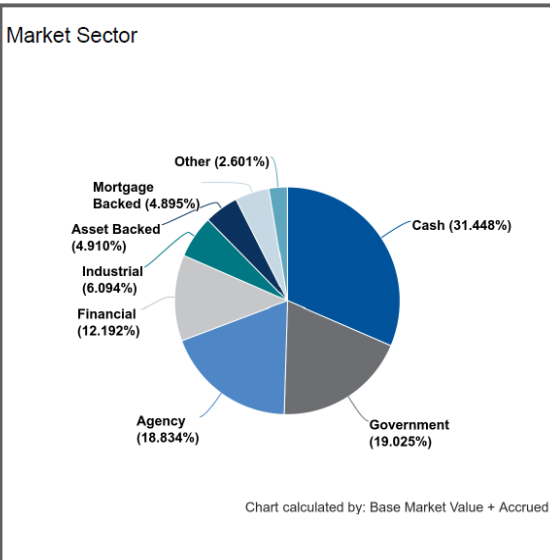
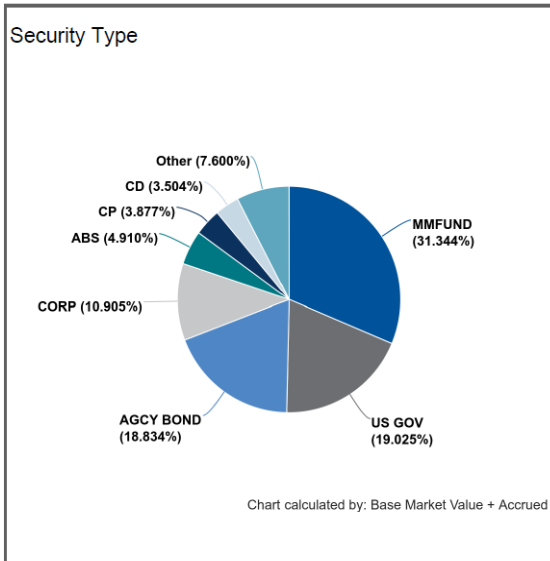
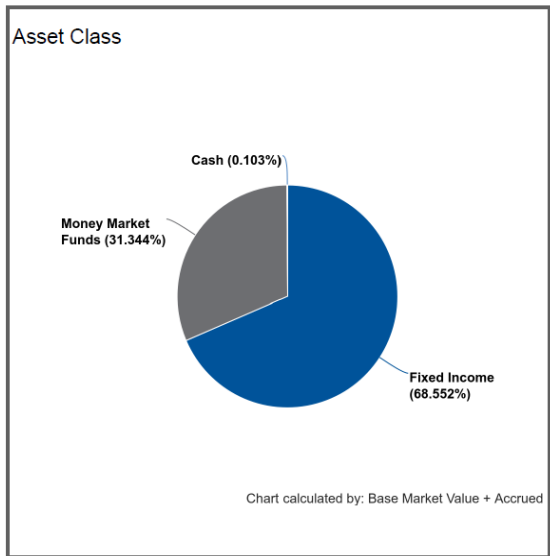
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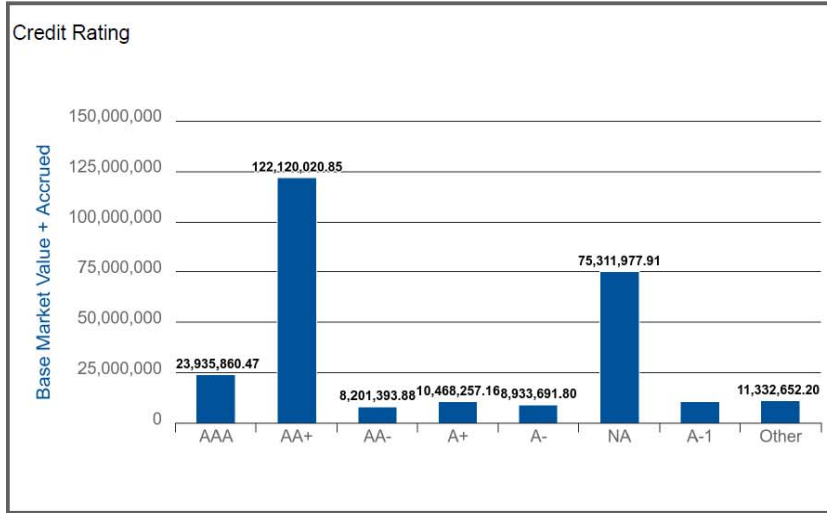
Footnotes: 1,2

Footnotes:

1) Grouped by Issuer Concentration

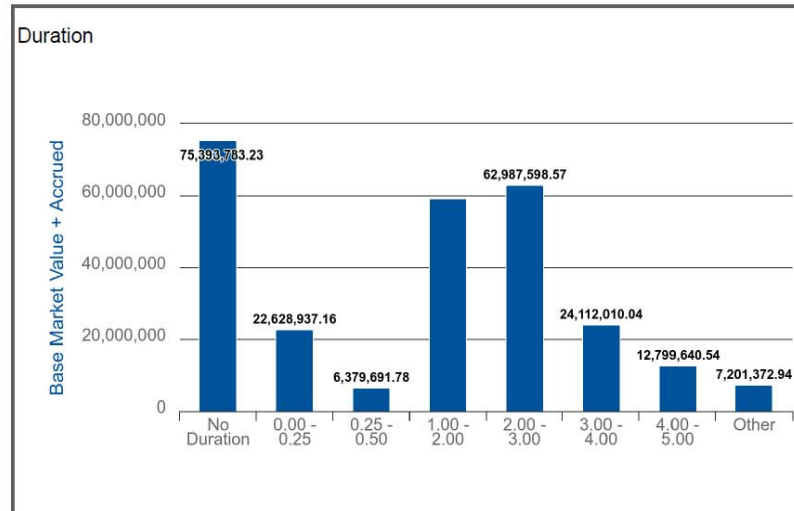
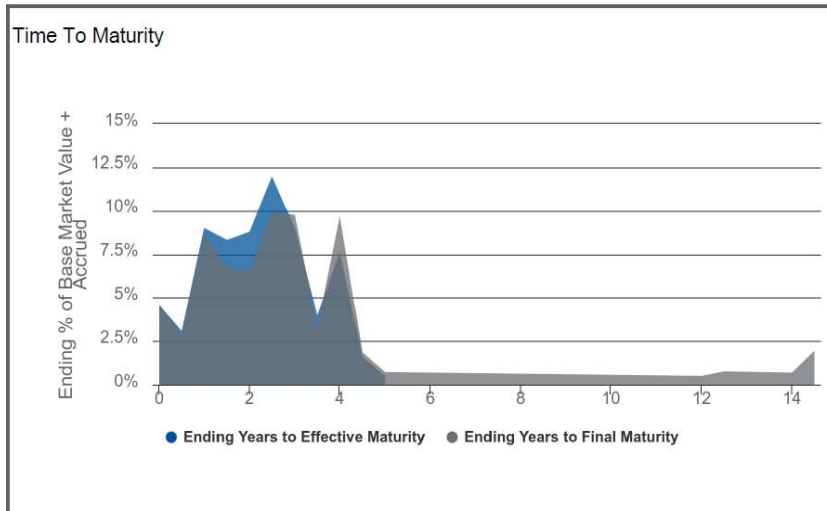
2) Group sorted by: % of Base Market Value+Accrued





Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.831%	3.254%	1.328%	0.277%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.606%	16.878%	16.455%	6.362%	4.085%	0.000%	0.000%	0.000%	0.000%
A	4.935%	1.765%	4.890%	1.797%	0.642%	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%

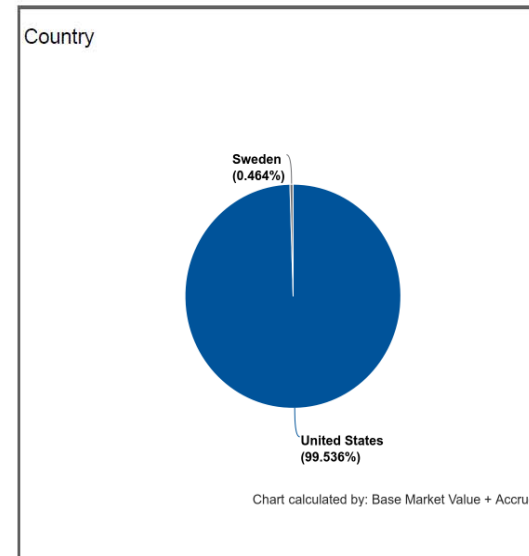
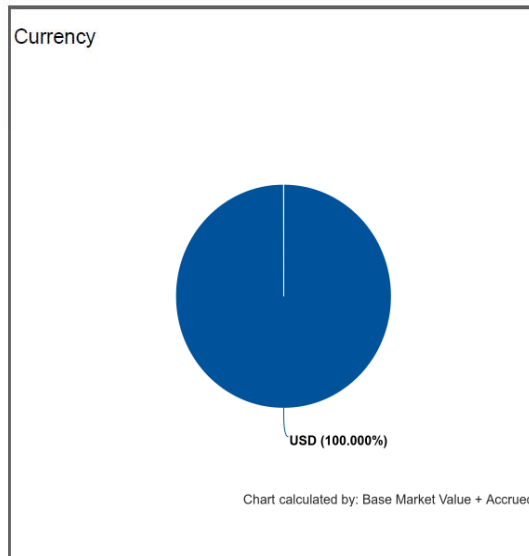
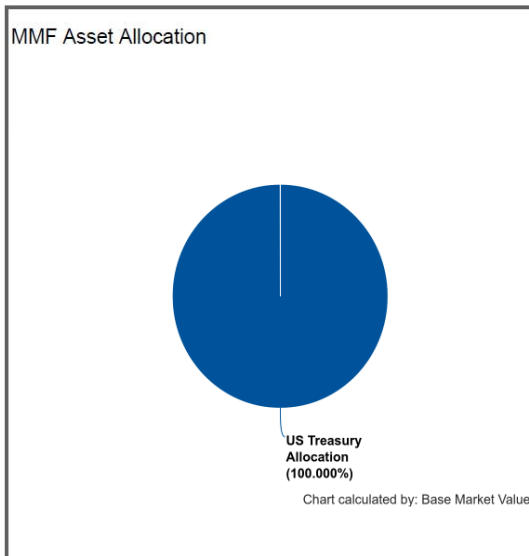
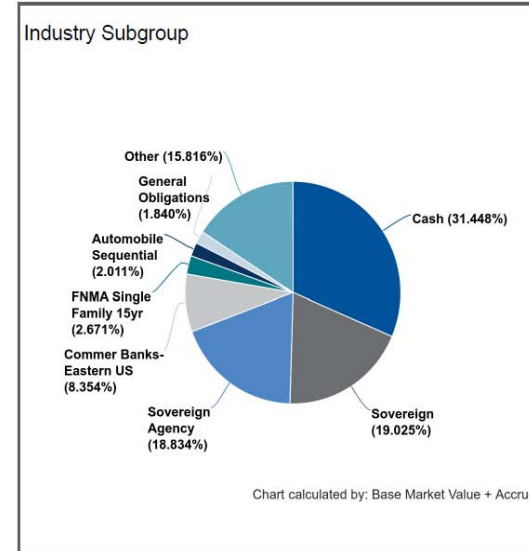
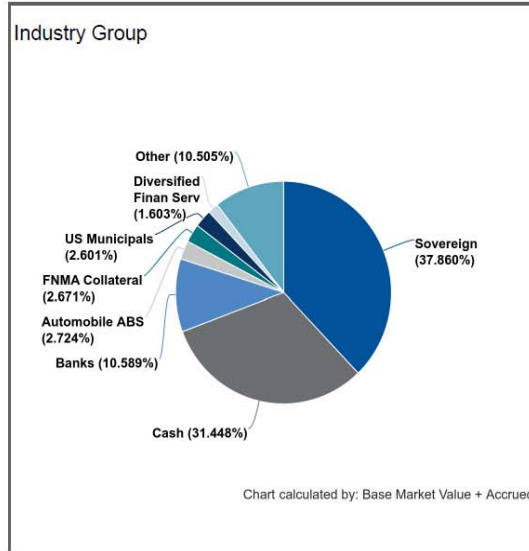
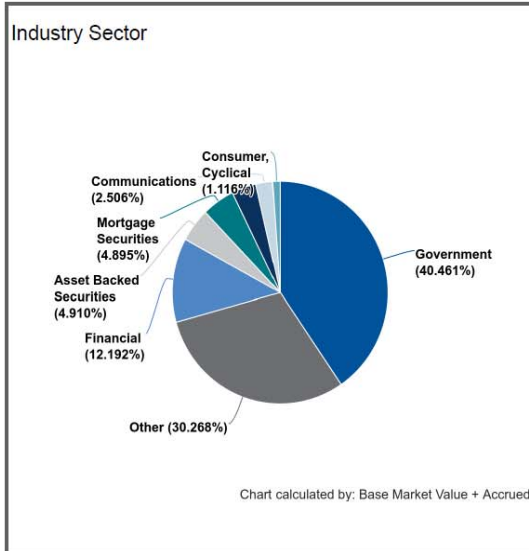


Risk Summary

05/01/2021 - 05/31/2021

SAM Transit District Agg (136232)

Dated: 06/09/2021





Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 05/31/2021
Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	---	05/31/2021	8,441,313.06	0.00	8,441,313.06	8,441,313.06
MMFUND			8,441,313.06			8,441,313.06	0.00	8,441,313.06	8,441,313.06

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

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 05/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	70,914.61	04/30/2018	11/15/2022	70,901.73	92.03	71,068.49	71,160.52
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	370,005.13	370,027.95
ABS	09661RAD3	BMWOT 2020-A A3	315,000.00	07/15/2020	10/25/2024	314,976.22	25.20	316,119.06	316,144.26
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,691,002.56	1,692,271.53
ABS	14313FAD1	CARMX 2018-3 A3	165,840.52	07/25/2018	06/15/2023	165,817.92	230.70	167,531.67	167,762.37
ABS	14315FAD9	CARMX 2020-3 A3	450,000.00	07/22/2020	03/17/2025	449,922.87	108.50	452,560.95	452,669.45
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	82.64	425,848.91	425,931.55
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	33.72	255,020.40	255,054.12
ABS	36255JAD6	GMCAR 2018-3 A3	129,227.70	07/18/2018	05/16/2023	129,197.57	162.61	130,441.73	130,604.34
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	301,393.44	301,440.19
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	702,462.55	702,593.80
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	400,679.33	400,742.66
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	410,438.67	410,480.02
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	184.72	1,252,647.90	1,252,832.62
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	335,065.38	335,121.96
ABS	47787NAC3	JDOT 2020-B A3	250,000.00	07/22/2020	11/15/2024	249,961.90	49.58	250,663.20	250,712.79
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	355,628.35	355,726.17
ABS	65479CAD0	NAROT 2020-B A3	400,000.00	06/30/2020	07/15/2024	399,989.04	85.56	401,682.84	401,768.39
ABS	89237VAB5	TAOT 2020-C A3	940,000.00	07/27/2020	10/15/2024	939,927.62	183.82	942,172.17	942,355.99
ABS	89238BAD4	TAOT 2018-A A3	10,640.90	01/31/2018	05/16/2022	10,640.77	11.11	10,648.31	10,659.42
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	335,603.00	335,654.18
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,033,983.58	1,034,131.50
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	483,677.49	483,946.00
ABS			11,031,623.73			11,029,671.83	3,446.67	11,096,345.09	11,099,791.76

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	11,559.38	2,703,558.60	2,715,117.98
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	652.78	998,552.00	999,204.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	498.44	543,100.25	543,598.69
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	11,000,000.00	07/23/2020	06/08/2022	11,004,400.00	13,215.28	11,019,261.00	11,032,476.28
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	677.08	1,003,351.00	1,004,028.08
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	2,277.78	996,494.00	998,771.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,300.00	1,284,861.50	1,286,161.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	400.00	1,189,315.20	1,189,715.20
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	31.94	1,150,917.70	1,150,949.64
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	5,506.94	1,528,922.30	1,534,429.24
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	1,715.28	476,221.70	477,936.98
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	9,187.50	914,096.70	923,284.20
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	257.29	954,140.10	954,397.39
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	1,076.39	1,001,889.00	1,002,965.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,166.67	1,583,075.20	1,585,241.87
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	1,684.03	2,504,012.50	2,505,696.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	634.03	1,101,547.70	1,102,181.73
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	864.58	1,502,110.50	1,502,975.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	920.83	1,282,944.00	1,283,864.83
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	187.50	1,197,645.60	1,197,833.10
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	225.69	1,301,012.70	1,301,238.39
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	9,833.33	8,004,432.00	8,014,265.33
AGCY BOND			44,250,000.00			44,190,770.95	64,872.74	44,241,461.25	44,306,333.99

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(580,000.00)	---	05/31/2021	(580,000.00)	0.00	(580,000.00)	(580,000.00)
CASH	CCYUSD	Receivable	904,135.38	---	05/31/2021	904,135.38	0.00	904,135.38	904,135.38
CASH			324,135.38			324,135.38	0.00	324,135.38	324,135.38

