



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, AUGUST 4, 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 Meeting of July 7, 2021
- b. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending June 30, 2021
- c. Acceptance of Quarterly Fuel Hedge Update
- d. Award of Contract to Provide On-call Ambassador Services
- e. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2021

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

5. REPORT OF THE CHAIR

6. REPORT OF THE GENERAL MANAGER/CEO

7. BOARD MEMBER REQUESTS/COMMENTS

8. RECESS TO COMMITTEE MEETINGS

A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE*

(R. Guilbault, Chair, M. Fraser, R. Medina, P. Ratto)

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of July 7, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Monthly Performance Report – June 2021
7. 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 July 7, 2021
3. Adoption of Salary Ordinance No. 107

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 July 7, 2021
3. Approve Updated Fare Structure: Way2Go Pass Program and Clipper START Extension

INFORMATIONAL

4. ECR Corridor Initiatives: Updates on Transit Signal Priority (TSP) and Bus Speed and Reliability Study
5. 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 July 7, 2021

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

9. RECONVENE BOARD OF DIRECTORS MEETING

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

ORDINANCE NO. 107

- a. Authorizing Reclassifications, Title Changes, Modification, and Addition of Positions to the Table of Position Classifications

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

RESOLUTION

- a. Approving Way2Go Pass Changes, Approving the Associated Title VI Analysis, Authorizing Extension of the Clipper START Regional Means-based Fare Pilot Program, and Updating the Fare Structure

SUBJECT DISCUSSED

- b. ECR Corridor Initiatives: Updates on Transit Signal Priority (TSP) and Bus Speed and Reliability Study

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- c. State and Federal Legislative Update

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

- 15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, September 1, 2021 at 2:00 pm via Zoom teleconference (additional location, if any, to be determined)

16. GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Daniel Rodriguez v. San Mateo County Transit District, Case No. 19-CIV-06667

- b. Closed Session: Conference with Real Property Negotiators

Property: Sequoia Station Shopping Center on El Camino Real in Redwood City, APN 052-550-010

District Negotiators: Carter Mau, April Chan, and Joan Cassman

Negotiating Parties: District and Lowe Enterprises

Under Negotiation: Price and Terms of Payment

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

17. ADJOURN

INFORMATION FOR THE PUBLIC

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

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

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

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

Public Comment

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
JULY 7, 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: Groom (during regular session, present at closed sessions)

STAFF PRESENT: C. Mau, J. Cassman, D. Olmeda, A. Chan, S. Wong, 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 Marina Fraser lead the Pledge of Allegiance.

2. ROLL CALL

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

3. CONSENT CALENDAR

- 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 – Approved by Resolution No. 2021-33**

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: Groom

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Michael Levinson thanked the Board for extending the Paratransit Coordinating Council's (PCC) contract. Staff said that the PCC was interested in participating on the Blue Ribbon Task Force regarding pandemic recovery.

Adina Levin, Friends of Caltrain, said that students and professors at Skyline College are seeking resumption of bus service for the Fall semester.

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– Approved by Resolution No. 2021-32**

Chair Stone opened the public hearing. Grace Martinez, Deputy Chief Financial Officer, presented the staff report and Jayden Sangha, Acting Director of Treasury, provided the presentation.

Director Josh Powell asked if all member agencies needed to approve the plan separately, which Mr. Sangha confirmed. Mr. Sangha said they were refinancing two existing lines of credit to 2024.

Chair Stone asked if the Caltrain partner agencies would be able to make their capital contributions. Ms. Martinez said she was not aware of any money coming from Caltrain but would provide an update if any contributions are received in the future.

Chair Stone called for any public comment. There were no comments. Chair Stone closed the public hearing.

There were no further comments from the Board and the Board approved the three items in the resolution:

Motion/Second: Gee/Fraser

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

Noes: None

Absent: Groom

6. REPORT OF THE CHAIR

a. Update on Caltrain Governance Discussions

Chair Stone provided an update on the governance discussions, noting that the governance meeting scheduled for June 25 did not go forward as planned due to the Santa Clara Valley Transportation Authority (VTA) declining to participate upon advice of their counsel and subsequent loss of a Board quorum.

Public Comment:

Adina Levin, Friends of Caltrain, said she was disappointed at the Caltrain Board meeting that the workshop on regional options did not go forward.

7. REPORT OF THE GENERAL MANAGER/CEO

Carter Mau, Acting General Manager/CEO, noted that the report was in the packet that included details on the bus service that SamTrans provided for VTA following the tragic shooting at the light railyard. He said that efforts continue to bring new bus operators onboard.

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

Mr. Mau said that on June 22, the SamTrans Board authorized him to send letters to VTA, the City and County of San Francisco, and MTC seeking information on what efforts they had made to date to reimburse SamTrans for the funding for the right-of-way purchases. He said that he has not yet received any responses from the member agencies nor MTC.

8. BOARD MEMBER REQUESTS/COMMENTS

There were no requests.

9. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 2:28 pm.

10. RECONVENE BOARD OF DIRECTORS MEETING

Chair Stone reconvened the Board meeting at 3:36 pm.

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

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

MOTION:

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

Motion/Second: Gee/Ratto

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

Noes: None

Absent: Groom

Director Guilbault reported on the following items:

SUBJECTS DISCUSSED:

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

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

RESOLUTION:

- a. Approving and Ratifying the Insurance Program for Fiscal Year 2022 – *Approved by Resolution No. 2021-30*

Motion/Second: Powell/Ratto

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

Noes: None

Absent: Groom

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

Director Dave Pine reported on the following item:

SUBJECT DISCUSSED:

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

14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Marina Fraser reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Stone announced the time and location of the next meeting as Wednesday, August 4, 2021 at 2:00 pm, with teleconference details to be provided prior to the meeting.

17. GENERAL COUNSEL REPORT

Joan Cassman, Legal Counsel, said that following the closed sessions, the Board would reconvene into open session to consider an action that may relate to one of the closed sessions as well as an action on Item #17d.

The Board convened into closed session at 3:43 pm.

Director Groom joined the closed session at approximately 3:44 pm.

- 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)

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

The Board reconvened into open session at 5:26 pm.

Ms. Cassman said that there was no reportable action for Items #17a and 17c.

Mr. Mau read into the record the resolution for Item #17b: Authorizing Modification of Compensation Rates for Services Provided by General Counsel – Approved by Resolution No. 2021-31

Motion/Second: Gee/Medina

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

Noes: None

Absent: Groom (due to technical problem)

For Item #17d, rather than approving the Resolution Declaring Uncertainty as shown on the meeting agenda, the Board determined to take an alternate, but related, action to amend the Operating Budget to facilitate the Deputy General Manager's desire to grant a 3 percent salary adjustment for the District's non-represented employees: Amending to Increase the Fiscal Year 2022 Operating Budget by \$150,000 to Accommodate a 3% Increase in Compensation for Unrepresented Employees Effective July 1, 2021 – Approved by Resolution No. 2021-34

Motion/Second: Ratto/Fraser

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

Noes: None

Absent: Groom

18. ADJOURN

The meeting adjourned at 5:35 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: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW
AND OUTLOOK FOR THE PERIOD ENDING JUNE 30, 2021**

ACTION

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2021.

SIGNIFICANCE

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover in order to meet the 30-day requirement.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;

4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements(cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 9, 10, 11, 12, 13 and 14. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFM), liquidity funds which are managed by District staff, and trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

PFM provides the District a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

On July 07, 2021, U.S. Bank announced that it has entered into a definitive agreement to purchase PFM Asset Management LLC under its subsidiary, U.S. Bancorp Asset Management. PFM Asset Management will continue to operate as a separate entity. PFM Asset Management and U.S. Bancorp Asset Management had combined assets under management and assets under administration of more than \$325 billion on March 31, 2021. By becoming a division of USBAM, PFMAM will retain a certain level of autonomy as an independent registered investment advisor and provide new opportunities for clients through a greater level of scale in resources, access to capital and the broad array of U.S. Bank's products and services, and technology to advance the services it provides to its asset management clients.

The liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share, because the Net Asset Value is fixed at a nominal value per share, book and market value are equal, and rate of income is recalculated on a daily basis.