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	900,000.00	04/04/2019	04/01/2022	900,000.00	4,032.75	919,791.00	923,823.75
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	1,376.67	1,201,784.40	1,203,161.07
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	9,743.83	976,505.95	986,249.78
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	4,637.85	970,051.65	974,689.50
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	23,490.00	1,500,529.50	1,524,019.50
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	4,662.92	970,168.50	974,831.42
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	900,000.00	07/14/2020	07/08/2022	900,000.00	5,635.00	904,656.60	910,291.60
CD			7,350,000.00			7,350,000.00	53,579.01	7,443,487.60	7,497,066.61

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	85.00	963,223.20	963,308.20
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	312.31	1,317,082.96	1,317,395.27
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	951,837.30	961,077.30
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	1,014,691.00	1,015,316.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	625.00	1,014,691.00	1,015,316.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	437.50	710,283.70	710,721.20
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	950,894.10	958,394.10
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	10,333.33	892,962.40	903,295.73
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	422.93	400,866.80	401,289.73
CORP	06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	07/21/2020	08/16/2023	1,467,256.00	8,983.33	1,452,416.00	1,461,399.33
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	809.38	393,393.75	394,203.13
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	12/21/2020	10/24/2024	530,105.00	1,079.17	524,525.00	525,604.17
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	5,385.39	528,081.62	533,467.01
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	725,000.00	07/08/2020	07/07/2023	724,594.00	1,885.00	730,485.35	732,370.35
CORP	14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	225,000.00	09/14/2020	09/14/2023	224,847.00	216.56	225,699.75	225,916.31
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	777.00	925,769.70	926,546.70
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	8,446.88	927,207.20	935,654.08
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	4,803.13	456,619.95	461,423.08
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,193.33	178,226.13	180,419.46
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,294.79	983,218.65	987,513.44
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	5,299.88	941,651.10	946,950.98
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	978,844.50	992,608.25
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	6,630.00	499,139.55	505,769.55
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	3,381.05	952,648.20	956,029.25
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	1,737.13	332,853.95	334,591.08
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	0.00	581,366.48	581,366.48
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	969,798.60	980,998.60
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	2,315.63	331,412.25	333,727.88
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	422.43	395,518.64	395,941.07
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	752.81	498,801.60	499,554.41
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	465,660.90	468,090.90
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	144,872.28	145,628.28
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	139,698.27	140,427.27
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	14,520.00	1,903,672.80	1,918,192.80
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	440.83	1,150,864.80	1,151,305.63
CORP			24,782,000.00			25,653,636.77	132,833.53	25,828,979.47	25,961,813.01

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	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	4,498,596.00	4,498,596.00
CP	63873JWH9	NATIXIS, NEW YORK BRANCH	1,500,000.00	12/23/2020	09/17/2021	1,497,543.33	0.00	1,499,610.00	1,499,610.00
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	4,499,883.00	4,499,883.00
CP			10,500,000.00			10,483,207.08	0.00	10,498,089.00	10,498,089.00

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	702,617.50	704,276.08
FHLMC	3137BM6P6	FHMS K-721 A2	445,937.77	04/09/2018	08/25/2022	449,735.21	1,148.29	456,680.41	457,828.70
FHLMC	3137F62S5	FHMS K-J31 A1	514,566.86	10/29/2020	05/25/2026	514,556.56	243.99	512,220.43	512,464.42
FHLMC	3137FKK39	FHMS K-P05 A	35,559.35	12/17/2018	07/25/2023	35,559.24	94.91	36,526.92	36,621.83
FHLMC	3137FQ3V3	FHMS K-J27 A1	253,640.76	11/26/2019	07/25/2024	253,634.67	442.18	261,427.53	261,869.71
FHLMC			1,899,704.73			1,935,681.00	3,587.96	1,969,472.79	1,973,060.75

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	2,077,287.96	12/29/2020	09/25/2033	2,106,662.11	1,731.07	2,093,412.70	2,095,143.77
FHLMC CMO	3137F7DH5	FHR 5048 B	1,149,766.02	11/30/2020	05/25/2033	1,164,317.74	958.14	1,144,203.89	1,145,162.03
FHLMC CMO			3,227,053.98		08/13/2033	3,270,979.85	2,689.21	3,237,616.59	3,240,305.80

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136B1XP4	FNA 2018-M5 A2	36,268.39	04/30/2018	09/25/2021	36,989.80	107.60	36,401.85	36,509.45
FNMA	3140K7XA6	FN BP0672	1,501,029.84	05/18/2021	03/01/2035	1,608,447.29	3,752.57	1,614,788.25	1,618,540.83
FNMA	3140QGKN6	FN CA8400	1,426,896.41	03/22/2021	12/01/2035	1,561,113.85	4,161.78	1,542,085.75	1,546,247.53
FNMA	3140X9K46	FN FM5714	1,163,656.80	03/25/2021	11/01/2035	1,267,658.63	3,878.86	1,259,274.82	1,263,153.67
FNMA	3140XALC4	FN FM6622	1,582,689.30	03/29/2021	02/01/2036	1,664,296.71	3,297.27	1,673,799.31	1,677,096.58
FNMA			5,710,540.73			6,138,506.28	15,198.08	6,126,349.98	6,141,548.06

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	979,692.65	---	05/31/2021	979,692.65	0.00	979,692.65	979,692.65
MMFUND			979,692.65			979,692.65	0.00	979,692.65	979,692.65

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,569.31	260,814.00	262,383.31
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	240,138.40	241,749.17
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,834.58	354,812.50	356,647.08
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	3,407.08	658,937.50	662,344.58
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,310.42	253,437.50	254,747.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,417.17	547,129.00	548,546.17
MUNI	574193TK1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,275.00	749,835.00	751,110.00
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	850.50	405,963.90	406,814.40
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,122.91	330,029.70	331,152.61
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	2,938.67	1,603,456.00	1,606,394.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,345.50	579,059.50	580,405.00
MUNI			5,945,000.00			5,948,878.00	18,681.90	5,983,613.00	6,002,294.90

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	18,514.50	2,140,816.41	2,159,330.91
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	52,643.65	6,087,140.63	6,139,784.27
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,767.96	3,095,156.25	3,121,924.21
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	128.76	2,985,187.50	2,985,316.26
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.18	977,906.25	977,948.43
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.48	1,749,937.50	1,750,012.98
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	4,168.48	3,051,406.25	3,055,574.73
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,250.00	2,379,062.50	2,382,312.50
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	11,895.72	2,546,484.38	2,558,380.09
US GOV	912828X47	UNITED STATES TREASURY	1,800,000.00	05/07/2018	04/30/2022	1,742,484.38	2,934.78	1,829,531.25	1,832,466.03
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,988.95	5,256,250.00	5,298,238.95
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,386.74	1,550,593.75	1,562,980.49
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,458.56	683,312.50	688,771.06
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,779.01	473,062.50	476,841.51
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,337.02	1,419,187.50	1,430,524.52
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	6,245.86	889,046.88	895,292.73
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	2,624.31	2,466,796.88	2,469,421.18
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	865.38	1,496,718.75	1,497,584.13
US GOV			39,850,000.00			39,577,443.38	205,107.32	41,077,597.66	41,282,704.98

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	155,849,751.20			156,882,603.18	499,996.44	158,806,840.45	159,306,836.89

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



Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 05/31/2021
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	20,183.39	04/30/2018	11/15/2022	20,179.72	26.19	20,227.18	20,253.38
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	65,000.90	65,004.91
ABS	09661RAD3	BMWOT 2020-A A3	90,000.00	07/15/2020	10/25/2024	89,993.21	7.20	90,319.73	90,326.93
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	483,871.21	484,234.32
ABS	14313FAD1	CARMX 2018-3 A3	43,434.42	07/25/2018	06/15/2023	43,428.50	60.42	43,877.34	43,937.76
ABS	14315FAD9	CARMX 2020-3 A3	130,000.00	07/22/2020	03/17/2025	129,977.72	31.34	130,739.83	130,771.17
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	19.44	100,199.74	100,219.19
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	5.95	45,003.60	45,009.55
ABS	36255JAD6	GMCAR 2018-3 A3	38,768.31	07/18/2018	05/16/2023	38,759.27	48.78	39,132.52	39,181.30
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	65,301.91	65,312.04
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	85,144.36	85,157.82
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	70,074.90	70,081.95
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	40.64	275,582.54	275,623.18
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	65,012.69	65,023.66
ABS	47787NAC3	JDOT 2020-B A3	60,000.00	07/22/2020	11/15/2024	59,990.86	11.90	60,159.17	60,171.07
ABS	65479CAD0	NAROT 2020-B A3	110,000.00	06/30/2020	07/15/2024	109,996.99	23.53	110,462.78	110,486.31
ABS	89237VAB5	TAOT 2020-C A3	100,000.00	07/27/2020	10/15/2024	99,992.30	19.56	100,231.08	100,250.64
ABS	89238BAD4	TAOT 2018-A A3	2,955.80	01/31/2018	05/16/2022	2,955.77	3.09	2,957.86	2,960.95
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	65,117.00	65,126.93
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	150,580.13	150,601.67
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	127,283.55	127,354.21
ABS			2,180,341.93			2,179,953.55	808.92	2,196,280.03	2,197,088.95

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	2,226.25	520,685.36	522,911.61
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	179.51	274,601.80	274,781.31
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	113,557.33	113,661.54
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	275,921.53	276,107.72
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	274,035.85	274,662.24
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	271,797.63	272,072.63
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	272,551.40	272,643.07
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	6.94	250,199.50	250,206.44
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	505.56	140,360.08	140,865.64
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,661.11	461,183.12	462,844.23
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,552.08	253,915.75	256,467.83
AGCY BOND	3137EAE86	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	74.48	276,198.45	276,272.93
AGCY BOND	3137EAE84	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	296.01	275,519.48	275,815.48
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	473.96	346,297.70	346,771.66
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	538.89	801,284.00	801,822.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	195.97	340,478.38	340,674.35
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	265.14	460,647.22	460,912.36
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	542,784.00	543,173.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	40.63	259,489.88	259,530.51
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	47.74	275,214.23	275,261.97
AGCY BOND			6,695,000.00			6,677,474.68	10,737.33	6,686,722.67	6,697,459.99

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(205,000.00)	---	05/31/2021	(205,000.00)	0.00	(205,000.00)	(205,000.00)
CASH	CCYUSD	RECEIVABLE	160,534.50	---	05/31/2021	160,534.50	0.00	160,534.50	160,534.50
CASH			(44,465.50)			(44,465.50)	0.00	(44,465.50)	(44,465.50)

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 INVESTM	250,000.00	04/04/2019	04/01/2022	250,000.00	1,120.21	255,497.50	256,617.71
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	229.44	200,297.40	200,526.84
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,820.58	282,672.78	285,493.36
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,342.53	280,804.43	282,146.96
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	6,655.50	425,150.03	431,805.53
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBI	275,000.00	09/03/2019	08/26/2022	275,000.00	1,349.79	280,838.25	282,188.04
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, 1	250,000.00	07/14/2020	07/08/2022	250,000.00	1,565.28	251,293.50	252,858.78
CD			1,950,000.00			1,950,000.00	15,083.34	1,976,553.88	1,991,637.22

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	58.19	245,388.08	245,446.27
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	264,399.25	266,965.92
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	279,040.03	279,211.90
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	264,137.25	266,220.58
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	211.47	200,433.40	200,644.87
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	215.83	104,905.00	105,120.83
CORP	14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	07/08/2020	07/07/2023	199,888.00	520.00	201,513.20	202,033.20
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,227.47	116,691.77	117,919.23
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	626.67	50,921.75	51,548.42
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,220.63	279,441.09	280,661.72
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	271,901.25	275,724.51
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	534.50	102,416.60	102,951.10
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	136.04	100,324.80	100,460.84
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	0.00	205,482.98	205,482.98
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	269,388.50	272,499.61
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	712.50	101,973.00	102,685.50
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	129.27	85,652.80	85,782.07
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	129,350.25	130,025.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	51,740.10	52,010.10
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	25,870.05	26,005.05
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	76.67	200,150.40	200,227.07
CORP			3,445,000.00			3,458,945.55	18,505.47	3,551,121.54	3,569,627.01

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	189,166.25	189,612.79
FHLMC	3137BM6P6	FHMS K-721 A2	128,826.47	04/09/2018	08/25/2022	129,923.50	331.73	131,929.90	132,261.63
FHLMC	3137F62S5	FHMS K-J31 A1	121,360.11	10/29/2020	05/25/2026	121,357.68	57.54	120,806.71	120,864.25
FHLMC	3137FKK39	FHMS K-P05 A	10,102.09	12/17/2018	07/25/2023	10,102.06	26.96	10,376.97	10,403.93
FHLMC	3137FQ3V3	FHMS K-J27 A1	65,880.72	11/26/2019	07/25/2024	65,879.13	114.85	67,903.25	68,018.11
FHLMC			501,169.38			510,930.35	977.63	520,183.07	521,160.70

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	243,219.74	11/30/2020	05/25/2033	246,297.99	202.68	242,043.13	242,245.81
FHLMC CMO			243,219.74			246,297.99	202.68	242,043.13	242,245.81

FNMA

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136B1XP4	FNA 2018-M5 A2	9,973.81	04/30/2018	09/25/2021	10,172.20	29.59	10,010.51	10,040.10
FNMA	3140K7XA6	FN BP0672	264,887.62	05/18/2021	03/01/2035	283,843.64	662.22	284,962.63	285,624.85
FNMA	3140QGKN6	FN CA8400	279,286.19	03/22/2021	12/01/2035	305,556.55	814.58	301,832.18	302,646.76
FNMA	3140X9K46	FN FM5714	207,795.86	03/25/2021	11/01/2035	226,367.61	692.65	224,870.50	225,563.16
FNMA	3140XALC4	FN FM6622	296,754.24	03/29/2021	02/01/2036	312,055.63	618.24	313,837.37	314,455.61
FNMA	---	---	1,058,697.71	---	08/19/2035	1,137,995.63	2,817.28	1,135,513.19	1,138,330.48

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	466,864.05	---	05/31/2021	466,864.05	0.00	466,864.05	466,864.05
MMFUND			466,864.05			466,864.05	0.00	466,864.05	466,864.05

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	338.48	56,254.00	56,592.48
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	62,644.80	63,065.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	55,756.25	56,044.54
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	76,031.25	76,424.38
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	131,787.50	132,468.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	114,399.70	114,696.02
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	85,202.30	85,380.80
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	187.15	55,004.95	55,192.10
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	275,594.00	276,099.08
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	125,882.50	126,175.00
MUNI			1,030,000.00			1,030,886.10	3,581.06	1,038,557.25	1,042,138.31

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	6,245.86	722,203.13	728,448.98
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	14,276.24	1,650,750.00	1,665,026.24
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,584.25	876,960.94	884,545.19
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.88	205,875.00	205,883.88
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.42	566,156.25	566,180.67
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,201.09	879,218.75	880,419.84
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	883.15	646,484.38	647,367.53
US GOV	912828T91	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	3,330.80	713,015.63	716,346.43
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	2,119.57	1,321,328.13	1,323,447.69
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,817.68	1,103,812.50	1,112,630.18
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,569.06	446,781.25	450,350.31
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,049.72	131,406.25	132,455.97
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,469.61	183,968.75	185,438.36
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,779.01	473,062.50	476,841.51
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,837.02	261,484.38	263,321.39
US GOV			9,850,000.00			9,776,092.78	56,196.36	10,182,507.81	10,238,704.17

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,375,827.30			27,390,975.16	108,910.08	27,951,881.12	28,060,791.20

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

Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

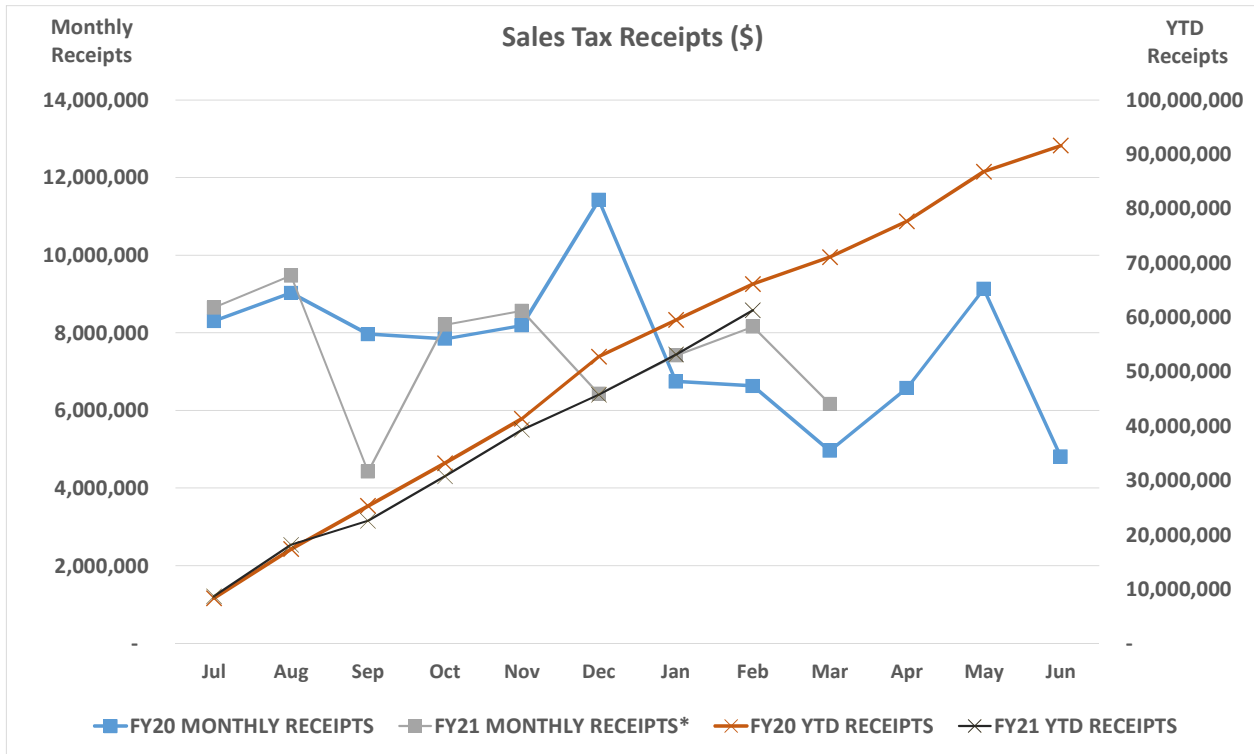
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2021
Measure A Sales Tax
May 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

May 2021

	FY20	FY21		FY20	FY21	
	MONTHLY	MONTHLY	MONTHLY	YTD	YTD	YTD
	RECEIPTS	RECEIPTS*	% Change	RECEIPTS	RECEIPTS	% Change
Jul	8,304,089	8,652,560	4.2%	8,304,089	8,652,560	4.2%
Aug	9,033,753	9,475,233	4.9%	17,337,842	18,127,793	4.6%
Sep	7,968,941	4,423,442	(44.5%)	25,306,783	22,551,235	(10.9%)
Oct	7,849,372	8,212,521	4.6%	33,156,155	30,763,756	(7.2%)
Nov	8,194,769	8,570,674	4.6%	41,350,924	39,334,430	(4.9%)
Dec	11,430,057	6,428,114	(43.8%)	52,780,982	45,762,544	(13.3%)
Jan	6,746,535	7,420,385	10.0%	59,527,516	53,182,929	(10.7%)
Feb	6,631,567	8,162,508	23.1%	66,159,083	61,345,438	(7.3%)
Mar	4,960,039	6,167,874	24.4%	71,119,122	67,513,312	(5.1%)
Apr	6,579,611		(100.0%)	77,698,734		(100.0%)
May	9,136,069		(100.0%)	86,834,803		(100.0%)
Jun	4,806,110		(100.0%)	91,640,913		(100.0%)
Total	<u>91,640,913</u>	<u>67,513,312</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACT TO PROVIDE THIRD PARTY ADMINISTRATOR SERVICES
FOR PUBLIC LIABILITY CLAIMS**

ACTION

Staff proposes that the Board:

1. Award a contract to Carl Warren & Company, LLC (Carl Warren) of Walnut Creek, California to provide Third Party Administrator (TPA) services for public liability claims, inclusive of per-claim fees, subrogation fees, outside legal counsel expenses, and other related costs for a not-to-exceed amount of \$2,100,000 for a five-year term.
2. Authorize the Acting General Manager/CEO, or designee, to execute a contract with Carl Warren in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

SIGNIFICANCE

Award of this contract will allow the San Mateo County Transit District (District) to continue partnering with an experienced TPA to support the District's public liability claims administration program for property casualty claims that fall within established self-insured retentions and insurance deductibles.

BUDGET IMPACT

Funding for these services is available under the approved Fiscal Year 2022 Operating Budget, and will be included in future fiscal year operating budgets.

BACKGROUND

A joint Request for Proposals (RFP) 21-S-J-P-032 to provide public liability claims administration services was issued by the District and the Peninsula Corridor Joint Powers Board (JPB). The solicitation was advertised on the District's and JPB's websites. Solicitation notices also were sent to interested firms, small business enterprises (SBEs) and disadvantaged business enterprises (DBEs). Staff received proposals from three firms, none of which is an SBE nor a DBE.

A Selection Committee (Committee), composed of staff with expertise in various disciplines, reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 30 points
- Qualifications and Experience of Firm 25 points
- Qualifications and Experience of Key Personnel 25 points
- Cost Proposal 20 points
- SBE Preference 5 points

After evaluating and scoring written proposals, the Committee reached consensus and identified Carl Warren as the highest ranked proposer possessing the requisite depth of experience and resources to successfully perform the services. The Committee further determined interviews were unlikely to change the ranking. Therefore, the Committee elected not to conduct interviews. The three firms are listed below in order of their consensus ranking:

- Carl Warren, Walnut Creek, CA
- TRISTAR Risk Management, Long Beach, CA
- George Hills Company, Rancho Cordova, CA

Carl Warren and George Hills Company proposed to engage SBE subcontractors to perform part of the services and received SBE preference points accordingly.

The Committee determined that Carl Warren, the highest consensus-ranked proposer, is qualified to be selected for contract award. Carl Warren has more than 45 years of transit public liability claims administration experience and is currently providing public liability claims administration services for many transit clients, including the Santa Clara Valley Transportation Authority and the Los Angeles Metropolitan Transportation Authority, and has been the District's TPA for the last ten years. This background demonstrates that the firm possesses the depth of experience and requisite qualifications to successfully perform the scope of services defined in the solicitation documents. In addition, the firm intends to engage one SBE firm as a subcontractor to provide ancillary investigation and administrative support services.

Based on full and open competition and a price analysis, staff determined the costs proposed by Carl Warren are fair and reasonable. Proposals were requested for both a monthly flat rate fee and a per-claim fee. Due to COVID-19 and a reduction in filed claims as a result of lower ridership, the per-claim fee will be more cost effective than the monthly flat rate fee.

For subrogation services, Carl Warren will receive the following:

- 20 percent on amounts collected up to \$50,000
- 15 percent on collections \$50,001 - \$100,000
- 12 percent on collections greater than \$100,000

Under the District's current contract, which expires July 31, 2021, Carl Warren's per-claim fee is \$750. For the first year of the new contract, Carl Warren has reduced its pricing by approximately 5% to a proposed per-claim fee of \$712.50. The proposed per-claim fee escalates slowly (\$750 for year 2; \$775 for years 3 and 4) until it reaches \$800 in the final contract year.

Prepared By: Tim Willson, Procurement Administrator II
Project Manager: Marshall Rush, Claims Administrator

650-508-6011
650-508-7742

RESOLUTION NO. 2021 –

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

*** * ***

**AWARDING A CONTRACT TO CARL WARREN & COMPANY, LLC
TO PROVIDE THIRD PARTY ADMINISTRATOR SERVICES
FOR THE NOT-TO-EXCEED AMOUNT OF \$2,100,000**

WHEREAS, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) jointly issued Request for Proposals (RFP) 21-S-J-P-032 to provide Third Party Administrator (TPA) services for public liability claims; and

WHEREAS, in response to the RFP, three firms submitted proposals; and

WHEREAS, none of the responding firms is a Small Business Enterprise nor a Disadvantaged Business Enterprise; and

WHEREAS, a Selection Committee (Committee) composed of staff with expertise in various disciplines reviewed the proposals and ranked proposals according to the evaluation criteria set forth in the RFP; and

WHEREAS, after evaluating and scoring written proposals, the Committee reached a consensus and identified Carl Warren & Company, LLC (Carl Warren) of Walnut Creek, California as the highest ranked proposer possessing the requisite depth of experience and resources to successfully perform the services; and

WHEREAS, the Committee further determined interviews were unlikely to change the ranking and the Committee elected not to conduct interviews; and

WHEREAS, based on full and open competition and a price analysis, staff determined the costs proposed by Carl Warren are fair and reasonable; and

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that a contract for the provision of TPA services for public liability claims be awarded to Carl Warren for a five-year term at the not-to-exceed amount of \$2,100,000, inclusive of per-claim fees, subrogation fees, outside legal counsel expenses, and other related costs.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract to provide Third Party Administrator services for public liability claims to Carl Warren & Company, LLC for a five-year term at the not-to-exceed amount of \$2,100,000, inclusive of per-claim fees, subrogation fees, outside legal counsel expenses, and other related costs; and

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

Regularly passed and adopted this 7th day of July, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **PENINSULA CORRIDOR JOINT POWERS BOARD 2021 FINANCING PLAN**

ACTION

Staff proposes the Board adopt a resolution:

1. Declaring that the District Board, subsequent to a public hearing, has made a finding that the proposed financing to be undertaken by the Peninsula Corridor Joint Powers Board (JPB) will result in significant public benefits and serves a public purpose; and
2. Approving the proposed financing plan, including (a) two short-term lines of credit with Wells Fargo Bank in the aggregate amount of \$200,000,000 to replace the two lines of credit currently provided by JP Morgan, (b) issuance of up to \$140,000,000 of Measure RR sales tax revenue bonds to fund certain additional capital costs associated with the Peninsula Corridor Electrification Project and (c) issuance of Measure RR sales tax revenue bonds to refund all or a portion of the JPB's 2019 farebox revenue bonds.

SIGNIFICANCE

The proposed financing plan (2021 Financing Plan) would: (a) replace the JPB's existing two lines of credit (Existing Lines of Credit) with two new lines of credit (2021 Lines of Credit) to fund certain costs of the Peninsula Corridor Electrification Project (PCEP) and the working capital needs of the JPB; (b) finance additional capital costs associated with the PCEP project in an amount not to exceed \$140,000,000; and (c) refund for savings all or part of the JPB's outstanding 2019 farebox revenue bonds (2019 Farebox Bonds).

Prior to authorizing bonds to construct, finance or acquire a public capital improvement, the JPB is required to comply with California Government Code section 6586.5 (part of the Joint-Exercise of Powers Act) which stipulates that a joint powers agency may not authorize bonds, which for this purpose includes issuance of the sales tax revenue bonds and the interim financing to be provided by the 2021 Lines of Credit, for public capital improvement projects, unless the member agencies also approve such financing following a public hearing and a finding of significant public benefit and

public purpose. To comply with these requirements, the JPB has requested that the District and each of the other member agencies hold public hearings and adopt resolutions making the findings.

In order to proceed with the proposed financing, each of the JPB's member agencies (including the District) must separately make the findings and approvals described above. Lack of approval would prevent the JPB from implementing the 2021 Financing Plan, would prevent the JPB from realizing savings associated with the 2021 Lines of Credit and refinancing all or a portion of the 2019 Farebox Bonds and would prevent it from financing additional capital costs needed to complete the PCEP Project.

BUDGET IMPACT

There is no budget impact associated with the authorizations requested in these recommendations. As the 2021 Financing Plan relies on Measure RR sales tax revenues rather than farebox revenues, the JPB expects that the 2021 Financing Plan will reduce the amount of annual contributions for operations and capital projects to be provided by the District and each of the member agencies.

The replacement of the Existing Lines of Credit with the 2021 Lines of Credit is anticipated to save approximately \$2.5 million in annual costs depending on their utilization in addition to shifting the repayment source from farebox revenues to Measure RR sales tax revenues. The refinancing of the 2019 Farebox Bonds also would generate interest rate savings depending on marketing conditions in addition to shifting the repayment source from farebox revenues to Measure RR sales tax revenues.

BACKGROUND

Approval of this action authorizes the JPB to implement the proposed 2021 Financing Plan. The 2021 Financing Plan relies solely on Measure RR sales tax revenues and not member agency contributions. The 2021 Financing Plan and related background information are described in greater detail in the attached memorandum prepared by JPB staff.

The JPB is proposing a three-part financing plan that is intended to (1) reduce the costs of its Existing Lines of Credit and to allow for the funding of more working capital needs, (2) fund additional capital costs needed to complete the PCEP project and (3) achieve debt service savings by refunding all or a portion of the 2019 Farebox Bonds with Measure RR sales tax refunding revenue bonds at lower interest rates.

The three components of the 2021 Financing Plan are as follows:

- 1.) The JPB's Existing two Lines of Credit will be replaced by the two 2021 lines of credit.

- A. The 2021 Lines of Credit will be secured by a subordinate pledge of

Measure RR sales tax revenue instead of Caltrain farebox revenue.

- B. Whereas the Existing Lines of Credit funded up to \$170,000,000 for PCEP costs and up to \$30,000,000 for working capital, the New Lines of Credit will fund \$100,000,000 for PCEP costs and \$100,000,000 for working capital.
 - C. The 2021 Line of Credit for working capital also will be available to fund PCEP costs, if necessary.
 - D. The expiration dates of the 2021 Lines of Credit will extend to June 30, 2024 rather than December 31, 2022.
 - E. The 2021 Lines of Credit will carry more favorable pricing terms due to the strength of the Measure RR sales tax pledge.
- 2.) The JPB intends to issue up to \$140,000,000 in new money bonds (the 2021 Bonds) secured by and payable from Measure RR sales tax revenues. The proceeds of the 2021 Bonds will be used to fund projected additional costs associated with the PCEP project, capitalized interest to the expected commencement of electrification revenue service and transaction costs.

The JPB currently estimates the cost of PCEP to increase by a minimum of \$75 million with the commencement of revenue service anticipated to occur in 2024 rather than 2022. The additional costs, which are continually being refined, will not be covered by existing Federal or State grants and must be locally funded. The 2021 Bonds will be sized on the basis of the most-refined cost estimates at the time of issuance.

The 2021 Bonds will be issued as fixed rate tax-exempt sales tax revenue bonds secured by a senior lien pledge of Measure RR revenues. The JPB expects ratings in at least the high "AA" category.

While Measure RR sales tax revenues will be the pledged repayment source, the JPB will look to repay debt service on the 2021 Bonds, after the capitalized interest period, from Low Carbon Fuel Standards (LCFS) credits that it expects to receive following the commencement of post-electrification revenue service. The annual amount of the LCFS credits is estimated at a minimum of \$15 million, based on conservative estimates of both service levels and credit prices, and will more than cover projected debt service on the 2021 Bonds. The JPB will structure into the 2021 Bonds provisions for early bond redemption.

As a result, the JPB expects that the 2021 Bonds, while secured by Measure RR sales tax revenues to ensure maximum creditworthiness and the lowest borrowing cost, will, in actuality, have minimal reliance on Measure RR sales tax revenues to pay debt service, thereby preserving such revenues for Caltrain operations. There will be no reliance on farebox revenues.

- 3.) The JPB intends to refinance the 2019 Farebox Bonds with Measure RR sales tax

revenue bonds, if and when economically feasible. The 2019 Farebox Bonds that mature before October 1, 2039 are callable on October 1, 2029; the 2019 Farebox Bonds that mature in 2044 and 2049 are callable on October 1, 2026. Under current tax laws, any refunding of the 2019 Farebox Bonds before those call dates would need to be implemented on a taxable basis. Based on the feedback from underwriters assuming interest rates as of May 7th, the JPB could achieve present value savings in excess of \$1.5 million through a refunding. To position itself to issue refunding bonds as expeditiously as possible to achieve debt service savings, the JPB is seeking each member agency's prior approval.