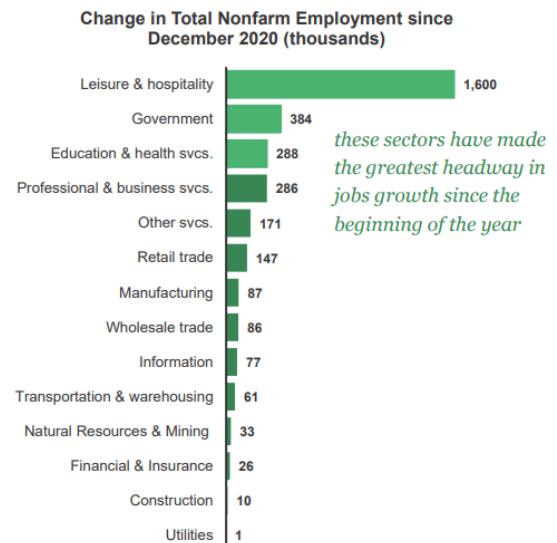
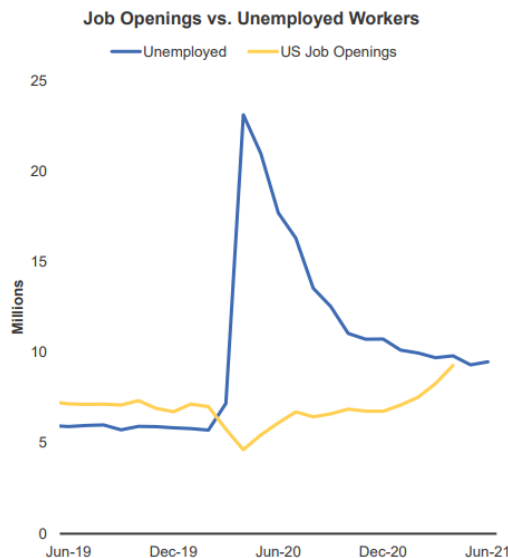
The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The District has the ability to meet its expenditure requirements for the next six months.

DISCUSSION

Market Conditions

As we wrap up the fourth quarter of FY 2021, the U.S. economy continues to show signs of recovery and resilience:

- Stocks continued to rally in the second quarter of CY 2021, with the S&P 500 returning +8.2% and ending the quarter at an all-time high (which was subsequently surpassed to begin Q3). Numerous positive catalysts helped propel stocks higher, including ongoing accommodative central bank policies, massive fiscal (government) stimulus, and success of the vaccine roll-out, economic reopening momentum, and a very strong corporate profit backdrop. At the same time, still elevated cash levels underpinned robust equity inflows
- All eyes were focused on inflation for much of the second quarter. Many businesses have cited upward pricing pressures from supply chain disruptions, higher raw-materials costs, and shipping constraints. Headline consumer prices were up 5.0% year-over-year in May, the biggest increase since June 2008.
- The Fed, for its part, was consistent in communicating its view that price pressures will be transitory and the market appeared to increasingly adopt this outlook as the quarter progressed, as many commodity prices – most notably lumber prices – fell from the peaks experienced earlier in the quarter.
- Regarding monetary policy, the stronger economic backdrop combined with increased near-term pricing pressures led the Fed to update its “dot plot” forecasts, which now indicates two fed funds rate hikes in 2023, up from zero in March.



Portfolio Recap

Our strategy for the fourth quarter encompassed the following:

- We maintained core allocations in most sectors, while opportunistically trimming non-Treasury allocations in certain sectors and maturities, match the benchmark's durations, and carefully manage risk considering inflationary pressures and Fed policy uncertainty.
- We largely maintained a neutral duration stance relative to the benchmark as yields remained mostly range bound. However, for strategies that included notable allocations to maturities beyond seven years, we generally maintained an underweight to the longest portions of the curve (10 years).
- Investment-grade corporates were aided over the quarter by the prospect of economic recovery, helped by further fiscal stimulus and supportive monetary policy globally. Credit spreads achieved new tightness versus comparable-maturity Treasuries despite an active new issue market as investors continued to reach for yield. Like the agency sector, we engaged in opportunistic selling, reducing corporate bonds that had reached very rich levels – largely those with less than two years remaining until maturity – and reinvesting in longer corporate issues, which captured value along the steeper portions of the curve.
- Allocations to asset-backed securities (ABS) were maintained over the quarter as we capitalized on attractive new issuance in May while opportunistically selling rich holdings where appropriate. AAA Auto and Credit Card holdings outperformed Treasuries by over 15 basis points (0.15%). ABS spreads remained on the tight end of historical ranges. Similar to the corporate sector, investor appetite for new issue ABS continued to pressure spreads even lower.
- The taxable municipal sector once again provided a boost to relative portfolio performance over the quarter as strong demand for new issues and the general market reach for yield-pressured spreads tighter still. We generally maintained allocations to the sector and participated in new issues where offering levels were relatively attractive.
- Short-term credit (negotiable CDs and commercial paper) yields continued to decline over the quarter with some of the shortest tenors continuing to offer low absolute yields while still offering a spread to comparable-maturity Treasuries trading at near zero levels. Towards the end of the quarter, the yield on short-term government securities drifted higher in response to the Fed's adjustment of interest rate on excess reserves (IOER) and the reverse repo rate (RRP).

Investment Strategy Outlook

The strong U.S. economic expansion is expected to persist, aided by vaccine-driven reopening, pent-up consumer demand, and continued fiscal and monetary support. GDP expectations for 2021 have been revised upward, with current forecasts pointing to an annualized 6% growth this year. However, growing inflationary pressures may force the Fed's hand when considering tapering its bond purchases and, ultimately, future rate increases. Given these risks, we plan to maintain the portfolio duration in line with the benchmark as we continue to monitor the economic recovery. We expect interest rates at the short end of the Treasury yield curve to remain anchored by the Fed's zero interest rate policy, while yields on the long end of the curve will respond to emerging inflation expectations. With a full recovery likely to lead to higher long-term yields down the road, we will continue to maintain an underweight to the 10-year portion of the curve and a modestly defensive duration bias in longer duration mandates, as we expect the U.S. Treasury yield curve to gradually steepen over the balance of 2021 and into 2022.

Our outlook for major investment-grade sectors includes the following:

- **Agencies:** There is limited room for further spread tightening from current levels as spreads are in the single-digit range across most of the curve. With spreads likely to remain near zero over the coming quarter, the sector offers very little incremental yield compared to Treasuries.
- **Corporates:** Continued economic recovery, supportive monetary policy, lower expected supply, and strong investor demand for high quality yield should serve as a catalyst for good performance in the corporate sector. While historically tight spreads have encouraged us to position allocations defensively, the sector still represents a core allocation to portfolios.
- **Asset-Backed Securities (ABS):** New issue activity was elevated to start 2021; however, investor appetite remains robust, and spreads have remained near their recent floor. Collateral performance in consumer sectors has been stronger than expected, and there is little expectation for any material change in the near term. With this outlook, we will look to modestly reduce holdings by attrition as holdings pay down.
- **Agency MBS:** The Fed continues, "to support the smooth functioning" of the MBS market through their ongoing purchase program. After a surge in prepayments over the past year, a meaningful slowdown has occurred. Further, anticipation of Fed taper talk has started to pressure spreads wider. We view the combination of slower prepayments and wider spreads as positive developments and may begin to selectively add back allocations to the sector.
- **Taxable Municipals:** Taxable municipals have been a great alternative to corporates over the past year. While we still see opportunities in the sector, we have turned more cautious due to very tight spreads. Similar to other

sectors, we may begin to opportunistically sell rich issues while continuing to evaluate new issues that come to market.

BUDGET IMPACT

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30, the total return of the portfolio was **0.17 percent**. This compares to the benchmark return of - **0.09 percent**. The Performance graph on page 15 shows the relative performance of the District over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **1.21 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's market yield to maturity was **.59 percent**.

Prepared by: Jayden Sangha

Acting Director, Treasury

650-508-6405

INVESTMENT GLOSSARY

Asset Backed Securities - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

Certificate of Deposit - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the FDIC up to \$250,000 per individual.