Prepared By:

Derek Hansel, Chief Financial Officer
Jayden Sangha, Acting Director-Treasury

650.508.6466
650.508.7706

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

* * *

APPROVING FINANCING TRANSACTIONS BY THE
PENINSULA CORRIDOR JOINT POWERS BOARD

WHEREAS, the Peninsula Corridor Joint Powers Board (the “JPB”), is a public entity duly established and organized under the laws of the State of California, which was created pursuant to a joint exercise of powers agreement (the “Joint Powers Agreement”) entered into by the Santa Clara Valley Transportation Authority (“VTA”), formerly known as the Santa Clara County Transit District, the City and County of San Francisco (“CCSF”), and the San Mateo County Transit District (the “District”); and

WHEREAS, pursuant to the Joint Powers Agreement, the JPB operates the Caltrain commuter rail service (hereinafter referred to as “Caltrain”) within the geographic boundaries of VTA, CCSF and SamTrans (each, a “Member Agency,” and, collectively, the “Member Agencies”); and

WHEREAS, pursuant to the Joint Powers Agreement, each Member Agency is required to contribute to the operating costs of Caltrain and provide for the costs of capital projects in the manner set forth in the Joint Powers Agreement; and

WHEREAS, on October 3, 2018, the Board of Directors of the District (the “Board”) approved Resolution No. 2018-49 which approved a plan of finance consisting of the following components: (i) the issuance of farebox revenue bonds, comprised of \$47,635,000 aggregate principal amount of Peninsula Corridor Joint Powers Board Farebox Revenue Bonds, 2019 Series A (the “2019 Farebox Bonds”) in order to achieve debt service savings and certain other benefits; (ii) an increase in the amount of the JPB’s

existing revolving credit facility with an affiliate of JP Morgan Chase Bank, N.A. for the Peninsula Corridor Electrification Project ("PCEP") from \$150,000,000 to \$170,000,000 (the "Existing PCEP Credit Facility"); and (iii) an additional \$30,000,000 revolving credit facility with the same affiliate of JP Morgan Chase Bank, N.A. for working capital (the "Existing Working Capital Credit Facility," and, together with the Existing PCEP Credit Facility, the "Existing Credit Facilities"); and

WHEREAS, on November 3, 2020, the voters in the City and County of San Francisco, San Mateo County and Santa Clara County approved Measure RR, which will provide the JPB with a dedicated revenue source consisting of a 1/8th cent sales and use tax on taxable transactions in those counties (the "Measure RR Sales Tax"); and

WHEREAS, collection of the Measure RR Sales Tax will commence on July 1, 2021 and expire in thirty (30) years on June 30, 2051; and

WHEREAS, to facilitate operations and completion of capital projects, the JPB intends to proceed with a financing plan (the "2021 Financing Plan") that utilizes and leverages the Measure RR Sales Tax and consists of restructuring and replacing the Existing Credit Facilities, the issuance of sales tax revenue bonds for additional PCEP costs and the refinancing of the 2019 Farebox Bonds with sales tax revenue refunding bonds, as further described below; and

WHEREAS, pursuant to the 2021 Financing Plan, JPB intends to replace the Existing PCEP Credit Facility with a new revolving credit facility for the same purposes as the Existing PCEP Credit Facility in an amount not to exceed \$100,000,000 at any one time (the "Replacement PCEP Credit Facility"), and replace the Existing Working Capital Credit Facility with a new revolving credit facility to finance working capital expenses and to make up for potential revenue shortfalls due to the timing of receipt of Measure

RR Sales Tax revenues in an amount not to exceed \$100,000,000 at any one time (the "Replacement Working Capital Credit Facility", and together with the Replacement PCEP Credit Facility, the "Replacement Credit Facilities"), each from Wells Fargo, National Association or an affiliate thereof; and

WHEREAS, any outstanding amounts, plus accrued interest, under the Existing Credit Facilities shall be repaid from the Replacement Credit Facilities; and

WHEREAS, the indebtedness to be incurred by the JPB under the Replacement Credit Facilities will be secured by a subordinate lien on the Measure RR Sales Tax revenues and the PCEP Credit Facility will also payable from grant proceeds tied to PCEP as currently provided under the Existing PCEP Credit Facility; and

WHEREAS, pursuant to the 2021 Financing Plan, the JPB also intends to issue certain sales tax revenue bonds (hereinafter referred to as the "Additional PCEP Bonds") in an aggregate principal amount not to exceed \$140,000,000, to fund a portion of additional capital costs associated with completing PCEP, capitalized interest through the expected commencement of revenue service and transaction costs; and

WHEREAS, the JPB anticipates that completion of the PCEP will enable the JPB to (i) meet current and future transportation demand between San José and San Francisco; (ii) offset roadway congestion; (iii) address continuing regional air quality issues; (iv) reduce greenhouse gas emissions; and (v) provide electrical infrastructure compatible with contemplated future high-speed rail service; and

WHEREAS, pursuant to the 2021 Financing Plan, the JPB also intends to issue sales tax revenue refunding bonds to refinance the 2019 Farebox Bonds, in whole or in part, at such time or times that such refunding produces debt service savings (the "Refunding Bonds"); and

WHEREAS, the Additional PCEP Bonds and Refunding Bonds will be secured by a senior lien pledge of the Measure RR Sales Tax revenues; and

WHEREAS, while Measure RR Sales Tax Revenues will be pledged to repay the Additional PCEP Bonds, the JPB also anticipates repaying the Additional PCEP Bonds from a portion of the proceeds from the sale of low carbon fuel standards credits that it expects to receive following the commencement of Caltrain electric revenue service; and

WHEREAS, pursuant to Section 6586.5 of the Government Code of the State of California (the "Government Code"), each Member Agency within whose boundaries a public capital improvement to be financed is located is required: (i) to approve the 2021 Financing Plan and the financing transactions that comprise such Plan; and (ii) to make a finding of significant public benefit in accordance with the criteria specified in Section 6586 of the Government Code after holding a public hearing; and

WHEREAS, in order to satisfy the requirements set forth in Section 6586.5 of the Government Code, the JPB has requested that the Board hold the required public hearing and approve the 2021 Financing Plan described herein, comprised of (i) the replacement of the Existing Credit Facilities with the Replacement PCEP Credit Facility in an amount not to exceed \$100,000,000 at any one time and the Replacement Working Capital Credit Facility in an amount not to exceed \$100,000,000 at any one time; (ii) the issuance of the Additional PCEP Bonds in an amount not to exceed \$140,000,000; and (iii) the issuance of the Refunding Bonds provided that such issuance generates debt services savings; and

WHEREAS, pursuant to Section 6586.5 of the Government Code, the Board caused a public hearing to be held regarding the 2021 Financing Plan described herein, notice

of which public hearing was published in a newspaper of general circulation in the County of Santa Clara at least five (5) days prior to such public hearing; and

WHEREAS, the Board now desires to approve the 2021 Financing Plan in order to satisfy the requirements of Section 6586.5 of the Government Code; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transit District as follows:

Section 1. **Findings.** The Board hereby finds and determines that the foregoing recitals are true and correct and the Board hereby so finds and determines.

Section 2. **Approval of Financing.** This Board hereby approves the 2021 Financing Plan and hereby finds that: (i) the 2021 Financing Plan will result in significant public benefits by meeting current and future transportation demand, offsetting existing and future worsening roadway congestion, addressing continuing regional air quality issues, reducing greenhouse gas emissions, providing electrical infrastructure compatible with contemplated future high-speed rail service within the geographic boundaries of the Member Agencies, including within the geographic boundaries of the District, and realizing savings as a result of the Replacement PCEP Credit Facility and the refinancing of the 2019 Farebox Bonds; and (ii) such anticipated enhanced service and savings serves a public purpose. It is the purpose and intent of the Board that this Resolution constitute such approval of the 2021 Financing Plan as is required for the purposes of Section 6586.5 of the Government Code.

Section 3. **Additional Actions.** The officers, employees and agents of the District are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they deem necessary or

advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the 2021 Financing Plan approved hereby.

Section 4. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 7th day of July, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2021

DEVORA "DEV" DAVIS, CHAIR
STEVE HEMMINGER, VICE CHAIR
CINDY CHAVEZ
JEFF GEE
GLENN HENDRICKS
DAVE PINE
CHARLES STONE
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

Memorandum

To: San Mateo County Transit District
From: Derek Hansel, Chief Financial Officer, Peninsula Corridor Joint Powers Board
Re: Caltrain Funding Needs and Proposed Plan of Finance
Date: June 18, 2021

Peninsula Corridor Joint Powers Board ("JPB") has prepared this memorandum to provide an update on the Peninsula Corridor Electrification Project ("PCEP"), the related funding requirements and JPB's proposed funding strategy, including the issuance of new tax-exempt bonds secured by Measure RR (and to be repaid by revenues associated with Low Carbon Fuel Standards ("LCFS") credits that the JPB will receive upon the commencement of electrified revenue service). **The security for these bonds relies entirely on Measure RR sales tax revenues, is not expected to have any adverse financial impact on any of the JPB's member agencies and may, in fact, relieve them of obligations they may otherwise have with respect to PCEP funding.**

The funding strategy has several components. The first component is to replace the JPB's two existing credit facilities that currently are secured by a subordinate pledge of farebox revenues with two new credit facilities, in differing amounts, that will be secured by a subordinate pledge of Measure RR sales tax revenues. The second component is to issue senior lien sales tax revenue bonds secured by Measure RR sales tax revenues to finance a portion of additional PCEP costs utilizing anticipated receipts of State LCFS to repay bond principal once PCEP enters revenue service (the "2021 Bonds"). The third component is to refund all or a portion of the \$47,635,000 Farebox Revenue Bonds, 2019 Series A (the "2019 Farebox Bonds") with Measure RR-backed sales tax revenue bonds if economically feasible. It is possible that there may be additional PCEP costs that materialize after the issuance of the 2021 Bonds.

Background and Update

Background. On October 3, 2018, following a public hearing, the SamTrans board adopted Resolution 2018-49 which approved a plan of finance (the "2019 Plan of Finance") consisting of three components:

- The issuance of the 2019 Farebox Bonds - which refinanced for savings prior farebox revenue bonds issued by the JPB in 2007 and 2015 and financed the acquisition of two facilities that the JPB had previously been leasing.
- An increase in the amount of the JPB's existing revolving credit facility with an affiliate of JP Morgan Chase Bank for the PCEP from \$150,000,000 to \$170,000,000 (the "PCEP Credit Facility"). The intent of the original PCEP Credit Facility was to address timing mismatches between the incurrence of expenditures and the receipt of Federal and State grant funds for PCEP. The increase in the PCEP Credit Facility was prompted by the Transit and Intercity Rail Capital Program ("TIRCP") grant awarded to the JPB for capacity and system improvements, including the acquisition of electrical multiple unit ("EMU") vehicles. The PCEP Credit Facility has an expiration date of December 31, 2022.
- An additional \$30,000,000 revolving credit facility with the same affiliate of JP Morgan Chase Bank for working capital (the "Working Capital Credit Facility" and, with the PCEP Credit Facility, the "Existing Credit Facilities") – which provided matching funds and cash flow financing related to the installation of a signal and train control system and working capital for Caltrain system needs. The Working Capital Credit Facility also has an expiration date of December 31, 2022.

Recent Developments

Since implementing the 2019 Plan of Finance, two notable developments have impacted the JPB: increased working capital demands and PCEP cost overruns and delays.

With a 97% decline in ridership due to Covid-19, the JPB's operating cash flow has been severely challenged. Subsidies from Federal stimulus measures have largely filled the void of farebox revenues over the past year. However, the prognosis for additional Federal stimulus is uncertain and it is unclear when Caltrain ridership will return to pre-Covid levels. While the voter-approved Measure RR sales tax strengthens the JPB's credit profile by providing a much-needed dedicated revenue source to Caltrain, collections begin on July 1, 2021, with the first remittance expected in September 2021. For each of Fiscal Years 2021-22 and 2022-23, the JPB projects a mismatch in the timing of operating expenses and sales tax receipts together with other funds expected to be available for operations.

As noted, the PCEP project will be subject to additional costs due to two factors: the need to address gate crossing signaling associated with the conversion to an electrified system and Covid-related delays. While the project team is continuing to work with contractors to refine both the schedule and the magnitude of the additional costs, the JPB currently expects that: (a) PCEP will require a minimum of an additional \$75 million in funding beyond the original \$1.98 billion budget and (b) the completion date will be delayed from 2022 to 2024.

2021 Plan of Finance

Replace Existing Credit Facilities – The Existing Credit Facilities, which are secured by a subordinate pledge of farebox revenues, have a typical pricing structure that consists of:

- A standby fee for the unused portion of the available credit, expressed as a percentage of the maximum available amount and
- A margin to a base index (LIBOR) for amounts actually borrowed under the Existing Credit Facilities. That margin differs as to whether the borrowing is on a taxable or tax-exempt basis

The table below shows the current pricing terms:

Standby/Unused Fee	0.60%
Tax-Exempt Margin	2.20%
Taxable Margin	2.75%

The JPB is seeking to replace the Existing Credit Facilities with two new Credit Facilities that will be structured in the following manner:

- ***Resized amounts:*** The Existing Credit Facilities were initially sized at \$170,000,000 for the PCEP Credit Facility and \$30,000,000 for the Working Capital Facility. The new Credit Facilities will be in the same aggregate amount but resized at \$100,000,000 each. In general, draws upon the PCEP Credit Facility are anticipated to be repaid from grant proceeds tied to PCEP. The re-sized Working Capital Facility assures the JPB adequate funding for operations in light of the timing considerations associated with Measure RR receipts and the uncertainty as to Caltrain ridership; it can also be used as a backup for additional PCEP cash flow funding needs, if necessary.
- ***Extended maturity:*** The Existing Credit Facilities mature on December 31, 2022. The new Credit Facilities will mature no earlier than June 30, 2024, which will accommodate anticipated delays in the PCEP project and the projected operating cash flow constraints on the JPB.
- ***More Favorable Pricing Terms:*** The new Credit Facilities will provide for a subordinate pledge of Measure RR sales tax revenues, a far more creditworthy source of security than farebox revenues. The JPB's co-Municipal Advisors issued a request for proposals to 16 credit banks and received 6 strong proposals. The winning bidder, Wells Fargo Bank, has proposed the following pricing terms, which are compared to pricing terms associated with the Existing Credit Facilities:

	New Facilities*	Existing Facilities	Improvement
Standby/Unused Fee	0.23%	0.60%	0.37%
Tax-Exempt Index	80% of 1 Month LIBOR or SOFR	1 Month LIBOR	20% of 1 Month LIBOR
Tax-Exempt Margin	0.29% (LIBOR)	2.20%	1.91%
Taxable Index	1 Month LIBOR or SOFR	1 Month LIBOR	
Taxable Margin	0.40% (LIBOR)	2.75%	2.35%

* For 3-year facility. Wells Fargo provided pricing for up to 5 years. Margins differ for borrowings under LIBOR and SOFR

The following example illustrates the potential annual savings associated with the proposed new Credit Facilities (in aggregate), assuming half is drawn (\$100,000,000) and there is a 50-50 split between tax-exempt and taxable borrowing. For purpose of this analysis, it is assumed that the index rate is the same (although there would be an additional benefit for tax-exempt borrowing under the New Facilities:

	New Facilities*	Existing Facilities	Difference
Standby/Unused Fee	\$230,000	\$600,000	\$370,000
Tax-Exempt Margin	\$145,000	\$1,100,000	\$955,000
Taxable Margin	\$200,000	\$1,375,000	\$1,175,000
Total			\$2,500,000

Accordingly, the new Credit Facilities will provide a combination of substantial cost savings, greater flexibility to the JPB and an extended term to bridge the JPB over the next few years.

New Money Sales Tax Bonds – As previously noted, the cost of PCEP is estimated to increase by a minimum of \$75 million with the commencement of revenue service anticipated to occur in 2024 rather than 2022. The additional costs, which are continually being refined, will not be covered by existing Federal or State grants and must be locally funded. To fund this amount, the JPB proposes to issue the 2021 Bonds as fixed rate tax-exempt sales tax revenue bonds secured by a senior lien pledge of Measure RR revenues. The JPB expects ratings in at least the high “AA” category.

While Measure RR sales tax revenues will be the pledged repayment source, the JPB will look to repay 2021 Bond principal and interest after the capitalized interest period from LCFS credits that it expects to receive following the commencement of post-electrification revenue service. The annual amount of the LCFS credits is estimated at a minimum of \$15 million, based on conservative estimates of both service levels and credit prices, and will more than cover projected principal repayment. The JPB will endeavor to structure into the 2021 Bonds provisions to mirror LCFS receipts either in the bond amortization approach and/or early bond redemption features. In addition, the JPB expects to fund capitalized interest while 2021 Bond proceeds are being drawn down and until LCFS revenue begins to be realized in 2024. Thereafter, principal and interest on the 2021 Bonds are expected to be paid by LCFS credit revenues.

As a result, the JPB expects that the 2021 Bonds, while secured by Measure RR sales tax revenues to ensure maximum creditworthiness and the lowest borrowing cost, will, in actuality, have minimal

reliance on Measure RR sales tax revenues to pay debt service, thereby preserving such revenues for Caltrain operations.

The JPB is seeking authorization to raise 2021 Bond proceeds in an amount not to exceed \$140 million to fund additional costs as projected at the time of issuance (which may be higher than the current projections of \$75 million), plus capitalized interest and transaction costs.

The JPB has selected the firms of JP Morgan Securities and Wells Fargo Securities to underwrite the 2021 Bonds through an RFP process.

Refunding Sales Tax Bonds – The JPB would like to position itself to refinance all or a portion of the 2019 Farebox Bonds with Measure RR sales tax revenue bonds for savings. The 2019 Farebox Bonds that mature before October 1, 2039 are callable on October 1, 2029; the 2019 Farebox Bonds that mature in 2044 and 2049 are callable on October 1, 2026. The underwriter proposals indicate that the JPB could generate net present savings in excess of \$1.5 to \$2.0 million based on interest rates as of May 7, 2021. Those savings are highly sensitive to changes in interest rates. Under current tax laws, any refunding of the 2019 Farebox Bonds before those call dates would need to be implemented on a taxable basis. To position itself to access the market as expeditiously as possible, the JPB wishes to obtain each member agency's prior approval to proceed with a refunding of the 2019 Farebox Bonds in whole or in part.



MEMORANDUM

BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING GENERAL MANAGER/CEO

BOD ITEM #7
July 7, 2021

Date: June 30, 2021
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

11-months Ended May 2021 Summary

SamTrans is gradually increasing operations as the state reopens and health restrictions are modified or eliminated. Administrative/Non-bargaining Unit employees who work at the Central Administration building returned to the office with a hybrid schedule starting Tuesday, June 1, 2021. Despite the incremental changes in the workplace, the Central Administration Building remains closed to the public.

Fixed-route bus service continued to operate at approximately 83 percent of the pre-COVID levels in May 2021. Staff is working on the final schedules for the August runbook; current headcount of bus operators will be strained to support the full pre-COVID service levels in August. Adjustments in recruitment and training are being considered to support the return to school-related service in August and the projected 88% of pre-pandemic service level. It is likely that some local service will remain suspended until the end of the calendar year, which is when the size of the workforce is projected to improve.

SamTrans continues to provide free trips for people getting their COVID-19 vaccination. To date, SamTrans has provided approximately 750 free bus trips and 180 free ADA Paratransit trips. The number of free trips on fixed route bus service has diminished from an average of eight vaccination trips per day to three trips per day, throughout 7-days per week.

Santa Clara Valley Transportation Authority (VTA) Mutual Aid

In the late afternoon of May 26, 2021, SamTrans received a request for assistance from VTA, following the tragic events that occurred early that morning. Acting Assistant Manager, Cherish Rodriguez stayed after hours to organize and implement special bus services with the help from dispatchers and field supervisors. The team organized Bus Operators and support staff that were willing to help after their assigned SamTrans runs were completed. In addition to maintaining SamTrans services, over 64 staff members, including Bus Operators, Dispatchers and Supervisors assisted VTA over the next 18 days.

SamTrans Bus Operators worked 1,394 hours, while driving 22,031 miles to assist with various routes in the Santa Clara County, as requested by VTA.

VTA supplied their Coach Operator's Guide and handheld radios, to ensure volunteers had assistance and turnsheet for their routes. Thanks to our Bus Operators' professionalism and safe driving skills, there were zero accidents while providing fixed route services in an unfamiliar territory.

SamTrans is very proud of all the employees who participated and delivered of the bus bridges, but in particularly the Transportation team led by Cherish Rodriguez, the Maintenance Department, and the Communication's Division lead by Rona Rios. This was a time of great crisis and SamTrans delivered consistent high-quality transportation for its neighbor agency.



COVID-19 Update

The last COVID positive cases for the District occurred on February 18, April 23, and June 16, 2021. The District's contractors had their last COVID positive cases on February 26 and May 29, 2021.

Return to Transit Marketing Campaign

"All Aboard Bay Area" is a regional transit campaign development by MTC and the Marketing/Communications Blue Ribbon Transit Recovery Task Force subgroup. The campaign provides consistent messaging for all Bay Area operators while avoiding competing ads. The regional effort will launch in August and run through September. The healthytransit.org website will be rebranded with the new campaign and will provide information about service changes.

Local messaging and advertisement efforts will follow to promote the SamTrans August service changes, Clipper Mobile, and Clipper Start program.

School Survey

Staff has been working closely with the schools in San Mateo County to ensure that school orientated community routes reflect the needs of the schools. As part of this effort, staff developed a survey for schools to enter their instruction plans (remote, in-person, or hybrid) as well as their bell times for the upcoming school year. The survey clarifies the needs of the schools to assist staff as they finalize the August run book. Notwithstanding all the advance planning, several schools remain uncertain of their re-opening strategy.

Run Book 135 (June 2021)

Runbook 135 service changes went into effect June 20, 2021. The service changes included:

- Route 280 – Time adjustments to better connect with VTA routes.
- Route 286 – Time adjustments to better connect with Caltrain at Menlo Park.
- Community routes – School related service were removed for the summer.

Human Capital Investment

	<u>May 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	1,464	183	8,463	1,058	16,856	2,107
New fleet/route orientation	0	0	0	0	317	40
VTT/DMV mandated training	112	14	2,356	295	2,830	354
Bus Operator retraining	164	21	2,100	263	2,627	328
Maintenance training	228	29	3,257	407	5,633	704
CPR/AED/First Aid/BST/Other	<u>24</u>	<u>3</u>	<u>162</u>	<u>20</u>	<u>244</u>	<u>31</u>
Total Hours	1,992	249	16,338	2,042	28,507	3,563

Training Class #166 started on April 14. Five Trainees graduated on June 25, 2021.

SamTrans Operation Safety (S.O.S.)

The June safety campaign focused on Bus Operator safety habits to prevent accidents. In collaboration with the Training Department, Bus Transportation released a safety “Thank You” video displaying S.O.S. Bus Operator Committee members highlighting safe driving behaviors that can avoid accidents.

The safety “Thank You” video streams on the base’s monitors and was shared with the S.O.S. team members, contractors, and peers.



BOARD OF DIRECTORS 2021

CHARLES STONE, CHAIR
PETER RATTO, VICE CHAIR
MARINA FRASER
JEFF GEE
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ROSE GUILBAULT
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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, JULY 7, 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 June 2, 2021
3. Appointment of Michelle Lewis, Meredith Park, and Bianca Randall, Representing Bus Riders, to the Citizens Advisory Committee

INFORMATIONAL

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Monthly Performance Report – May 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
JUNE 2, 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 2:49 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 5, 2021

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Groom

3. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, said that the Board had approved a contract with MTM for paratransit services to begin August 1.

4. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said PCC was searching for a nominating and membership chair.

5. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Chair, Citizens Advisory Committee, provided a brief summary of the May 26 meeting.

6. QUARTERLY DASHBOARD REPORT – JANUARY-MARCH 2021

David Olmeda, Chief Operating Officer/Bus, reviewed the report.

Director Jeff Gee asked if the California Occupational Safety and Health Standards Board would likely alter the bus social distancing guidelines at their meeting on June 3.

Mr. Olmeda said that based on the State's official reopening on June 15, the mask mandate and social distancing guidelines would be lifted on buses.

Public Comment:

Roland noted that the FDA (Food and Drug Administration) had mandated continued social distancing and masking on all forms of public transit in the United States until September 13.

7. MONTHLY PERFORMANCE REPORT – APRIL 2021

Mr. Olmeda said the report was in the packet and provided a summary of the latest ridership statistics.

Chair Charles Stone said the increases in performance were a very positive sign of service recovery.

8. ADJOURN

The meeting adjourned at 3:03 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

ACTION

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

SIGNIFICANCE

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

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

Minutes from the May 2021 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of May 11, 2021 Meeting

ATTENDANCE:

Members:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Alex Madrid, Consumer; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health

(Member attendance = 10/12, Quorum = Yes)

Absentees: Scott McMullin, CoA

Guests:

Amy Linehan, SamTrans; Christy Wegener, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Richard Weiner, Nelson\Nygaard; Charles Posejpal First Transit/Redi-Wheels; Rich Hedges, Community Member; Henry Silvas, SamTrans

WELCOME/INTRODUCTIONS:

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

APPROVAL OF MARCH MINUTES:

Mike Levinson moved to approve the March meeting minutes (note: there was no meeting in April due to PCC retreat); Sammi Riley seconded the motion; the minutes were approved with an edit to the meeting dates.

PRESENTATION: Reimagine SamTrans – Amy Linehan and Christy Wegener

Amy Linehan gave an update to the *Reimagine SamTrans* project and the three alternatives under consideration to improve rider experience, grow ridership and improve efficiency. They are currently gathering public input until the end of May, will present recommendations to the SamTrans Board of Directors at the end of 2021 or beginning of 2022, then implement the approved plan in August 2022. Information on the project can be found at www.reimaginesamtrans.com and members are encouraged to voice their opinions by completing the survey.

Following the presentation, committee members had questions about individual service routes, connections to other forms of transportation, and service into San Francisco.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

Tina reviewed the expense and revenue report for June – March (see Attachment 1). Tina confirmed that the “Coastside Support” line item is the cost of ADA service on the

Coastside. There was a question on what was meant by “ADA Related Support.” This is for maintaining accessible features on SamTrans buses such as audible announcements and ramps.

Education – Sammi Riley, Chair

Sammi reported that the committee met on May 7th. They discussed some changes to the PCC video and the possibility of creating another video to address comments heard from riders. There was a suggestion to work with SamTrans on a video to address the move from a COVID to post-COVID environment.

They will review committee items from the 2021-23 Work Plan. They will also contact colleges and other groups for possible outreach. PCC members were requested to contact Sammi or Jane with information on groups where they might give a presentation.

Inclusion of the PCC flyer in the eligibility packet was not possible; Tina will arrange a meeting with the Marketing Department to discuss other ways to publicize the PCC and the Consumer Corps.

The next Education Committee meeting is on July 2nd at 1pm.

Executive – Benjamin McMullan, Chair

Ben reviewed the 2021-23 Work Plan that was included in the May meeting packet and several changes were suggested. Sandra moved to approve the Work Plan with the proposed changes, Mike seconded the motion; the plan was unanimously approved.

Nominations/Membership – TBD, Chair

The Nominations/Membership committee has a vacancy for the chairperson.

CONSUMER COMMENTS

None.

OPERATIONAL REPORTS

This was covered in the PAL meeting.

PERFORMANCE SUMMARY

Tina reviewed the preliminary data for April that was included in the packet.

COMMENT STATISTICS REPORT

Tina reviewed the preliminary data for April that was included in the packet.

SAFETY REPORT

Charles Posejpal reported that there were no incidents in April.

LIAISON REPORTS

Agency

None.

ERC – Mike Levinson

Mike reported that there had been no meeting.

Commission on Disabilities (CoD) – Ben McMullan

They are still accepting applications for Commissioners ([click here for the application.](#)) They are planning to have an emergency preparedness presentation at their next meeting.

Center for Independence (CID) – Ben McMullan

The committee is working on a video series on PSPS shutoffs and emergency preparedness.

Commission on Aging (CoA) – Scott McMullin

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that they had a meeting on May 7th and that there were many comments on the “Reimagine SamTrans” presentation.

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

Sandra reported that the committee met on May 4th and reviewed the preliminary TA budget for 2022. There will be a public hearing on the budget at the June 3rd meeting. She will keep everyone informed on Measure W expenditures and stressed the importance of oversight.

OTHER BUSINESS

None.

The next PCC meeting will be on June 8th at 1:30pm. The meeting adjourned at 3:38pm.

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

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

Legislative Update

Tina reported that there were no additional updates and she will invite someone from Public Affairs to present a legislative update at the June PAL meeting.

Local Advocacy

San Mateo County is now in the yellow tier and youth aged 12-15 years can now receive the COVID-19 vaccination. 76% of San Mateo County eligible residents have been vaccinated.

Sandra Lang advised the PCC about AB339 which would continue online access to public meetings. This was brought up at the March SamTrans Board meeting, who voted to support. However, the original bill's content has since changed, restricting online access to meetings where the jurisdiction's population is 250,000 or more, and removing the language interpretation requirement. The bill is still in committee and Mike urged members and their organizations to object to these changes as they would have a negative effect on attendance by disabled and senior citizens in particular.

Policy Issues

Tina reported the following:

- Free trips are continuing to vaccination sites for SamTrans, Redi-Wheels and RediCoast rides. They have done 175 such trips on Redi-Wheels and RediCoast.
- The face mask mandate has been extended until September. San Mateo County is still requiring masks on public transport. There is a narrow exception for people who have a disability that prevents them from wearing a face mask.
- They are continuing to clean the buses daily with EPA-approved products
- Trips are being scheduled to allow for social distancing.
- The SamTrans Board awarded a new contract to MTM who will begin processing paratransit eligibility applications on August 1. Their office will be at the SamTrans yard and they will set up an outdoor course as well.
- They are still using paper applications and are seeing fewer applications. When safe, they will return to in-person interviews.
- The new Caltrain station at Hillsdale is now open.

Dao Do reported that Rosener House is planning to reopen in July and asked if their riders needed to re-apply. She will send the list of names to Tina who will check their eligibility status.

The next PAL meeting will be on June 8th, 2021.

**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 | MAY 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. On May 12, 2021, San Mateo County moved to the yellow tier.

On June 15, 2021, the Governor terminated the executive orders that put into place the Stay Home Order and the Blueprint for a Safer Economy. As of that day, California has fully reopened its economy. This means no more physical distancing, no capacity limits, no county tiers, and relaxed mask guidance.

As of June 21, 2021, SamTrans no longer requires physical distancing between customers and bus capacity restrictions have been lifted. Please note, regardless of vaccination status, masks and staying six feet away from operators are still required onboard to comply with both federal transportation and state worker safety mandates.

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 72.1 percent in the month of May 2021 compared to May 2020. Similarly, the total monthly ridership increased by 69.3 percent.

When comparing May 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions, ridership for all SamTrans modes is 65.9 percent lower, but continues to increase.

Caltrain: Average weekday ridership increased by 185.2 percent in the month of May 2021 compared to May 2020. Similarly, the total monthly ridership increased by 209.2 percent.

When comparing May 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions, ridership for Caltrain is 91.8 percent lower, but continues to increase as well.

Other SamTrans' Key Performance Indicators:

In the month of May 2021, there were 11 preventable accidents, an increase of 3 accidents compared to May 2020. The goal is to have one or fewer preventable accidents per every 100,000 miles; in May 2021, SamTrans (including Contracted services) had 1.58 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 May 2021 surpassed SamTrans' OTP goal of 85.0 percent by achieving 86.7 percent.

In May 2021, there were 18 DNOs (trips or schedules that did not operate) – twelve more than the previous month of April 2021. There were no DNOs recorded for the month of May 2020.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	May-19	May-20	May-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Bus	36,784	8,747	15,834	81.0%	35,174	30,283	13,340	-55.9%
Paratransit	1,148	279	460	64.9%	1,153	907	385	-57.6%
Shuttles	11,350	929	843	-9.3%	11,370	9,105	1,105	-87.9%
Total	49,282	9,955	17,137	72.1%	47,697	40,295	14,831	-63.2%

SAMTRANS Total Ridership								
Mode	May-19	May-20	May-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Bus	953,450	246,932	434,247	75.9%	9,850,038	8,410,871	4,046,109	-51.9%
Paratransit	27,289	7,118	11,549	62.3%	310,048	247,778	108,897	-56.1%
Shuttles	255,435	19,124	16,766	-12.3%	2,680,261	2,129,146	256,828	-87.9%
Total	1,236,174	273,174	462,562	69.3%	12,840,347	10,787,795	4,411,834	-59.1%

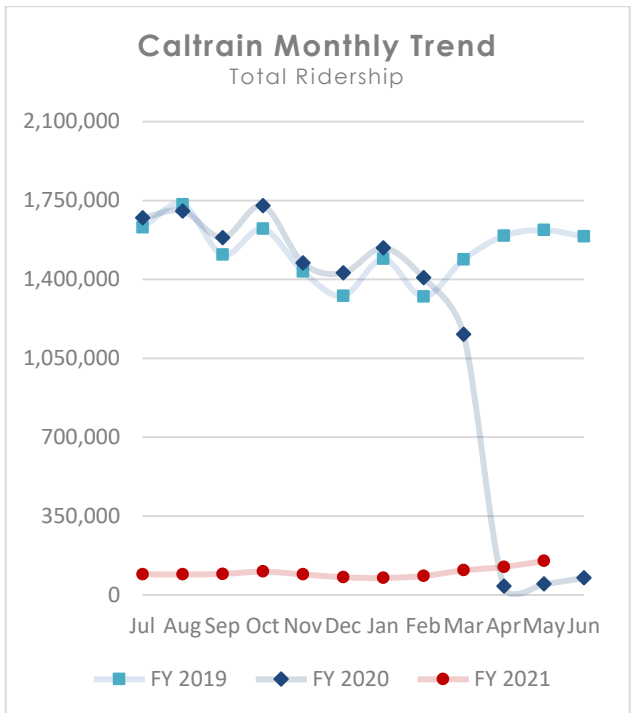
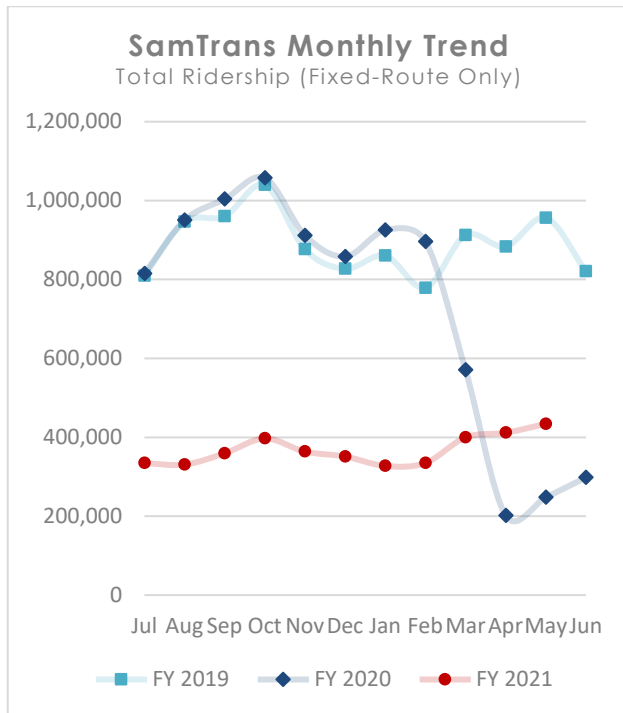
CALTRAIN Average Weekday Ridership								
Mode	May-19	May-20	May-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Caltrain	68,326	1,936	5,521	185.2%	66,691	54,697	3,844	-93.0%

CALTRAIN Total Ridership								
Mode	May-19	May-20	May-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Caltrain	1,618,825	48,771	150,801	209.2%	16,774,837	13,778,965	1,093,693	-92.1%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	May-19	May-20	May-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Dumbarton	138	47	43	-7.3%	129	115	46	-60.2%
BART (San Mateo County)	46,193	2,481	6,692	169.7%	45,834	34,915	4,859	-86.1%

OTHER MODES in San Mateo County Total Ridership								
Mode	May-19	May-20	May-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Dumbarton	3,041	929	862	-7.2%	30,121	26,750	10,718	-59.9%
BART (San Mateo County)	1,174,154	61,762	185,116	199.7%	12,417,504	9,395,374	1,389,267	-85.2%

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	May-19	May-20	May-21
Adult	496,454	-	265,358
Youth	258,338	-	30,092
Eligible Discount	246,091	-	138,581
Total	1,000,883	-	434,031

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 May 2020.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	May-19	May-20	May-21
On-Time Performance	80.0%	88.4%	86.7%
Preventable Accidents	22	9	11
Service Calls	22	24	21
Trips Scheduled	46,005	24,314	36,612
Did Not Operate DNOs	15	0	18

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	May-19	May-20	May-21
Revenue Hours (Sched.)	53,819	34,029	48,034
Revenue Miles (Sched.)	584,777	360,395	512,103
Total Fleet Miles (Actual)	828,528	553,378	694,957

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 63,178 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	May-19	May-20	May-21
On-Time Performance (RW)	91.9%	97.6%	97.3%
On-Time Performance (RC)	97.3%	95.4%	95.1%
Preventable Accidents (RW)	4	1	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	2	2
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 33,093 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	May-19	May-20	May-21
Revenue Miles (RW)	205,269	53,237	101,365
Revenue Miles (RC)	31,903	9,529	13,460
Fleet Miles (RW)	222,834	61,898	115,402
Fleet Miles (RC)	40,316	11,033	17,080

RW = Redi-Wheels
RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	May-19	May-20	May-21
Customer Complaints	132	83	71

The total number of complaints received for SamTrans decreased from April (93) to May (71).