Collateralized Mortgage Obligation - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

Commercial Paper - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

Credit Spreads - The **spread** between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

Duration - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

Net Asset Value - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

Roll-down - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the

roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

Volatility - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

Yield Curve - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

Yield to Maturity - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield, but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

EXHIBIT 1

**SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS (AGGREGATE)
FOR QUARTER ENDING JUNE 30, 2021**

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
02004VAC7	ALLYA 2018-2 A3	45,475.63	11/15/2022	45,467.37	45,556.37	45,615.38
02004VAC7	ALLYA 2018-2 A3	12,943.06	11/15/2022	12,940.71	12,966.04	12,982.84
05591RAD6	BMWLT 2021-1 A4	370,000.00	07/25/2024	369,985.31	369,417.12	369,439.94
05591RAD6	BMWLT 2021-1 A4	65,000.00	07/25/2024	64,997.42	64,897.60	64,901.61
09661RAD3	BMWOT 2020-A A3	315,000.00	10/25/2024	314,976.22	315,872.19	315,897.39
09661RAD3	BMWOT 2020-A A3	90,000.00	10/25/2024	89,993.21	90,249.20	90,256.40
14041NFU0	COMET 2019-2 A	1,660,000.00	09/15/2022	1,659,582.01	1,688,395.75	1,689,664.73
14041NFU0	COMET 2019-2 A	475,000.00	09/15/2022	474,880.40	483,125.29	483,488.40
14313FAD1	CARMX 2018-3 A3	146,305.87	06/15/2023	146,285.93	147,696.36	147,899.89
14313FAD1	CARMX 2018-3 A3	38,318.21	06/15/2023	38,312.98	38,682.38	38,735.69
14315FAD9	CARMX 2020-3 A3	450,000.00	03/17/2025	449,922.87	451,724.63	451,848.63
14315FAD9	CARMX 2020-3 A3	130,000.00	03/17/2025	129,977.72	130,498.23	130,534.05
14316HAC6	CARMX 2020-4 A3	425,000.00	08/15/2025	424,906.46	424,911.94	425,006.39
14316HAC6	CARMX 2020-4 A3	100,000.00	08/15/2025	99,977.99	99,979.28	100,001.50
14316NAC3	CARMX 2021-1 A3	255,000.00	12/15/2025	254,949.61	254,696.57	254,735.11
14316NAC3	CARMX 2021-1 A3	45,000.00	12/15/2025	44,991.11	44,946.45	44,953.25
36255JAD6	GMCAR 2018-3 A3	112,733.33	05/16/2023	112,707.04	113,638.03	113,779.88
36255JAD6	GMCAR 2018-3 A3	33,820.00	05/16/2023	33,812.11	34,091.41	34,133.96
362569AD7	GMALT 2020-3 A4	300,000.00	10/21/2024	299,958.00	300,907.79	300,950.29
362569AD7	GMALT 2020-3 A4	65,000.00	10/21/2024	64,990.90	65,196.69	65,205.90
362590AC5	GMCAR 2020-3 A3	700,000.00	04/16/2025	699,839.84	701,676.94	701,808.19
36260KAC8	GMCAR 2020-4 A3	400,000.00	08/18/2025	399,914.52	400,093.28	400,156.61
36260KAC8	GMCAR 2020-4 A3	85,000.00	08/18/2025	84,981.84	85,019.82	85,033.28
36261RAD0	GMALT 2021-1 A4	410,000.00	02/20/2025	409,938.09	409,727.67	409,765.26
36261RAD0	GMALT 2021-1 A4	70,000.00	02/20/2025	69,989.43	69,953.50	69,959.92
44891RAC4	HART 2020-C A3	1,250,000.00	05/15/2025	1,249,712.13	1,250,409.11	1,250,620.22
44891RAC4	HART 2020-C A3	275,000.00	05/15/2025	274,936.67	275,090.00	275,136.45
44933LAC7	HART 2021-A A3	335,000.00	09/15/2025	334,964.76	334,910.72	334,967.30
44933LAC7	HART 2021-A A3	65,000.00	09/15/2025	64,993.16	64,982.68	64,993.65
47787NAC3	JDOT 2020-B A3	250,000.00	11/15/2024	249,961.90	250,443.93	250,500.59
47787NAC3	JDOT 2020-B A3	60,000.00	11/15/2024	59,990.86	60,106.54	60,120.14
50117TAC5	KCOT 211 A3	355,000.00	08/15/2025	354,927.37	354,577.55	354,675.37
65479CAD0	NAROT 2020-B A3	400,000.00	07/15/2024	399,989.04	401,274.19	401,371.97
65479CAD0	NAROT 2020-B A3	110,000.00	07/15/2024	109,996.99	110,350.40	110,377.29
65480BAC1	NAROT 2021-A A3	1,455,000.00	10/15/2025	1,454,975.41	1,450,081.84	1,450,188.54
89237VAB5	TAOT 2020-C A3	940,000.00	10/15/2024	939,927.62	942,262.81	942,446.63
89237VAB5	TAOT 2020-C A3	100,000.00	10/15/2024	99,992.30	100,240.72	100,260.28
89238EAD8	TLOT 21A A4	335,000.00	08/20/2025	334,930.02	334,788.95	334,840.13
89238EAD8	TLOT 21A A4	65,000.00	08/20/2025	64,986.42	64,959.05	64,968.98
92290BAA9	VZOT 2020-B A	1,030,000.00	02/20/2025	1,029,783.70	1,032,743.05	1,032,890.97
92290BAA9	VZOT 2020-B A	150,000.00	02/20/2025	149,968.50	150,399.47	150,421.01
92348TAA2	VZOT 2020-A A1A	475,000.00	07/22/2024	474,944.38	483,140.26	483,408.77
92348TAA2	VZOT 2020-A A1A	125,000.00	07/22/2024	124,985.36	127,142.17	127,212.83

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/14/2021	2,683,581.30	2,701,053.00	2,715,143.63
3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/14/2021	516,837.88	520,202.80	522,916.55
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/14/2025	995,040.00	994,308.00	995,377.44
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/14/2025	273,636.00	273,434.70	273,728.80
3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/04/2025	548,350.00	541,426.05	542,096.36
3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/04/2025	114,655.00	113,207.27	113,347.42
3134GVJ66	FED HOME LOAN MORTGAGE CORP	11,000,000.00	06/08/2022	11,004,400.00	11,013,761.00	11,015,517.94
3135G03U5	FEDERAL NATL MORTGAGE ASSN	1,000,000.00	04/22/2025	997,940.00	998,969.00	1,000,166.92
3135G03U5	FEDERAL NATL MORTGAGE ASSN	275,000.00	04/22/2025	274,433.50	274,716.48	275,045.90
3135G04Z3	FEDERAL NATL MORTGAGE ASSN	1,000,000.00	06/17/2025	997,930.00	992,494.00	992,688.44
3135G04Z3	FEDERAL NATL MORTGAGE ASSN	275,000.00	06/17/2025	274,430.75	272,935.85	272,989.32
3135G05X7	FEDERAL NATL MORTGAGE ASSN	1,300,000.00	08/25/2025	1,293,916.00	1,282,483.80	1,284,190.05
3135G05X7	FEDERAL NATL MORTGAGE ASSN	275,000.00	08/25/2025	273,713.00	271,294.65	271,655.59
3135G06G3	FEDERAL NATL MORTGAGE ASSN	1,200,000.00	11/07/2025	1,195,704.00	1,187,438.40	1,188,338.40
3135G06G3	FEDERAL NATL MORTGAGE ASSN	275,000.00	11/07/2025	274,015.50	272,121.30	272,327.55
3135G06H1	FEDERAL NATL MORTGAGE ASSN	1,150,000.00	11/27/2023	1,148,689.00	1,148,556.75	1,148,828.28
3135G06H1	FEDERAL NATL MORTGAGE ASSN	250,000.00	11/27/2023	249,715.00	249,686.25	249,745.28
3135G0N82	FEDERAL NATL MORTGAGE ASSN	1,525,000.00	08/17/2021	1,518,823.75	1,527,345.45	1,534,440.94
3135G0N82	FEDERAL NATL MORTGAGE ASSN	475,000.00	08/17/2021	473,375.03	475,730.55	477,940.62
3135G0N82	FEDERAL NATL MORTGAGE ASSN	140,000.00	08/17/2021	139,521.06	140,215.32	140,866.71
3135G0N82	FEDERAL NATL MORTGAGE ASSN	460,000.00	08/17/2021	458,137.00	460,707.48	462,847.76
3135G0U92	FEDERAL NATL MORTGAGE ASSN	900,000.00	01/11/2022	899,352.00	912,133.80	923,290.05
3135G0U92	FEDERAL NATL MORTGAGE ASSN	250,000.00	01/11/2022	249,820.00	253,370.50	256,469.46
3137EAER6	FED HOME LOAN MORTGAGE CORP	950,000.00	05/05/2023	949,601.00	952,524.15	953,078.32
3137EAER6	FED HOME LOAN MORTGAGE CORP	275,000.00	05/05/2023	274,884.50	275,730.68	275,891.09
3137EAES4	FED HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2023	997,080.00	1,000,187.00	1,000,221.72
3137EAES4	FED HOME LOAN MORTGAGE CORP	275,000.00	06/26/2023	274,197.00	275,051.43	275,060.97
3137EAEU9	FED HOME LOAN MORTGAGE CORP	1,600,000.00	07/21/2025	1,592,032.00	1,579,560.00	1,582,226.67
3137EAEU9	FED HOME LOAN MORTGAGE CORP	350,000.00	07/21/2025	348,257.00	345,528.75	346,112.08
3137EAEV7	FED HOME LOAN MORTGAGE CORP	2,500,000.00	08/24/2023	2,497,450.00	2,499,335.00	2,501,539.86
3137EAEV7	FED HOME LOAN MORTGAGE CORP	800,000.00	08/24/2023	799,184.00	799,787.20	800,492.76
3137EAEW5	FED HOME LOAN MORTGAGE CORP	1,100,000.00	09/08/2023	1,100,200.87	1,099,463.20	1,100,326.39
3137EAEW5	FED HOME LOAN MORTGAGE CORP	1,500,000.00	09/08/2023	1,499,505.00	1,499,268.00	1,500,445.08
3137EAEW5	FED HOME LOAN MORTGAGE CORP	340,000.00	09/08/2023	340,062.09	339,834.08	340,100.89
3137EAEW5	FED HOME LOAN MORTGAGE CORP	460,000.00	09/08/2023	459,848.20	459,775.52	460,136.49
3137EAEX3	FED HOME LOAN MORTGAGE CORP	1,300,000.00	09/23/2025	1,296,087.00	1,281,624.50	1,282,951.58
3137EAEX3	FED HOME LOAN MORTGAGE CORP	550,000.00	09/23/2025	548,344.50	542,225.75	542,787.21
3137EAey1	FED HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2023	1,195,524.00	1,195,688.40	1,196,000.90
3137EAey1	FED HOME LOAN MORTGAGE CORP	260,000.00	10/16/2023	259,030.20	259,065.82	259,133.53
3137EAez8	FED HOME LOAN MORTGAGE CORP	1,300,000.00	11/06/2023	1,298,830.00	1,298,407.50	1,298,904.03
3137EAez8	FED HOME LOAN MORTGAGE CORP	275,000.00	11/06/2023	274,752.50	274,663.13	274,768.16
3137EAFa2	FED HOME LOAN MORTGAGE CORP	8,000,000.00	12/04/2023	8,007,360.00	7,986,016.00	7,987,516.00

Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corp & Investment Bank	900,000.00	04/01/2022	900,000.00	917,902.80	924,058.05
22535CDV0	Credit Agricole Corp & Investment Bank	250,000.00	04/01/2022	250,000.00	254,973.00	256,682.79
22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/17/2023	1,200,000.00	1,201,914.00	1,203,880.67
22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/17/2023	200,000.00	200,319.00	200,646.78
23341VZT1	DNB Bank ASA, New York Branch	950,000.00	12/02/2022	950,000.00	974,795.95	976,357.12
23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/02/2022	275,000.00	282,177.78	282,629.69
65558TLL7	Nordea Bank Abp, New York Branch	950,000.00	08/26/2022	950,000.00	968,188.70	974,291.13
65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/26/2022	275,000.00	280,265.15	282,031.64
83050PDR7	Skandinaviska Enskilda Banken AB	950,000.00	08/26/2022	950,000.00	968,297.95	974,433.37
83050PDR7	Skandinaviska Enskilda Banken AB	275,000.00	08/26/2022	275,000.00	280,296.78	282,072.82
86565CKU2	Sumitomo Mitsui Banking Corp, NY	900,000.00	07/08/2022	900,000.00	904,228.20	910,388.20
86565CKU2	Sumitomo Mitsui Banking Corp, NY	250,000.00	07/08/2022	250,000.00	251,174.50	252,885.61

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
002824BE9	ABBOTT LABORATORIES	900,000.00	11/30/2023	983,772.00	959,085.00	961,720.00
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,312,316.09	1,313,121.52
023135BW5	AMAZON.COM INC	245,000.00	05/12/2024	244,642.30	244,499.96	244,650.02
02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/27/2024	898,776.00	945,668.70	945,908.70
02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/27/2024	249,660.00	262,685.75	262,752.42
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	1,011,744.00	1,013,306.50
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	1,011,744.00	1,013,306.50
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	708,220.80	709,314.55
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	278,229.60	278,659.29
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	948,630.60	958,005.60
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	263,508.50	266,112.67
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	888,962.40	901,879.07
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	401,366.80	402,115.07
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	200,683.40	201,057.53
06406FAD5	BANK OF NEW YORK MELLON CORP	1,400,000.00	08/16/2023	1,467,256.00	1,450,155.00	1,461,705.00
06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	10/24/2024	376,650.00	393,009.38	394,475.00
06406RAL1	BANK OF NEW YORK MELLON CORP	500,000.00	10/24/2024	530,105.00	524,012.50	525,966.67
06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	10/24/2024	100,440.00	104,802.50	105,193.33
110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	08/15/2025	537,353.12	525,569.17	532,478.72
14913R2D8	CATERPILLAR FIN SERVICES CORP	725,000.00	07/07/2023	724,594.00	728,013.83	730,291.53
14913R2D8	CATERPILLAR FIN SERVICES CORP	200,000.00	07/07/2023	199,888.00	200,831.40	201,459.73
14913R2F3	CATERPILLAR FIN SERVICES CORP	225,000.00	09/14/2023	224,847.00	225,334.80	225,635.74
166764BW9	CHEVRON CORP	900,000.00	05/11/2025	934,353.00	921,404.70	923,347.20
20030NBL4	COMCAST CORP	850,000.00	02/15/2025	946,611.00	922,411.50	933,249.00
24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	01/06/2022	448,015.50	455,715.00	461,511.88
24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	01/06/2022	114,492.85	116,460.50	117,941.92
24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2022	174,832.00	177,808.75	180,468.75
24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2022	49,952.00	50,802.50	51,562.50
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	980,288.85	985,969.06
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	278,608.41	280,222.79
30231GBC5	EXXON MOBIL CORP	900,000.00	08/16/2024	945,567.00	935,836.20	942,650.33
38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/08/2024	941,922.00	973,103.40	989,754.65
38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/08/2024	261,645.00	270,306.50	274,931.85

46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	497,813.85	505,906.35
46647PAP1	JPMORGAN CHASE & CO	900,000.00	04/23/2024	967,887.00	948,112.20	954,162.50
46647PBB1	JPMORGAN CHASE & CO	325,000.00	04/01/2023	325,000.00	331,858.48	334,464.16
46647PBB1	JPMORGAN CHASE & CO	100,000.00	04/01/2023	100,000.00	102,110.30	102,912.05
46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2024	100,000.00	99,982.80	100,173.26
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	579,234.98	579,633.25
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	204,729.61	204,870.37
693475AV7	PNC FIN SERVICES GROUP INC	900,000.00	01/23/2024	906,408.00	965,257.20	979,082.20
693475AV7	PNC FIN SERVICES GROUP INC	250,000.00	01/23/2024	251,780.00	268,127.00	271,967.28
69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2022	324,714.00	330,848.05	333,935.55
69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2022	99,912.00	101,799.40	102,749.40
69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2023	394,482.55	394,595.52	395,133.16
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	497,660.63	498,722.81
808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	85,456.88	85,639.27
89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	02/13/2025	454,396.50	464,728.50	467,833.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	02/13/2025	141,367.80	144,582.20	145,548.20
89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	02/13/2025	136,879.20	139,418.55	140,350.05
89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	02/13/2025	126,221.25	129,091.25	129,953.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	02/13/2025	50,488.50	51,636.50	51,981.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	02/13/2025	25,348.00	25,818.25	25,990.75
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,893,598.20	1,911,718.20
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,147,014.60	1,148,557.52
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	199,480.80	199,749.13

Identifier	Commerical Paper	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
62479LWH4	MUFG Bank Ltd. (New York Branch)	4,500,000.00	09/17/2021	4,491,257.50	4,499,257.50	4,499,257.50
63873JWH9	Natixis, New York Branch	1,500,000.00	09/17/2021	1,497,543.33	1,499,847.00	1,499,847.00

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3132CWMM3	FH SB0364	1,498,421.67	06/01/2035	1,614,549.35	1,611,334.27	1,615,704.67
3132CWMM3	FH SB0364	278,129.31	06/01/2035	299,684.33	299,087.57	299,898.78
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	698,418.50	700,077.08
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	188,035.75	188,482.29
3137BM6P6	FHMS K-721 A2	445,219.47	08/25/2022	449,010.79	454,880.73	456,027.17
3137BM6P6	FHMS K-721 A2	128,618.96	08/25/2022	129,714.23	131,409.99	131,741.18
3137F62S5	FHMS K-J31 A1	513,563.14	05/25/2026	513,552.87	509,598.43	509,841.94
3137F62S5	FHMS K-J31 A1	121,123.38	05/25/2026	121,120.96	120,188.31	120,245.74
3137FKK39	FHMS K-P05 A	35,475.76	07/25/2023	35,475.65	36,355.21	36,449.90
3137FKK39	FHMS K-P05 A	10,078.34	07/25/2023	10,078.31	10,328.18	10,355.08
3137FQ3V3	FHMS K-J27 A1	241,698.21	07/25/2024	241,692.41	248,567.28	248,988.64
3137FQ3V3	FHMS K-J27 A1	62,778.76	07/25/2024	62,777.25	64,562.93	64,672.37
3133Q5GZ3	FHS 370 A3	2,021,265.86	09/25/2033	2,049,847.83	2,038,765.03	2,040,449.42
3137F7DH5	FHR 5048 B	1,127,477.18	05/25/2033	1,141,746.81	1,125,900.74	1,126,840.31
3137F7DH5	FHR 5048 B	238,504.79	05/25/2033	241,523.37	238,171.31	238,370.07