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

- **“Drive With Us”** - Bus Operator Job Posting Promotion
- Continued **Reimagine SamTrans** Planning effort promotion:
 - Community-Based Organizations (CBO), Stakeholders and General Public Outreach
 - Organic digital/social media content
 - Targeted marketing advertising
- Continued public safety messaging: **Free rides to get vaccines**; mandatory mask usage
- Continued **Clipper Mobile** (iPhone, Apple Watch, Android) promotion
- Continued **MTC's Clipper Start** program promotion
- Press Release: “SamTrans Designates May as Older Americans Month”
- Press Release: “San Mateo County Transit District Supports Newsom Budget”
- Press Release: “Statement: Caltrain, SamTrans Offer Condolences for VTA Shooting”
- Press Release: “SamTrans to Operate Holiday Schedule on Memorial Day”

Digital Communications Report:

In the month of May, we continued our involvement with Reimagine, finishing up with the last two community meetings, one last Instagram live, and pushing the survey. Unfortunately, some of our highest performing content was in support of the tragic events happening at VTA. We began posting on TikTok and Instagram Reels, but decided to put that on pause to keep the tone respectful in light of the San Jose shooting.

All **Social Platforms** continue to grow for SamTrans:

- SamChats (1 episode)
- Instagram Stories
- Continual Reimagine Push
- Social Organic Push
- Facebook Events (2 Community Meetings)

SamTrans Website:

Website traffic (sessions) grew in May by 9% over April.

SamTrans Website Replacement Project:

The web team, including our vendor FivePaths, continued development of the mobile website, including GTFs-RT based maps and timetables. The web team also presented to the SamTrans CAC for the second time and comments were mostly positive.

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



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, JULY 7, 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 June 2, 2021
3. Approval and Ratification of the Fiscal Year 2022 District Insurance Program
4. 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
JUNE 2, 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, P. Ratto, 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 Josh Powell called the meeting to order at 3:03 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 5, 2021

3. ADOPTION OF FISCAL YEAR 2022 OPERATING AND CAPITAL BUDGETS

Ladi Millard-Olmeda, Director, Budgets and Financial Analysis, provided the presentation.

Committee Member Jeff Gee asked if SamTrans would have the \$5 million to contribute to the capital budget. Derek Hansel, Chief Financial Officer, said that funding would flow directly from the TA (San Mateo County Transportation Authority) to Caltrain without first passing through the District. He said for operating contributions, funding passes from the District to the JPB (Peninsula Corridor Joint Powers Board).

Chair Charles Stone requested having a more in-depth discussion about where SamTrans revenue comes from and how to treat fares going forward.

Committee Member Rose Guilbault asked how much of the \$40 million is covered. Ms. Millard-Olmeda provided the percentages.

Committee Chair Powell asked what percentage of revenue sources are sales taxes; Mr. Hansel said it was 55 percent.

Public Comment:

Roland opined on a number of issues with Caltrain. He noted that in the past, VTA (Santa Clara Valley Transportation Authority) had provided revenue to Caltrain.

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

Dave Harbour, Director of Bus Maintenance, presented the staff report.

Chair Stone requested an explanation of the plan. David Olmeda, Chief Operating Officer/Bus, said that the District approved a plan for innovative clean transit, which was submitted to the state. He said that the plan outlines progressive steps to continue to replace internal combustion buses that run on diesel with electric buses, and install an infrastructure to support these vehicles. He said that every charging site would require engineering assessment, evaluation, design, and ultimately the construction of massive infrastructures that are dependent on the collaboration of energy suppliers.

Committee Member Gee asked what happens to the charging infrastructure as mobile technology evolves. Mr. Olmeda noted that the automotive industry has begun standardizing their charging infrastructure. He said that many bus manufacturers are starting to develop their own standards. He said that once the engineering design is completed, the District will have a better idea of the project cost.

Director Dave Pine asked what due diligence was done on the supplier. Mr. Olmeda said their team looked at performance, training, finances, existing products, and customer support.

Public Comment:

Roland said that the ventilation system must be vertical to be safe.

Aleta Dupree said she was pleased that the new buses would be deployed in a freeway environment.

The Committee approved Items 2, 3, and 4 (for the minutes, budget, and contract) together in one motion.

Motion/Second: Stone/Ratto

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

Noes: None

Absent: Groom

Chair Stone left the meeting at 3:38 pm and designated Vice Chair Ratto to resume chairing the Committee meetings and Board meeting.

5. ADJOURN

The meeting adjourned at 3:38 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Carter Mao
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2022 DISTRICT INSURANCE PROGRAM**

ACTION

Staff proposes that the Committee recommend that the Board of Directors (Board) approve and ratify the San Mateo County Transit District (District) Insurance Program obtained through the District's insurance broker, USI Insurance Services, for Fiscal Year (FY) 2022, at a total premium cost of \$4,941,083 inclusive of the following:

1. Increase the District's self-insured retention (SIR) from \$1 million to \$2 million.
2. Excess Liability insurance with a total limit of \$99 million, inclusive of Public Officials' Liability coverage, at an annual premium of \$4,033,149.
3. Employment Practices Legal Liability policy with aggregate limits of \$5 million at an annual premium of \$130,366.
4. Environmental Liability policy written on a 3-year policy term with liability limits of \$6 million for a total premium of \$79,408.
5. Non-liability policies, covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance, with annual premiums totaling \$698,160.

SIGNIFICANCE

With the recent hardening of both liability and property markets affecting all transportation agencies nationwide, the District, as with its sister agencies in the Bay Area, is experiencing some of the highest premium increases in decades. With a number of carriers pulling out of the market and the remaining carriers reducing limits, obtaining coverage at previous levels has never been more difficult. The hardening of the insurance market became evident in FY2021, when limits of \$99 million excess liability coverage the District had been accustomed to carrying for more than two decades was reduced to \$50 million at the time of ratification by the Board on July 7, 2020. Post ratification July 7, 2020, additional limits of \$40 million were secured at a premium of \$434,611. Consequently, the cost of the District's overall insurance program for FY2021 (including liability coverage, as well as other coverages) totaled \$3,505,616.

Due to insurers not renewing and reducing limits, this year the District lost the lead \$5 million in Excess Bus and General Liability limits, which is the most difficult layer to replace given the limited number of insurance carriers willing to participate that low in the program. Despite market challenges, the District's broker was able to replace the \$5 million of lost first-layer capacity with Berkley Public Entity and regain capacity at the higher end to achieve the \$99 million excess liability coverage traditionally carried by the District.

Historically, the District has maintained a \$1 million SIR, which is considered very low compared to other agencies in the Bay Area. This year, the District found it necessary to increase its SIR to \$2 million to satisfy underwriters and stave off even larger premium increases. With a higher SIR, staff will evaluate the issues associated with increasing its minimum contract insurance requirements for vendors and other District activities from \$1 million to \$2 million.

The District continues to insure its older fleet of 2009 Gillig buses at Actual Cash Value rather than Replacement cost. As a result, the total insurable values have been scaled back from \$230 million two years ago to \$155 million, and the per occurrence loss limit remains at the lower amount of \$75 million. This change made economic sense given the age of some of the buses and the reduced insurance capacity in the property market. The District's new bus fleet is still insured at Replacement cost.

The District changed the incumbent insurance carrier for Employment Practices coverage from Zurich to a Professional Governmental Underwriters (AXA XL) and also added Public Officials' Liability insurance to the program. The SIR remained the same at \$500,000 and the premium was slightly less than the expiring program. This carrier agreed to add Hanson Bridgett as choice of counsel to the policy.

Below is an overview of the District's FY2021 and FY2022 premiums:

<u>Program</u>	<u>Conditions</u>	<u>FY2021 Premium</u>	<u>FY2022 Premium</u>
Liability, including: -Excess Liability -Public Officials' Liability	\$99 million excess liability \$2 million self-insured retention	*\$ 2,739,003	\$ 4,033,149
Employment Practices	\$5 million limit \$500,000 retention	\$ 150,000	\$ 130,366
Non-Liability	Various	\$ 616,613	\$ 698,160
Environmental Liability	\$5 million	*\$ 0	\$79,408
TOTALS		<u>\$3,505,616</u>	<u>\$4,941,083</u>

*The FY2021 program only provided \$90 million excess \$1 million SIR.

*Environmental Liability policy is a 3-year, pre-paid policy that will expire FY2025.

BUDGET IMPACT

Funds to pay the premiums associated with the recommended program were included in the FY2022 Operating Budget adopted at the June 2, 2021 Board meeting.

BACKGROUND

Liability Program

As a consequence of progressively higher liability settlements in State and the transit industry as a whole, fewer insurers are providing insurance capacity for public bus transit in California, especially in the lower levels of the excess liability insurance tower. The District's lead insurer, Munich Re, reduced its insurance limits from \$10 million to \$5 million and increased its SIR requirement to \$2 million. Realizing more capacity became available in the higher levels, the District was able to increase its overall limit from \$90 million to \$99 million. Coverage for the Terrorism Recovery Insurance Extension Act (TRIEA) is included in the full \$99 million limits. Employment Practices legal liability and Public Officials' liability are covered up to \$50 million, excess of a dedicated \$5 million Employment Practices legal liability/ Public Officials' liability program written by AXA XL.

The liability insurance program covers all of the District's services, including District-operated revenue and non-revenue vehicles, Contracted Urban Bus service, Redi-Wheels, and the taxi and lift-van programs. Not surprisingly, all insurers include a Communicable Disease exclusion. In addition, the program contains a Sexual Abuse and Molestation exclusion above \$39 million.

The San Mateo County Transportation Authority (TA) is a named insured and afforded coverage under the District's insurance program that is in excess of the TA's dedicated insurance policies.

Employment Practices

Employment Practices legal liability coverage is primary to the excess coverage available in the general liability program and has a \$5 million limit with a \$500,000 SIR. This is typical of other California transit districts with similar claims experience. While Zurich had been the District's insurance carrier for over 20 years, Zurich elected not to renew. The District's broker replaced coverage with PGUI, written on AXA XL paper. Coverage includes Public Officials' Liability insurance and Hanson Bridgett is approved defense counsel for the District.

Non-Liability Program

The District's Non-Liability program includes coverage for Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Environmental, Cyber Liability, Fiduciary Liability, and Kidnap & Ransom coverage.

Bus Physical Damage

The Bus Physical Damage policy is written on a full-replacement-cost basis for nearly all active buses, and actual-cash-value basis for the active 2009 Gillig buses, non-revenue, inactive and retired buses. Coverage also includes a step-deductible feature so that deductibles are proportional to the value of the vehicle, plus there is a maximum deductible if multiple buses are damaged in a loss. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles. TRIEA Terrorism coverage for certified acts are included for all vehicles up to a \$25 million limit.

Property

Property loss limit per occurrence remains at \$90 million. The policy contains Boiler and Machinery coverage, business personal property, electronic data hardware and flood insurance coverage.

Crime Insurance

Crime coverage applies to the District, the TA and the Peninsula Corridor Joint Powers Board. This is the second year of a three-year program.

Environmental

The District's Environmental Liability coverage will begin its first year of a three-year pre-paid program that carries a \$6 million limit and a \$50,000 deductible. The District changed insurance carriers this year from Chubb to AXON for broader coverage that includes full loss limits for Underground Storage Tanks and losses arising from Bioterrorism.

Cyber Liability

Recent cyber-attacks to commercial industries and transportation agencies across the nation and worldwide has caused the market to change dramatically in 2021. As a result, many insurance carriers have stopped writing cyber insurance for public entities while others are increasing renewal premiums over 100%.

Although the District's website does not allow online credit card transactions, confidential information on vendors, patrons and employees resides on the District's servers. The District currently has limits of \$5 million, with a \$75,000 deductible.

Fiduciary Liability

Fiduciary Liability coverage is provided with limits of \$2 million for liabilities that the District could incur from the administration and management of employee benefit plans. That policy has a \$10,000 deductible.

Kidnap & Ransom

The District has \$1 million of Kidnap and Ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings.

Summary

The insurance industry is cyclical, and we are currently experiencing a hard market not seen in decades. Placing coverage and filling capacity at affordable premiums has never been more difficult and it is unclear how long the markets will remain constricted. The unfortunate reality is, without insurance, the District would all but cease to operate as an agency.

All coverage is written by insurers that meet the District's financial stability requirement of a A.M. Best's Rating of A X or better.

RESOLUTION NO. 2021-

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

*** * ***

**APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR
FISCAL YEAR 2022**

WHEREAS, the Acting General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2022 with premiums totaling \$4,941,083, the costs for which are included in the FY2022 Operating Budget; and

WHEREAS, in conjunction with the expiration of the District's existing insurance program on June 30, 2021, District staff renewed its insurance program for FY2022 based on the plan approved by the Acting General Manager/CEO, with the following significant elements:

1. Increase the District's self-insured retention from \$1 million to \$2 million.
2. Excess Liability insurance with a total limit of \$99 million, inclusive of Public Official's Liability coverage, at an annual premium of \$4,033,149.
3. Employment Practices Legal Liability policy with aggregate limits of \$5 million at an annual premium of \$130,366.
4. Environmental Liability policy written on a 3-year policy term with liability limits of \$6 million for a total premium of \$79,408.
5. Non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, and Kidnap & Ransom insurance with annual premiums totaling \$698,160; and

WHEREAS, staff recommends, and the Finance Committee concurs, that the Board of Directors approve and ratify the renewal of the District's insurance program for FY2022, as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's insurance program for FY2022, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7th day of July, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



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

AGENDA

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

WEDNESDAY, JULY 7, 2021 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of April 7, 2021

INFORMATIONAL

3. Fare Program Changes: Way2Go Pass Program and Clipper START Extension
4. Adjourn

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

NOTE:

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

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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE
MEETING /
COMMITTEE OF THE WHOLE
APRIL 7, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

1. CALL TO ORDER

Committee Chair Carole Groom called the meeting to order at 3:01 pm.

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

Motion/Second: Guilbault/Powell

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

Noes: None

Absent: None

3. REIMAGINE SAMTRANS ALTERNATIVES AND PHASE TWO OUTREACH UPDATE

Christy Wegener, Director of Planning, provided the presentation.

Director Josh Powell said that the first option appeared to have the most positive impact on social equity. Ms. Wegener said that alternative expands all-day service. Millie Tolleson, Principal Planner, said that lower-income area routes had been targeted for increased frequency. Director Powell asked why Alternative 3 is the only option with an on-demand portion. Ms. Wegener said that based on their experience with the Pacifica pilot program, on-demand service is not a replacement for fixed-route service and that they now want to focus on areas where the routes are straighter.

Public Comment:

Rick Nahass, Pacifica, requested considering Muni in addition to BART and Caltrain as next-connectivity transit modes. He also spoke in support of having a semi-express route to San Francisco.

Mike Levinson asked if the survey indicated the specific stops that might be eliminated or if it just referred to fewer stops in general. Ms. Wegener replied that it means that they will look into the fewer stops option more specifically if respondents choose that option.

Committee Member Jeff Gee thanked Ms. Wegener's team for the multi-pronged community outreach strategy.

Director Peter Ratto said that in regards to the digital divide, hard-copy mailers are essential for reaching the public, including device users. He said he supported maintaining Route 292's connection to San Francisco.

Director Marina Fraser asked about the target for Alternative 3. Ms. Wegener said they are trying to preserve the most coverage.

Chair Charles Stone asked which school routes would be cut. Ms. Wegener said Routes 80 and 85 in Portola Valley due to low ridership.

Ms. Tolleson encouraged riders to take the survey on the Reimagine website.

Chair Stone noted that increased frequency creates connectivity.

Director Rico Medina asked for confirmation that the District had reached out to the Mayor of Brisbane, which Ms. Wegener confirmed.

April Chan commended the planning and government affairs departments for their efforts.

Committee Member Dave Pine asked about adjusting the proposed alternatives after receiving survey response feedback. Ms. Wegener said they would develop a preferred network based on their analysis of survey feedback and considering the constraints on resources such as operators and vehicles. She said they planned to bring that back to the Board after the summer.

Committee Chair Groom asked about the feasibility of on-demand service. Ms. Wegener said it is a consideration in some of the alternatives. She said it could be costly since meeting rider needs could require additional vehicles.

Jim Hartnett, General Manager/CEO, discussed the District goals of frequency, reliability and speed.

4. SAMTRANS ENERGY PROCUREMENT STRATEGY STUDY AND DRAFT ENERGY POLICY

Amelia Timbers, Principal Planner, Sustainability, provided the presentation.

Chair Stone asked what kind of solar power could the District expect to generate. Ms. Timbers responded renewable and battery power, but it could include other sources in the future. Ms. Chan said they had focused on the property that SamTrans owns.

Director Rose Guilbault asked how the District would be compensated in the state program. Ms. Timbers said that as part of the Low Carbon Fuel Standard, the state compensates entities that replace high-carbon fuels with lower-carbon fuels. She asked if SamTrans had an existing sustainability plan. Ms. Timbers said that there is a plan in process and that there are reports published biannually.

Committee Member Gee asked if there is an opportunity to go to a third-party investor to invest in solar fields. Ms. Timbers said that the study looked at that question but that the coordination to realize that is not feasible now.

Director Ratto expressed concern about the electrical grid and storage capacity meeting the demand of electric buses.

Chair Stone and Committee Member Pine said the District should strive to work with Peninsula Clean Energy.

5. ADJOURN

The meeting adjourned at 4:24 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

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

SUBJECT: **FARE PROGRAM CHANGES: WAY2GO PASS PROGRAM AND CLIPPER START EXTENSION**

ACTION

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

SIGNIFICANCE

This item will include discussion of potential changes to two existing SamTrans fare programs:

- Way2Go Pass Program
- Clipper START means-based fare pilot program

Way2Go Pass Program

Established in 2007, the SamTrans Way2Go Pass program allows residential complexes and businesses (Participants) to purchase annual unlimited-ride bus passes for all eligible residents or employees. The Way2Go Pass is a product on the regional Clipper card and is valid for travel on all SamTrans service. Currently, the cost of participating in the Way2Go program is the greater of \$125 per eligible resident/employee or \$12,500, the minimum contract amount, per year.

The Way2Go Pass Study (Study) has proposed changes to the program structure in order to meet the following goals:

- Increase participation in the Way2Go Pass program and overall bus ridership
- Ensure the program pricing structures are equitable for partners and financially sustainable for SamTrans
- Improve the efficiency and effectiveness of Way2Go Pass implementation and administration

Throughout the study, Staff engaged and received guidance from stakeholders, including MidPen Housing and other non-profit developers, educational institutions, San Mateo County businesses, and peer transit agencies. Based on this input as well as technical and financial analysis, the following changes are proposed to the Way2Go Pass program:

1. Add an additional category for educational institutions, which would allow colleges and K-12 schools to participate in the program
2. Adjust the per-pass price, making the program more affordable and better aligned with the bulk pass programs of peer agencies and the goals of increasing participation
3. Reduce the contract minimum, in order to be more inclusive of smaller businesses, housing complexes, and other eligible groups

Table 1: Current and Proposed Way2Go Pass Pricing and Contract Minimum

	<i>Pricing Category (Annual Price per Pass)</i>			<i>Contract Minimum</i>
	Educational	Residential	Employer	
Current	Not Eligible	\$125	\$125	\$12,500
Proposed	\$35 per semester*	\$40	\$75	\$2,500

*Semesters would be designed to cover the full calendar year (e.g., January through July, and August through December)

Staff will provide more information on the proposed changes to the Way2Go Pass program via a PowerPoint presentation at the July 2021 Board meeting. Based on the feedback received, staff will bring back final recommendations for Board action at the August 2021 Board meeting.

Clipper START means-based fare pilot program

SamTrans is currently a participating agency in the Metropolitan Transportation Commission (MTC)'s means-based fare pilot program known as Clipper START. The Clipper START pilot program is set to conclude in January 2022. MTC recently approved extension of the Clipper START pilot program for an additional 18 months, to end in June 2023, and is seeking continued participation from bus operators. If SamTrans elects to participate in the extended Clipper START pilot program, SamTrans will continue to provide a 50 percent discount to those who qualify for the program.

Staff will provide more information on the current Clipper START ridership and financial implications at the July 2021 Board meeting. Based on the feedback received, staff will bring back final recommendations for Board action at the August 2021 Board meeting.

BUDGET IMPACT

Way2Go Pass Program

The Way2Go Pass program generated \$48,625 in 2018, \$67,334 in 2019, and \$62,000 in 2020, for a total of \$177,959 over the past three years. The yearly revenue the Way2Go Pass generates, compared to the FY19 farebox revenue, is approximately 0.5%.

Staff estimate the total annual revenue loss would be approximately -\$44,935 with the current set of participants if SamTrans implements the new Way2Go pricing structure.

However, the proposed decrease in prices and planned marketing efforts will likely attract additional organizations to participate in the program.

Clipper START means-based fare pilot program

As part of the pilot extension, MTC will continue to reimburse transit agencies for 10 percent of the selected fare discount and transit agencies would continue to cover the balance of the discount extended to riders. From program start to March 2021, SamTrans was reimbursed for \$480.80 (0.06%) of the \$761,248.42 allocated to SamTrans.

Staff originally estimated the total annual revenue loss for SamTrans would be approximately -\$448,000 to -\$1,300,000 (- 3% to -9.1%) at the selected 50 percent discount rate. Based on program usage so far, staff now estimate the total revenue loss would be approximately -\$410,000 to -\$940,000 (-2.8% to -6.4%) through the updated Clipper START pilot program extension end date. This updated revenue loss range is based on the usage of Clipper START by SamTrans riders since January 2021.

With the current Clipper START ridership characteristics, SamTrans is estimated to lose less in total revenue, even with continued participation in the extended pilot program, when compared the original analysis.

BACKGROUND

The SamTrans Way2Go Pass program is currently an underutilized bulk-transit pass program. The SamTrans Youth Mobility Plan (2017) and SamTrans Business Plan (2018) both identified expanding the Way2Go Pass program as a way to generate ridership and address mobility needs of youth in San Mateo County. SamTrans piloted a free, unlimited two-week pass for San Mateo County community colleges called the TryTransit pilot program in 2019. Many of the TryTransit program participants mentioned they would make use of the pass, if provided to them in the future.

SamTrans is currently participating in the Clipper START program. The SamTrans Board of Directors approved SamTrans' participation in the Clipper START pilot program, at the 50 percent discount level, in November 2020, and SamTrans began offering the discount on January 25, 2021.

Prepared by: Gwen Buckley, Senior Planner
Justin Horng, Planner

650-508-7913
650-551-6174

Fare Program Changes: Way2Go Pass Program and Clipper START

SamTrans Board of Directors

July 7, 2021

Agenda

- Discuss and receive your feedback on proposed changes to two existing fare programs:
 - Way2Go Pass Program
 - Clipper START means-based fare pilot program

WAY2GO PASS PROGRAM

Current Way2Go Pass Program

- Unlimited ride pass
- Only employers and residential complexes qualify
 - Must purchase for all eligible employees/residents
- \$125 per eligible employee/resident (minimum \$12,500)
- Administered on Clipper
 - SamTrans staff manages the sign-up process, program administration, and billing
 - Residential complexes and employers issue, track, and distribute passes

Need for Change

- Low participation
 - Three housing developments, 435 eligible residents
 - 2020 Revenue: \$62,000
- AHSC Grant Program incentivizes projects to purchase transit passes
 - Funded projects (2019): LightTree & Bayshore
 - Potential future projects
- Interest from community colleges
- Opportunity to align with local TDM guidelines

Way2Go Pass Study Objectives

1. Increase **participation** in the Way2Go program and overall SamTrans bus ridership
2. Ensure pricing structure is **equitable for partners** and **financially sustainable** for SamTrans
3. Improve **efficiency and effectiveness** of Way2Go Pass implementation and administration

Task 1: Project Management and Staff Working Group



Input from Stakeholders and Peer Agencies

- Survey and conversations with stakeholders including
 - San Mateo County Community College District
 - MidPen Housing
 - Eden Housing
 - Stanford
 - Google
- Peer agency review and input

Program and Pricing Structure Changes

- **Add a category for educational institutions** to include colleges and K-12 schools
- **Adjust and reduce prices** to be more affordable and aligned with peer agencies
- **Reduce contract minimum** to be more inclusive of small businesses and housing complexes

	<i>Pricing Category (Annual Price per Pass)</i>			<i>Contract Minimum</i>
	Educational	Residential	Employer	
Current	Not Eligible	\$125	\$125	\$12,500
Proposed	\$35 per semester*	\$40	\$75	\$2,500

*Semesters would be designed to cover the full calendar year (e.g., January through July, and August through December)

Opportunities Moving Forward

- Attract new participating entities
- Increase marketing and awareness of program
- Align with *Reimagine SamTrans* service improvements
- Develop partnerships with local schools, employers and residential complexes
- Promote equitable participation and distribution

Next Steps

- Incorporate feedback from July Board meeting
- August SamTrans Board meeting
 - Present Way2Go fare structure & Title VI findings for adoption
- Implement new Way2Go fare structure for CY2022

CLIPPER START EXTENSION

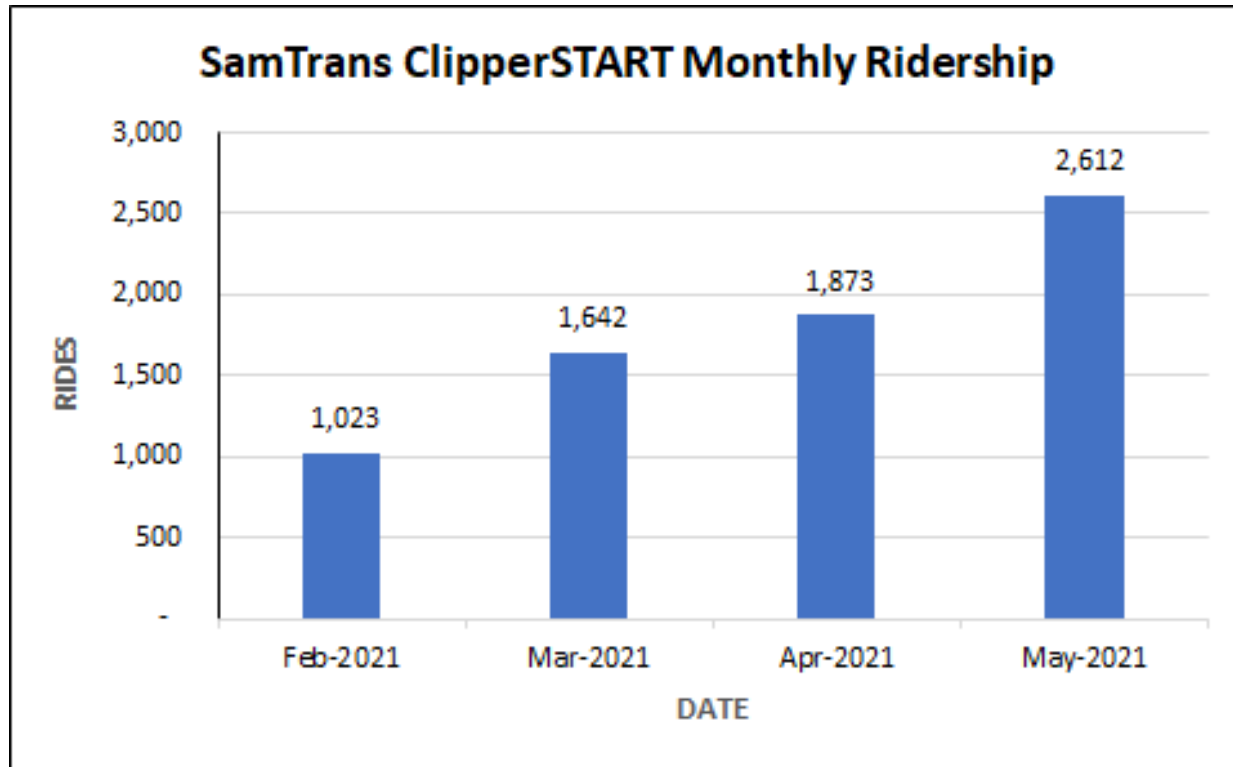
Clipper START Background

- SamTrans currently participating at 50% discount on one-way adult fares for eligible riders
 - MTC reimburses 10% of the fare discount
- Originally a 12-month pilot, to end in January 2022
- MTC is proposing to extend the pilot program another 18 months, ending in June 2023
- MTC will continue to handle enrollment and distribution of cards, marketing and evaluation

Financial Implications for SamTrans - Updated

	50% Discount Scenario – Initial, Ending in Jan. 2022	50% Discount Scenario – Updated, Ending in Jun. 2023
Estimated Annual Revenue Loss (\$) After MTC Reimbursement	-\$448,000 to -\$1.3M	-\$410,000 to -\$940,000
Annual Revenue Loss Compared to FY19 Farebox Revenue (%)	-3% to -9.1%	-2.8% to -6.4%

ClipperSTART SamTrans Ridership



- February – 1,023 Clipper START trips on SamTrans (5.9% of all Clipper START rides during the month)
- March – 1,642 (6.7%)
- April – 1,873 (6.5%)
- May – 2,612 (7.9%)

Next Steps

- Action item at August SamTrans BOD meeting to continue participation in Clipper START
- Ongoing marketing and communications to increase awareness of Clipper START program as riders return to transit

Questions and Comments



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

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

**LEGISLATIVE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, JUNE 2, 2021 – 3:15 pm

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of June 2, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
JUNE 2, 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 3:39 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 5, 2021

Motion/Second: Medina/Pine

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

Noes: None

Absent: Groom

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Jessica Epstein, Government and Community Affairs Officer, briefly summarized the highlights of recent federal and state legislation. She said the President Biden released his Fiscal Year 2022 budget, which includes \$88.2 billion of funding proposed for the Department of Transportation. She said she expected significant support for infrastructure funding. She noted that Governor Newsom recently released his May revised budget

4. ADJOURN

The meeting adjourned at 3:45 pm.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: 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

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Holland & Knight LLP | www.hkllaw.com

SamTrans As of June 16, 2021 Transportation Report

Senate Panel Approves \$304 Billion Highway Reauthorization Bill

- On May 26, the Senate Environment and Public Works (EPW) Committee (jurisdiction over highways) passed its surface transportation authorization [bill](#) unanimously. The bill would authorize \$311 billion over five years for fund roads and highways.
- The Senate bill would authorize a 34 percent funding increase compared with the last long-term surface transportation law, the FAST Act, passed in 2015.
- Bill highlights:
 - Authorizes \$304 billion for highway programs, a 22% increase over current funding. California would receive \$25,304,432,195 in highway funding.
 - Creates a \$2.5 billion electric vehicle (EV) grant program
 - Increases funding for the existing INFRA freight and goods movement grant program
 - Creates a \$6.4 billion carbon reduction formula program to reduce transportation emissions
 - Establishes a \$250 million congestion relief competitive grant program to reduce highway congestion, economic and environmental costs related to congestion, and to optimize existing highway capacity and usage of transit systems that provide alternatives to highways.
 - Creates a \$1.4 billion formula and competitive grant program for resiliency improvement, community resilience and evacuation route grants, and at-risk coastal infrastructure
 - Establishes a \$500 million community connectivity pilot grant program to study the feasibility and impacts of removing or mitigating existing transportation facilities that create barriers to mobility, access, or economic development and to construct projects to remove or mitigate these barriers (*a priority of Senator Padilla and Majority Leader Schumer*)
 - Continues to set aside \$245,000,000 funding annually from the Highway Safety Improvement Program (HSIP) for the Section 130 Railway-Highway Crossings program (same as FAST Act). Increases the Federal share for projects from 90 to 100 percent, as well as clarifies that the replacement of functionally obsolete warning devices is an eligible expense. Allows states to fund projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings.
- While the Senate EPW is moving swiftly on the highway title of the surface transportation bill, the Senate Committee on Commerce, Science and Transportation

(oversees rail and safety) and Senate Banking, Housing and Urban Affairs (oversees pay-fors) are still working on their portions of the bill.