Identifier	FNMA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3136B1XP4	FNA 2018-M5 A2	11,558.48	09/25/2021	11,788.39	11,602.52	11,636.81
3136B1XP4	FNA 2018-M5 A2	3,178.58	09/25/2021	3,241.81	3,190.69	3,200.12
3140K7XA6	FN BP0672	1,460,236.81	03/01/2035	1,564,735.01	1,568,573.58	1,572,224.17
3140K7XA6	FN BP0672	257,688.85	03/01/2035	276,129.71	276,807.10	277,451.32
3140QGKN6	FN CA8400	1,419,738.69	12/01/2035	1,553,282.86	1,556,776.51	1,560,917.42
3140QGKN6	FN CA8400	277,885.21	12/01/2035	304,023.79	304,707.60	305,518.10
3140X92C8	FN FM6170	1,395,433.39	07/01/2035	1,512,300.94	1,515,117.06	1,519,768.51
3140X92C8	FN FM6170	261,643.76	07/01/2035	283,556.43	284,084.45	284,956.60
3140X9K46	FN FM5714	1,125,923.47	11/01/2035	1,226,552.88	1,211,791.63	1,215,544.71
3140X9K46	FN FM5714	201,057.76	11/01/2035	219,027.30	216,391.36	217,061.55
3140XALC4	FN FM6622	1,574,404.66	02/01/2036	1,655,584.90	1,665,119.60	1,668,399.61
3140XALC4	FN FM6622	295,200.87	02/01/2036	310,422.17	312,209.93	312,824.93

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
31846V534	FIRST AMER:US TRS MM Y	8,441,313.06	06/30/2021	8,441,313.06	8,441,313.06	8,441,313.06
31846V534	FIRST AMER:US TRS MM Y	2,970,388.60	06/30/2021	2,970,388.60	2,970,388.60	2,970,388.60
31846V534	FIRST AMER:US TRS MM Y	392,441.17	06/30/2021	392,441.17	392,441.17	392,441.17
SM - LAIF	Local Agency Investment Fund	74,993,002.12	06/30/2021	74,993,002.12	74,993,002.12	74,993,002.12

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
13017HAK2	CA EARTHQUAKE AUTH REV	255,000.00	07/01/2023	255,000.00	259,929.15	261,812.33
13017HAK2	CA EARTHQUAKE AUTH REV	55,000.00	07/01/2023	55,000.00	56,063.15	56,469.33
157411TK5	CHAFFEY CALIF JT UN HS DIST	230,000.00	08/01/2024	230,000.00	238,530.70	240,544.16
157411TK5	CHAFFEY CALIF JT UN HS DIST	60,000.00	08/01/2024	60,000.00	62,225.40	62,750.65
341271AD6	FLORIDA ST BRD ADMIN FIN CORP	350,000.00	07/01/2025	352,320.50	353,489.50	355,691.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP	650,000.00	07/01/2025	650,000.00	656,480.50	660,569.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP	250,000.00	07/01/2025	251,767.50	252,492.50	254,065.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP	55,000.00	07/01/2025	55,388.85	55,548.35	55,894.30
341271AD6	FLORIDA ST BRD ADMIN FIN CORP	75,000.00	07/01/2025	75,497.25	75,747.75	76,219.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP	130,000.00	07/01/2025	130,000.00	131,296.10	132,113.80
54438CYK2	LA CALIF CMNTY COLLEGE DIST	550,000.00	08/01/2025	550,000.00	550,154.00	551,925.46
54438CYK2	LA CALIF CMNTY COLLEGE DIST	115,000.00	08/01/2025	115,000.00	115,032.20	115,402.60
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	751,147.50	752,741.25
60412AVJ9	MINNESOTA ST	405,000.00	08/01/2025	405,000.00	403,424.55	404,487.68
60412AVJ9	MINNESOTA ST	85,000.00	08/01/2025	85,000.00	84,669.35	84,892.48
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	01/01/2026	330,000.00	328,904.40	330,315.23
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	01/01/2026	55,000.00	54,817.40	55,052.54
650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	03/15/2025	1,600,000.00	1,593,200.00	1,597,298.67
650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	03/15/2025	275,000.00	273,831.25	274,535.71
798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	08/01/2024	575,000.00	575,667.00	577,348.88
798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	08/01/2024	125,000.00	125,145.00	125,510.63

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
912828N30	UNITED STATES TREASURY	2,075,000.00	12/31/2022	2,023,611.33	2,135,628.91	2,135,748.73
912828N30	UNITED STATES TREASURY	5,900,000.00	12/31/2022	5,814,957.03	6,072,390.63	6,072,731.32
912828N30	UNITED STATES TREASURY	3,000,000.00	12/31/2022	2,952,421.87	3,087,656.25	3,087,829.48
912828N30	UNITED STATES TREASURY	700,000.00	12/31/2022	682,664.06	720,453.13	720,493.55
912828N30	UNITED STATES TREASURY	1,600,000.00	12/31/2022	1,576,937.50	1,646,750.00	1,646,842.39
912828N30	UNITED STATES TREASURY	850,000.00	12/31/2022	836,519.53	874,835.94	874,885.02
912828R69	UNITED STATES TREASURY	2,900,000.00	05/31/2023	2,794,761.72	2,976,578.13	2,980,569.59
912828R69	UNITED STATES TREASURY	950,000.00	05/31/2023	924,134.77	975,085.94	976,393.49
912828R69	UNITED STATES TREASURY	1,700,000.00	05/31/2023	1,659,093.75	1,744,890.63	1,747,230.45
912828R69	UNITED STATES TREASURY	200,000.00	05/31/2023	194,554.69	205,281.25	205,556.52
912828R69	UNITED STATES TREASURY	550,000.00	05/31/2023	536,765.62	564,523.44	565,280.44
912828T91	UNITED STATES TREASURY	2,950,000.00	10/31/2023	2,924,417.97	3,039,421.88	3,047,498.30
912828T91	UNITED STATES TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,369,718.75	2,376,015.63
912828T91	UNITED STATES TREASURY	850,000.00	10/31/2023	842,628.91	875,765.63	878,092.73
912828T91	UNITED STATES TREASURY	625,000.00	10/31/2023	628,588.87	643,945.31	645,656.42
912828TJ9	UNITED STATES TREASURY	2,500,000.00	08/15/2022	2,395,117.19	2,542,578.13	2,557,840.56
912828TJ9	UNITED STATES TREASURY	700,000.00	08/15/2022	670,632.81	711,921.88	716,195.36
912828X47	UNITED STATES TREASURY	1,800,000.00	04/30/2022	1,742,484.38	1,826,718.75	1,832,404.89
912828X47	UNITED STATES TREASURY	1,300,000.00	04/30/2022	1,258,460.94	1,319,296.88	1,323,403.53
912828XX3	UNITED STATES TREASURY	5,000,000.00	06/30/2024	5,101,171.88	5,229,687.50	5,229,959.24
912828XX3	UNITED STATES TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,542,757.81	1,542,837.98
912828XX3	UNITED STATES TREASURY	650,000.00	06/30/2024	659,572.27	679,859.38	679,894.70
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	462,216.80	470,671.88	470,696.33
912828XX3	UNITED STATES TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,412,015.63	1,412,088.99
912828XX3	UNITED STATES TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,098,234.38	1,098,291.44
912828XX3	UNITED STATES TREASURY	425,000.00	06/30/2024	431,375.00	444,523.44	444,546.54
912828XX3	UNITED STATES TREASURY	125,000.00	06/30/2024	126,840.82	130,742.19	130,748.98
912828XX3	UNITED STATES TREASURY	175,000.00	06/30/2024	179,750.98	183,039.06	183,048.57
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	471,919.92	470,671.88	470,696.33
912828YY0	UNITED STATES TREASURY	850,000.00	12/31/2024	908,503.91	884,664.06	884,704.48
912828YY0	UNITED STATES TREASURY	250,000.00	12/31/2024	267,207.03	260,195.31	260,207.20
912828ZW3	UNITED STATES TREASURY	2,500,000.00	06/30/2025	2,490,820.31	2,456,250.00	2,456,266.98
91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/15/2023	1,498,066.41	1,492,031.25	1,492,113.22
91282CBC4	UNITED STATES TREASURY	350,000.00	12/31/2025	344,859.38	343,437.50	343,441.07

EXHIBIT 2

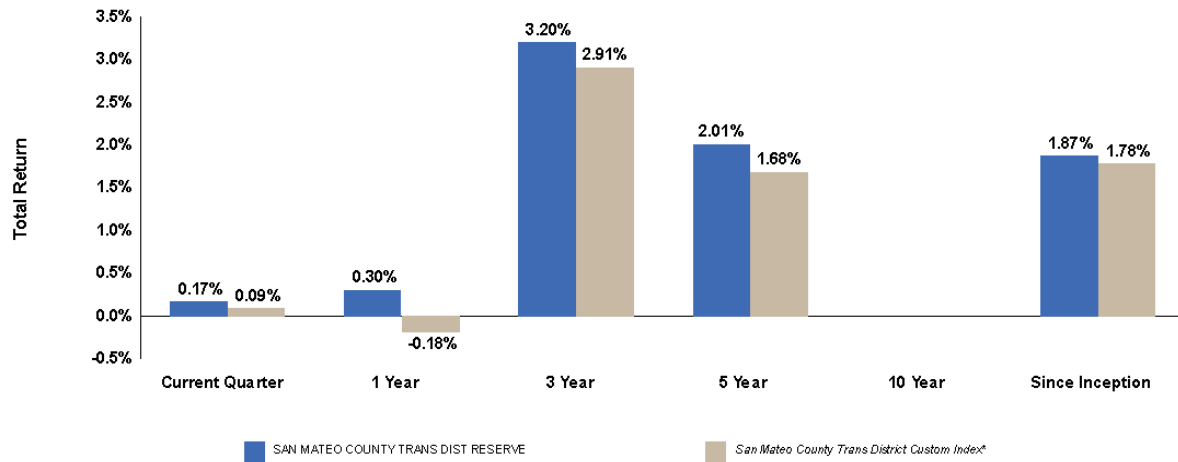
For the Quarter Ended June 30, 2021

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Performance

Portfolio Performance (Total Return)

Portfolio/Benchmark	Effective Duration	Current Quarter	1 Year	Annualized Return			Since Inception (03/31/15)
				3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS DIST RESERVE	2.22	0.17%	0.30%	3.20%	2.01%	-	1.87%
<i>San Mateo County Trans District Custom Index*</i>	2.13	0.09%	-0.18%	2.91%	1.68%	-	1.78%
Difference		0.08%	0.48%	0.29%	0.33%	-	0.09%



For the Quarter Ended June 30, 2021

SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Performance

Portfolio Performance (Total Return)

Portfolio/Benchmark	Effective Duration	Current Quarter	1 Year	Annualized Return			Since Inception (03/31/15)
				3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS DIST PARATRANSIT	2.23	0.16%	0.30%	3.20%	1.99%	-	1.84%
<i>San Mateo County Trans District Custom Index*</i>	2.13	0.09%	-0.18%	2.91%	1.68%	-	1.78%
Difference		0.07%	0.48%	0.29%	0.31%	-	0.06%

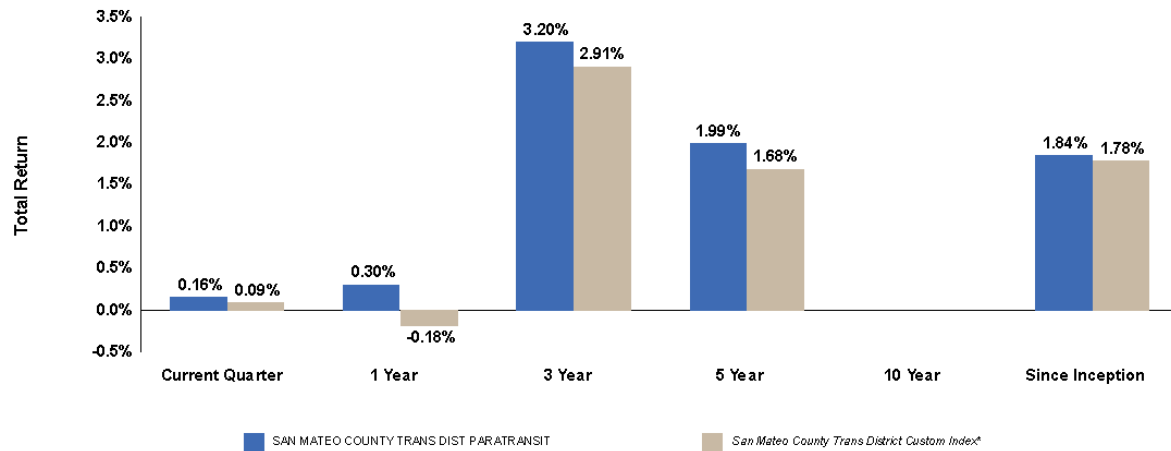


EXHIBIT 3

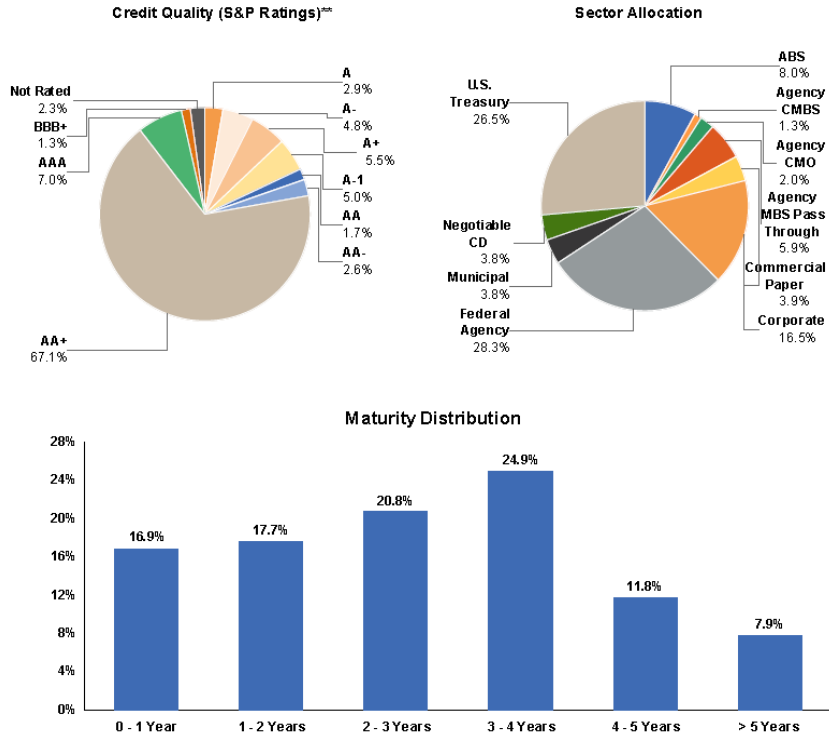
For the Quarter Ended June 30, 2021

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Snapshot

Portfolio Statistics
As of June 30, 2021

Par Value:	\$152,961,932
Total Market Value:	\$159,059,792
Security Market Value:	\$155,743,668
Accrued Interest:	\$345,736
Cash:	\$2,970,389
Amortized Cost:	\$154,301,862
Yield at Market:	0.59%
Yield at Cost:	1.21%
Effective Duration:	2.22 Years
Average Maturity:	3.28 Years
Average Credit: *	AA



For the Quarter Ended June 30, 2021

SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Snapshot

Portfolio Statistics
As of June 30, 2021

Par Value:	\$27,015,970
Total Market Value:	\$28,019,010
Security Market Value:	\$27,561,308
Accrued Interest:	\$65,261
Cash:	\$392,441
Amortized Cost:	\$27,148,396
Yield at Market:	0.59%
Yield at Cost:	1.58%
Effective Duration:	2.23 Years
Average Maturity:	3.20 Years
Average Credit: *	AA

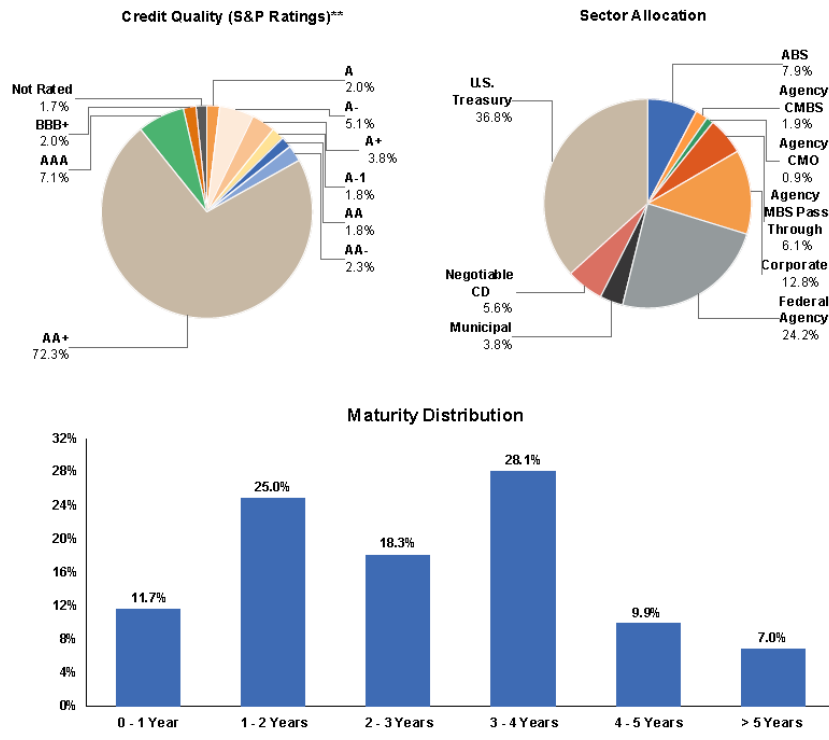


EXHIBIT 4

For the Quarter Ended June 30, 2021

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Compliance

Sector Allocation & Compliance

- The reserve portfolio is in compliance with the District's Investment Policy and California Government Code.