House T&I Committee Passes INVEST in America Act

- On June 4, the House Transportation and Infrastructure (T&I) Committee [unveiled](#) a five-year, \$547 billion surface transportation reauthorization, the INVEST in America Act. The bill authorizes \$547 billion over five years for highways, transit, rail, and safety programs—80% increase over current funding.
 - Provides \$26,957,166,116 in highway funding and \$1,436,997,083 in transit funding for the state of California over 5 years.
- On June 10, the House T&I Committee passed the INVEST Act by a party line vote of 38-26. Only two Republicans voted for the bill. A House floor vote on the bill is slated for the week of June 28th.
- The bill aligns with many of President Joe Biden’s infrastructure goals. The legislation “puts a core piece of President Biden’s American Jobs Plan into legislative text,” House Transportation and Infrastructure Chair Peter DeFazio (D-Ore.) said.
- For the first time in 16 years, the House transportation authorization bill includes member designated projects (earmarks). Caltrain received a member designated project--\$315,000 for the Caltrain Crossing Optimization Project.
- INVEST Act Highlights:
 - \$4 billion for EV charging infrastructure
 - Creates a new grant program authorized at \$2.5 billion over five years to build or improve grade crossing separations.
 - Allows commuter rail project to be eligible for the Consolidated Rail Infrastructure And Safety Improvements (CRISI) grant program.
 - \$8.3 billion for new carbon pollution programs
 - Creates a demonstration reduced-fare pilot program to improve access for low-income transit riders
 - Streamlines the Capital Investment Grant program and includes incentives for projects that preserve or encourage higher density affordable housing
 - \$3 billion for a program that seeks to reconnect communities divided by highways.
 - Provides funding for corridor planning and development of high-speed rail projects, reducing traffic congestion and shortening travel times
 - Creates a \$12 billion Projects of National and Regional Significance (PNRS) program for large highway, transit, and passenger and freight rail projects—similar to existing INFRA
 - Establishes a \$500 million Gridlock Reduction Grant program for large metropolitan areas.

Biden Unveils FY 2022 Budget Proposal

- On May 28, the White House released President Joe Biden's \$6 trillion [proposed budget](#) requested for federal spending in fiscal year (FY) 2022. The President's budget proposal serves as a fiscal blueprint for the administration's policy priorities and signals to Congress what the White House hopes to accomplish over the coming year. It also provides a detailed look at how the president's spending and revenue proposals would affect federal deficits and debt. It includes the administration's assumptions about how those policies would affect economic growth, inflation and interest rates.
- The budget details the president's ambitions to dramatically expand the size and scope of the federal government. The budget will call for about \$6 trillion in spending in FY 2022--exceeding the national debt at a record level seen at the end of World War II.
- The Department of Transportation's (DOT) FY 2022 budget request is \$88.2 billion, an increase of \$352 million, or 0.4 percent, over the FY 2021 enacted level.
- The budget proposes \$47 billion for the Federal Highway Administration (FHWA), same as the FAST Act authorization
- The budget proposes \$13.5 billion for the Federal Transit Administration (FTA), a 4.1 percent increase (\$535 million) above FY 2021 enacted levels.
 - The budget requests a 23 percent increase (\$459 million) in the Capital Investment Grants account and \$550 million for Transit Infrastructure Grants, which includes \$250 million for the Zero Emission Bus Program.
 - Also under FTA, plus-ups would go to the following:
 - \$200 million for a Transit Modernization Sprint Program to "fund competitive grants to reduce the more than \$105 billion transit state-of-good-repair backlog and accelerate equitable economic growth and competitiveness."
 - \$50 million for a Climate Resilience and Adaptation Program to "fund competitive grants to improve the resilience of transit assets to climate-related hazards by protecting transit stations, tunnels, tracks, and other infrastructure from flooding, extreme temperatures, and other climate-related hazards."
 - \$50 million for an Integrated Smart Mobility Program to "fund up to five pilot projects that will support transit agencies in adopting innovative approaches to mobility that will improve safety, accessibility, and equity in access to community services and economic opportunities, including first- and last-mile operations."
- \$1 billion for RAISE grants, formerly known as TIGER/BUILD.

Appropriations

- With the release of the president's budget, Congress will begin to draft FY 2022

appropriations bills.

- The House appropriations subcommittees are expected to begin the process of voting on FY 2022 spending bills on June 24, with full committee votes held June 29 through July 16.
- Senate appropriations subcommittees considerations of the spending bills is expected to begin in July.
- Congress has until the end of September – when FY 2021 funding levels lapse – to pass new spending bills.

Infrastructure Update

- On March 31, President Joe Biden introduced the American Jobs Plan of 2021. The framework requests \$2 trillion over eight years to modernize the nation's infrastructure. The infrastructure plan includes funding for roads, bridges, and ports, and also addresses resiliency, the climate crisis, broadband access, waterways, and housing.
- The second half of Biden's infrastructure proposal, known as the American Families Plan, includes a \$1.8 trillion for major investments in education, child care, and paid family leave.
- President Biden and top GOP negotiator Sen. Shelley Moore Capito (R- W.V.) were not able to reach an agreement during negotiations, so the White House has shifted course to talks with a bipartisan group of 10 senators led by Sens. Kyrsten Sinema (D-Ariz.) and Rob Portman (R-Ohio).
- The group has proposed a framework that includes \$974 billion on infrastructure over five years, of which \$579 billion would be above baseline federal spending.

Secretary Buttigieg Suggests Public-Private Partnerships for EV Charging

- On May 20, Transportation Secretary Pete Buttigieg told Senators at a Senate Banking Committee hearing that the 500,000 EV charging stations in the President's infrastructure plan, the American Jobs Plan, would not necessarily be “owned and operated by the federal government.”
- Of the \$174 billion for electrification in the American Jobs Plan, \$15 billion is allocated to building the charging stations, which averages to about \$30,000 per charging station. This alone would not be sufficient to meet the administration's electrification goals. Secretary Buttigieg's comment suggest that the federal government may leverage other investments to build the charging stations.
- Buttigieg stated that the policy will vary based on geography. He compared charging stations at a “luxury apartment building in the middle of a city” that potentially would not need government support with those in rural areas that may not have enough return on investment to attract private sector interest. He said, “I wouldn't say that the vision is that all charging stations in the country, or even most of them or any of them, need to be owned and operated by the federal government.”

He also said that federal government support will partially come in the form of technical assistance to determine where the charging stations should be located. This work would build on a DOT partnership with the Department of Energy (DOE)

DOT Requests Comments to Improve Racial Equity

- DOT is currently requesting comments on how it should measure equity to improve federal transportation programs.
- The effort follows President Joe Biden’s January 20th executive order calling for agencies to advance racial equity and support underserved communities.
- DOT's goal is to “assess whether, and to what extent, its programs and policies perpetuate systemic barriers to opportunities and benefits for people of color and other underserved groups.”
- The request for information was published on May 25 in the [Federal Register](#) and are due by June 24.
-) to designate Alternative Fuels Corridors where charging stations are needed.

Preliminary Report Shows Rise in Pedestrian Deaths

- [Preliminary 2020 data](#) released this month from the Governors Highway Safety Association projects that the U.S. pedestrian fatality rate per billion vehicle miles traveled (VMT) jumped to 2.3 deaths in 2020. This is an unprecedented 21% increase from 1.9 in 2019.
- The report examined trends affecting this rise in pedestrian deaths, including increased reckless driving behaviors, the need for safer road crossings and efforts to make pedestrians more visible through better lighting and other strategies, and the continued increase in sales of sport utility vehicles (SUVs), which cause more serious and fatal injuries to pedestrians in the event of a collision.
- The report also discusses the need for a comprehensive approach that leverages engineering, public education, emergency response and equitable enforcement for reducing pedestrian-motor vehicles crashes and saving lives.

Lawmakers Introduce Green Transportation Act to Reduce Pollution

- On May 11, Representatives Lloyd Doggett (D-TX) and Earl Blumenauer (D-OR) led a group of 20 lawmakers to introduce the Green Transportation Act. The legislation directs cities and states to reduce greenhouse gas emissions in the transportation sector.
- The transportation sector is the largest source of carbon pollution in the country, making

tracking and reducing those emissions a priority in mitigating the climate crisis. This bill mandates the tracking of emissions and the creation of local implementation plans. The bill would help achieve President Biden's goal of reducing U.S. greenhouse gas emissions by at least 50% by 2030.

- The Green Transportation Act would require the Department of Transportation (DOT) to work with the Environmental Protection Agency (EPA) to establish national goals and performance measures for emissions reductions. Using these national performance measures as a guide, states and metropolitan planning organizations (MPOs) would then establish their own greenhouse gas reduction targets in long-range public transit and highway planning.

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.**



June 14, 2020

TO: Board of Directors, San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – July 2021**

General Update

As we reported last month, Governor Newsom released his update to the FY 2021-22 Proposed Budget, known as the [May Revise](#) on May 14 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. Included in the Plan is a proposed \$11 billion investment in transportation.

On June 1, Legislative Leaders announced a [budget agreement](#) of their own, roughly the same size as the budget released by the Governor in May, but with different spending priorities. The agreement was approved by the Budget Committees in both houses on June 2. As we approach the constitutional deadline for the Legislature to pass a balanced state budget (of June 15), it appears that the Governor and Legislative Leaders are still far apart on several big picture items. As such, the Legislature may act on its own version of the budget, representing the consensus priorities agreed to by the two Democratic Legislative Leaders, while the Legislative Leaders continue negotiations with the Governor on the outstanding big picture items, which could be included in a "baby budget" bill later this year. To that end, budget bills to move the consensus priorities of Legislative Leaders and their respective caucuses forward are now in print as two identical measures: [SB 112 \(Committee on Budget and Fiscal Review\)](#) and [AB 128 \(Committee on Budget\)](#).

AB 128 is expected to be the legislative vehicle for the state budget and will be voted on by the June 15 deadline. The bills include the following proposed *supplemental* investments benefitting transportation:

- **\$2.5 billion** for the Transit and Intercity Rail Capital Program
 - Of that total, **\$1 billion** is expected to be directed to projects related to the 2028 Olympics.

- Of that total, **\$1 billion** is expected to be directed to “priority transit and rail projects.”
- The remaining balance is expected to be directed to grade separations.
- **\$2.267 billion** for a “Zero-Emission Vehicle Package”
 - Of that total, **\$407 million** is expected to be directed to the purchase, lease or demonstration of zero-emission rail and transit equipment and infrastructure for intercity rail and bus service.
 - The remaining balance is expected to be directed to light-, medium- and heavy-duty vehicle deployment, including for buses and trucks; per the budget bills, the exact allocations will be “*contingent upon future legislation.*”
- **\$500 million** for the Active Transportation Program
- **\$10 million** for the UC Institute of Transportation Studies

The budget bills do not yet include the proposed Cap and Trade Expenditure Plan, which is expected to further augment the investments in light-, medium- and heavy-duty vehicle deployment, but which will advance later this summer through a separate budget trailer bill, following continued negotiations; nor do they include the Governor’s proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. The budget bills also do not yet include the statutory relief measure for transit agencies pursued this year, which are expected to be included in a separate budget trailer bill later this summer.

Governor Newsom Announces Plans to Lift Pandemic Executive Orders

On June 11, Governor Newsom took action to lift pandemic executive orders as the state moves [Beyond the Blueprint](#) next week to fully, safely reopen. That includes terminating the Stay-at-Home Order that was implemented early in the pandemic to protect Californians and retiring the Blueprint for a Safer Economy. Effective June 15, restrictions such as physical distancing and capacity limits – including on public transit vehicles – and the county tier system will end.

The Governor is also continuing the wind down of executive actions put in place since March 2020 to help facilitate a coordinated response to the pandemic and ensure the state could quickly and efficiently respond to the impacts of the pandemic. A subset of provisions that facilitate the ongoing recovery will remain in place.

A copy of the order terminating the Stay-at-Home Order and the Blueprint for a Safer Economy can be found [here](#). A copy of the order rolling back additional pandemic order provisions can be found [here](#).

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.

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
AB 43 Friedman D Traffic safety.	In the Senate Transportation Committee.	Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.	Watch
AB 128 Ting D Budget Act of 2021.	On the Senate Floor.	This bill would make appropriations for the support of state government for the 2021-22 fiscal year.	Watch
AB 339 Lee D Local government: open and public meetings.	In the Senate Rules Committee, pending referral to policy committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided. This bill contains other related provisions and other existing laws.	Watch

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 361 Rivas, Robert D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Bonta D</p> <p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 476 Mullin D</p> <p>Department of Transportation: state highways: transit bus pilot program.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/14/21

Bill ID/Topic	Location	Summary	Position
<p>AB 629 Chiu D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission on or before February 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>Failed Passage in the Assembly Appropriations Committee.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/14/21

Bill ID/Topic	Location	Summary	Position
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: climate adaptation action plans.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor's office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 917 Bloom D</p> <p>Vehicles: video imaging of parking violations.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward-facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District.</p>	<p>Supported May, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require local governments, as defined, to do an inventory of public restrooms that are available to the homeless population to use during the COVID-19 state of emergency, as defined. The bill would require local governments to report their findings to the Office of Emergency Services, which would be required to compile the information in a report to the Legislature, as provided. This bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: California Clean Fleet Accelerator Program: sales and use tax exemption: Climate Catalyst Revolving Loan Fund Program.</p>	<p>In the Senate Business, Professions and Economic Development Committee.</p>	<p>Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to annually convene an advisory committee to aid the activities of the Office of the California Clean Fleet Accelerator. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle bulk purchase options, as provided.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/14/21

Bill ID/Topic	Location	Summary	Position
<p>AB 1147 Friedman D</p> <p>Regional transportation plan: Active Transportation Program.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by January 1, 2023, and additionally assess barriers to the achievement of, and recommend actions at the state, regional, and local level to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1157 Lee D</p> <p>Controller: transportation funds: distribution and reporting requirements.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1260 Chen R</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/14/21

Bill ID/Topic	Location	Summary	Position
<p>AB 1499 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely. This bill contains other related provisions and other existing laws.</p>	<p>Supported May, 2021</p>
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>In the Assembly Local Government Committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 10 Wiener D</p> <p>Planning and zoning: housing development: density.</p>	<p>In the Assembly Housing and Community Development Committee.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt 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 or an urban infill site, as those terms are defined. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction’s General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would impose specified requirements on a zoning ordinance adopted under these provisions, including a requirement that the zoning ordinance clearly demarcate the areas that are subject to the ordinance and that the legislative body make a finding that the ordinance is consistent with the city or county’s obligation to affirmatively further fair housing. The bill would prohibit a legislative body that adopts a zoning ordinance pursuant to these provisions from subsequently reducing the density of any parcel subject to the ordinance. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel zoned pursuant to these provisions from being approved ministerially or by right or from being exempt from the California Environmental Quality Act, except as specified. The bill would repeal these provisions on January 1, 2029.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/14/21

Bill ID/Topic	Location	Summary	Position
<p>SB 18 Skinner D</p> <p>Green hydrogen.</p>	<p>In the Assembly Utilities and Energy Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of hydrogen, including a specific plan to accelerate production and use of green hydrogen in California and an analysis of how curtailed electrical generation could be better utilized to help meet the state's greenhouse gas emissions reduction goals. The bill would require the state board, in developing the strategic plan, to consult with the California Workforce Development Board and labor and workforce organizations.</p>	<p>Watch</p>
<p>SB 44 Allen D</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (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 provide that no reimbursement is required by this act for a specified reason.</p>	<p>Supported February, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 51 Durazo D</p> <p>Surplus residential property.</p>	<p>In the Assembly Housing and Community Development Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Under existing law, these provisions apply to dispositions by a local agency that, as of September 30, 2019, has entered into an exclusive negotiating agreement or legally binding agreement to dispose of property, provided that the disposition is completed not later than December 31, 2022. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road and transit 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 23 additional members, selected by the chair or designated, as specified.</p>	<p>Watch</p>
<p>SB 112 Skinner D</p> <p>Budget Act of 2021.</p>	<p>In the Senate Budget and Fiscal Review Committee.</p>	<p>This bill would make appropriations for the support of state government for the 2021-22 fiscal year.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 274 Wieckowski D</p> <p>Local government meetings: agenda and documents.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 339 Wiener D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is 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. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues.</p>	<p>Supported April, 2021</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 372 Leyva D</p> <p>Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program and would require the state board and the authority to enter into an interagency working agreement for the development and administration of the program. The bill would require the authority to consult with various state agencies and stakeholders in the development and implementation of the program.</p>	<p>Watch</p>
<p>SB 542 Limón D</p> <p>Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.</p>	<p>On the Senate Inactive File.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/14/21

<p>SB 563 Allen D</p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</p>	<p>Failed Passage in the Senate Appropriations Committee.</p>	<p>Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness</p>	<p>Watch</p>
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**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
		<p>prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	
<p>SB 640 Becker D</p> <p>Transportation financing: jointly proposed projects.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, as specified.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: transportation-related contracts.</p>	<p>In the Assembly Labor and Employment Committee.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state’s long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 719 Min D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 771 Becker D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>In the Assembly Rules Committee, pending referral to policy committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 6/14/21**

Bill ID/Topic	Location	Summary	Position
<p>SB 791 Cortese D</p> <p>California Surplus Land Unit.</p>	<p>In the Assembly Housing and Community Development Committee.</p>	<p>Existing law establishes the California Housing Finance Agency within the Department of Housing and Community Development, with the primary purpose of meeting the housing needs of persons and families of low or moderate income. This bill would, upon appropriation by the Legislature, establish the California Surplus Land Unit within the Department of Housing and Community Development with the primary purpose of facilitating the development and construction of residential housing on local surplus property, as defined. In this regard, the bill would authorize the unit to, among other things, facilitate agreements between housing developers and local agencies that seek to dispose of surplus land; provide advice, technical assistance, and consultative and technical service to local agencies with surplus land and developers that seek to develop housing on the surplus land; and collaborate with specified state agencies to assist housing developers and local agencies with obtaining grants, loans, tax credits, credit enhancements, and other types of financing that facilitate the construction of housing on surplus land. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>