Security Type	Market Value as of June 30, 2021	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$41,279,625	26.0%	100%	✓
Federal Agency/GSE	\$44,162,753	27.8%	100%	✓
Federal Agency MBS	\$9,114,796	5.7%	100%	✓
Federal Agency/CMO	\$5,098,073	3.2%	100%	✓
Municipals	\$5,963,420	3.8%	30%	✓
Negotiable CDs	\$5,935,328	3.7%	30%	✓
Commercial Paper	\$5,999,105	3.8%	25%	✓
Corporate Notes	\$25,730,415	16.2%	30%	✓
Asset-Backed	\$12,460,154	7.9%	20%	✓
Securities Sub-Total	\$155,743,668	98.1%		
Accrued Interest	\$345,736			
Securities Total	\$156,089,404	98.1%		
Money Market Fund	\$2,970,389	1.9%	10%	✓
Total Investments	\$159,059,792	100.0%		

For the Quarter Ended June 30, 2021

SAN MATEO COUNTY TRANS DIST PARATRANSIT

Portfolio Compliance

Sector Allocation & Compliance

- The paratransit portfolio is in compliance with the District's Investment Policy and California Government Code.

Security Type	Market Value as of June 30, 2021	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$10,149,793	36.3%	100%	✓
Federal Agency/GSE	\$6,672,489	23.9%	100%	✓
Federal Agency MBS	\$1,690,595	6.0%	100%	✓
Federal Agency/CMO	\$752,748	2.7%	30%	✓
Municipals	\$1,034,376	3.7%	30%	✓
Negotiable CDs	\$1,549,206	5.5%	30%	✓
Corporate Notes	\$3,539,026	12.7%	30%	✓
Asset-Backed	\$2,173,075	7.8%	20%	✓
Securities Sub-Total	\$27,561,308	98.6%		
Accrued Interest	\$65,261			
Securities Total	\$27,626,569	98.6%		
Money Market Fund	\$392,441	1.4%	10%	✓
Total Investments	\$28,019,010	100.0%		

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: ACCEPTANCE OF QUARTERLY FUEL HEDGE UPDATE

ACTION

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

SIGNIFICANCE

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

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

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

- As of June 30th, the hedge program realized net gains of \$372,769.42 for the time period July 2020 through June 2021

- Additionally, the hedge currently reflects unrealized gains of \$480,719.40 (+\$0.27/gallon on all gallons through December 2022). This assumes projected consumption of 100,000 gallons per month through December 2022.
- Approximately 73.50% (67.11% after tax) of the anticipated fuel usage of 100,000 gallons per month through December 2022 is hedged at an average expected price of \$1.66/gallon, excluding taxes and fees (\$2.25 including taxes and fees) versus a currently planned budget estimate of \$2.06/gallon, excluding taxes and fees.
- The remaining un-hedged gallons through December 2022 have a projected cost of \$2.01/gallon before taxes and fees and \$2.63/gallon after taxes and fees as of 6/30/2021.
- Weighted average projected cost of all gallons net of hedging as of 06/30/2021 is \$1.78/gallon without taxes and fees – \$2.39/gallon with taxes and fees through December 2022.

Prepared by: Jayden Sangha

Acting Director, Treasury

650-508-6405

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

Casey Fromson
Acting Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT TO PROVIDE ON-CALL AMBASSADOR SERVICES**

ACTION

Staff proposes that the Board:

1. Award a contract to JBR Partners, Inc. (JBR) of San Francisco, California to provide On-Call Ambassador Services (Services) for a not-to-exceed amount of \$557,513 for a five-year term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with JBR in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.

SIGNIFICANCE

Historically, in-house passenger and potential passenger outreach efforts for SamTrans have been constrained by staff availability and multilingual capabilities. Having outreach ambassadors working under this contract on behalf of the San Mateo County Transit District (District) boosts its ability to engage with the riding public of SamTrans. This also allows the District to reach more people in more languages, expand the geographic reach of District outreach and strengthen the District's relationships with specific communities and constituencies.

Approval of the above actions will ensure an experienced firm provides the Services on an as-needed basis.

BUDGET IMPACT

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

BACKGROUND

The Customer Experience Department, in concert with the rest of the Communications Division and Bus Operations, has identified a need for specialized outreach professionals in support of the District's broader outreach efforts. Ambassadors will provide multilingual capabilities, expanding the District's geographic reach and ability

to connect with diverse constituencies and communities. Examples of future assignments for ambassadors include communication around Reimagine SamTrans, fare changes, service changes, community fairs and planned and sudden service disruptions requiring informational ambassadors to directly engage with the riding public on the District's behalf.

A joint Request for Proposals (RFP 21-S-J-P-018) to provide the Services was issued on March 8, 2021 by the District and the Peninsula Corridor Joint Powers Board (JPB). The solicitation was advertised on the District's and JPB's websites. Solicitation notices were sent to interested firms, small business enterprises (SBEs) and disadvantaged business enterprises. As part of the District and JPB outreach effort, staff published a notice of upcoming solicitation on the agencies' e-Procurement websites prior to the issuance of the solicitation.

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

- Approach to Providing Services 30 points
- Company Qualifications, Experience & References 25 points
- Qualifications & Experience of Key Personnel 25 points
- Reasonableness of Cost 20 points
- SBE Preference 5 points

A five-point preference was available to the proposer with the highest SBE utilization. All three proposers are local certified SBE firms and pledged 100% SBE participation; therefore, each proposer received five preference points.

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

The Project Manager completed reference checks and found JBR to be in good standing with its clients. Staff conducted a price analysis and determined JBR's negotiated cost proposal to be fair and reasonable. Therefore, staff recommends award of this contract to JBR.

STRATEGIC INITIATIVE

Priority 1: Expand Mobility Options (as further defined in the SamTrans Business Plan adopted September 5, 2018)

- Sustain and enhance services for the transit-dependent
- Expand and innovate mobility services
- Promote programs that relieve traffic congestion

Prepared By: Linda Tamtum, Procurement Administrator II 650-508-7933
Project Manager: Simon Oh, Customer Experience Specialist 650-508-6247

RESOLUTION NO. 2021 –

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

* * *

**AWARDING A CONTRACT TO JBR PARTNERS, INC.
TO PROVIDE ON-CALL AMBASSADOR SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$557,513 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) jointly issued Request for Proposals (RFP) 21-S-J-P-018 to provide On-Call Ambassador Services (Services); and

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

WHEREAS, a Selection Committee (Committee) comprised of qualified District and JPB staff reviewed and scored the proposals according to the evaluation criteria set forth in the RFP, then conducted interviews with all three firms, and determined JBR Partners, Inc. (JBR) of San Francisco, California received the highest consensus ranking; and

WHEREAS, staff conducted successful negotiations with JBR and determined JBR will perform the requested work at fair and reasonable prices; and

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

WHEREAS, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract to JBR for provision of the Services for a five-year term for a not-to-exceed total of \$557,513.

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

Ambassador Services to JBR Partners, Inc. for a five-year term at a not-to-exceed total of \$557,513; 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 JBR in full conformity with the terms and conditions of the solicitation documents and negotiated agreement in a form approved by legal counsel.

Regularly passed and adopted this 4th day of August, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

BOD ITEM #3 (e)
AUGUST 4, 2021

**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: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDING JUNE 30, 2021**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 6th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Report finalized by November 2021.

Prepared by: Jennifer Ye, Acting Director, Accounting

650.622.7890



MEMORANDUM

BOARD OF DIRECTORS 2021

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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 #6
AUGUST 4, 2021**

Date: July 28, 2021
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

Year-end Summary FY 2021

“The Year of COVID-19” was a difficult and challenging year for communities around the world. Recent trends of the coronavirus Delta variant are clear indication that the pandemic is not over or ending anytime soon. SamTrans continues to monitor health trends and health official recommendations while taking safety precautions for employees and riders.

As of mid-July, SamTrans has confirmed over 500 employees or over 71 percent of all SamTrans employees have been fully vaccinated. SamTrans’ contractors, MV Transportation who provides CUB services, and First Transit who provides paratransit services achieved 81% and 91% vaccination rates respectively.

SamTrans provided 4.5 million trips in FY 2021, which is 50 percent less than the 9.0 million trips provided in FY 2020, and 57.8 percent fewer than the 10.7 million trips provided in FY 2019, the last full fiscal year prior to the COVID pandemic.

Prior to the pandemic, ridership averaged approximately 927,000 trips per month. The shelter-in-place health order was effective March 17, 2020, yielding the lowest ridership for the year in April 2020 with just over 201,000 trips. Ridership started to increase reaching 398,000 trips in October 2020. With a second surge of the pandemic near the December holidays, ridership decreased to 327,000 trips in January 2021. Since then, ridership has increased each month reaching 457,000 trips in June 2021, an increase of approximately 40 percent over January 2021.

SamTrans continues to provide free trips for people getting their COVID-19 vaccination. To date, SamTrans has provided approximately 800 free bus trips and 260 free ADA Paratransit trips.

Run Book 136 (August 15, 2021)

SamTrans bus service has been operating at approximately 83 percent of the pre-COVID levels; service levels will increase to approximately 88 percent with the August 15th run book to address the re-opening economy and students returning to classrooms. The service changes include the following:

- Resuming Community Routes with service to schools at pre-COVID service levels: School-day-only service will be reinstated on community and main routes serving high schools, elementary and middle/intermediate schools.
- Adjustments to Route 14 to improve service in Linda Mar.
- Consolidation of the previous Route 49 and Route 16A into a revised Route 49.
- Trip time adjustments on Route FCX to better align the needs of commuters.
- Schedule changes on Routes 120, 281, and FLX Pacifica to improve connections and on-time performance.

SFMTA Route 58

San Francisco Municipal Transportation Agency (SFMTA) is planning to restore some services and add new service where needed. The changes are scheduled for August 14, 2021. As part of these service changes, a new Route 58 (Lake Merced) will serve the west side of Lake Merced and travel into San Mateo County. This new route will connect to SFMTA's Route 14, BART (Daly City), Stonestown, Lakeshore Plaza, and Westlake. The new service is scheduled to run every 20 minutes and will stop at select SamTrans bus stops on John Daly Boulevard and Lake Merced Boulevard.

iTSP (cloud-based Transit Signal Priority) Project Update

SamTrans, in partnership with Sustainable Silicon Valley and C/CAG, are launching a six-month pilot of iTSP, otherwise known as cloud-based transit signal priority, for Route 281 on University Avenue in East Palo Alto. The pilot program will provide an opportunity to test a new type of transit signal priority system while learning about its functionality and potential travel time savings on a heavily congested corridor.

Testing is scheduled to begin by mid-August and run through late September when the pilot is scheduled to go live. It will operate until early February with a performance evaluation to follow shortly thereafter.

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 service changes, Clipper Mobile, and Clipper Start program. A pulse survey will launch in August to run monthly targeting current and former riders to collect customer experience feedback, plans for riding SamTrans, and trip characteristics.

Return to Transit Employer Survey

A regional Return to Transit Employer Survey is being conducted by the Bay Area Council. The survey launched in April and will run through September, with results being reported monthly. In June, over 200 responses were collected from employers across the Bay Area. While support for public transit amongst employers is high, most anticipate that once the Pandemic has subsided, many employees will adopt a hybrid telecommuting and in-person work travel pattern. These results will continue to be monitored, especially given that existing customers riding to and from work are a key segment and account for over 40 percent of trips before the Pandemic.

School Survey

Staff has been working with the San Mateo County School District to ensure that school orientated community routes and school-day only service 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. Notwithstanding all the advance planning, several schools remain uncertain of their re-opening strategy.

Human Capital Investment

	<u>June 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	880	110	9,343	1,168	18,080	2,260
New fleet/route orientation	0	0	0	0	381	48
VTT/DMV mandated training	76	10	2,432	304	2,958	370
Bus Operator retraining	108	13	2,208	276	2,837	355
Maintenance training	160	20	3,417	427	6,161	770
CPR/AED/First Aid/BST/Other	11	1	173	22	264	33
Total Hours	1,235	154	17,573	2,197	30,681	3,835

Training Class #167 started on July 7 with (23) Bus Operator Trainees. Nine of the Trainees are on a Pilot Accelerated Training Program and are scheduled to graduate on August 20, 2021. The remaining trainees are scheduled to graduate on September 17, 2021.

SamTrans Operation Safety (S.O.S.)

Bus Operations S.O.S. team implemented a safety campaign at the beginning of calendar year 2021 focusing on root causes of accidents such as spatial awareness and maintaining a safe distance when following a vehicle. During the first 6 months of 2021 there was a reduction in the number of preventable accidents. SamTrans recorded 59 preventable accidents in 2019, 52 in 2020, and 32 in 2021. This reflects a decrease in preventable accidents of 45.8 percent compared to the same period in 2019.

The Bus Operations Safety Campaign for June/July 2021 focused on Bus Operators safe behaviors and awareness of their surroundings.



BOARD OF DIRECTORS 2021

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MARINA FRASER
JEFF GEE
CAROLE GROOM
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, AUGUST 4, 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 July 7, 2021

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Monthly Performance Report – June 2021
7. 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
JULY 7, 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, S. Wong, D. Seamans

1. CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 2:28 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JUNE 2, 2021

Motion/Second: Medina/Pine

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

Noes: None

Absent: Groom

3. APPOINTMENT OF MICHELLE LEWIS, MEREDITH PARK, AND BIANCA RANDALL, REPRESENTING BUS RIDERS, TO THE CITIZENS ADVISORY COMMITTEE

Committee Chair Guilbault said on behalf of the CAC Interview Committee -- including herself, Chair Charles Stone, and Director Josh Powell -- that they recommended the appointment of Michelle Lewis, Meredith Park, and Bianca Randall, representing Bus Riders.

Motion/Second: Ratto/Medina

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

Noes: None

Absent: Groom

4. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, said they had seen a small increase in paratransit ridership since the June 15 state reopening. She noted that the San Carlos and Menlo Park adult daycare centers have resumed or are about to resume service.

5. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, thanked the Board for their continued support of important PCC resources.

6. CITIZENS ADVISORY COMMITTEE UPDATE

Scott Johnston, Vice Chair, Citizens Advisory Committee, provided a brief summary of the June 30 meeting.

7. MONTHLY PERFORMANCE REPORT – MAY 2021

David Olmeda, Chief Operating Officer/Bus, introduced Ana Rivas, Director of Bus Transportation, who provided a summary of the latest key performance indicators.

She said that since June 15, social distancing on buses is no longer required so that they can operate at full capacity, but masks are still required for all riders and operators. Director Jeff Gee asked how the changing regulations will affect school service. Mr. Olmeda said staff is trying to offer 100 percent of pre-pandemic service to schools. He said that masking on buses is currently required pending any future guidance from the CDC (Centers for Disease Control and Prevention) and the TSA (Transportation Safety Administration).

8. ADJOURN

The meeting adjourned at 2:39 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 June 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 June 8, 2021 Meeting

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Alex Madrid, CID, Consumer; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health. (Member attendance = 9/12, Quorum = Yes)

Absentees:

Scott McMullin, CoA; Susan Capeloto, Dept. of Rehabilitation, Judy Garcia, Consumer

Guests:

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; Kathryn Murdock, Consumer; David Scarbor, SamTrans; Kathy Uhl, CoA

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 MAY MINUTES:

Alex Madrid moved to approve the May meeting; Dinae Cruise seconded the motion; the minutes were approved with an edit to the meeting dates.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

Nothing to report.

Education – Sammi Riley, Chair

Sammi reported that the committee will meet on July 2nd at 1pm.

Executive – Benjamin McMullan, Chair

Ben reported that:

- Nelson\Nygaard will submit a proposal for consultant services for 2021-22; this will incorporate items from the PCC Work plan
- They are seeking a Nomination/Membership committee chair. A role description has been prepared and they are looking at both internal and external candidates.
- There was an orientation for Alex, Scott, and Dao on May 18th; the committee will be looking at including more PCC information in future orientations.

- In order to encourage youth attendance and involvement in the PCC, future meeting notifications will be distributed via local colleges. Sandra had mentioned this with Team C as there is a youth leadership initiative.
- They discussed meeting in the post-COVID environment and the involvement of the PCC in the SamTrans Recovery Plan.

The next meeting will be on July 6th, at 1pm.

Nominations/Membership – TBD, Chair

The Nominations/Membership committee has a vacancy for the chairperson. Ben will discuss this with Marie Violet; Dao will also work on this.

CONSUMER COMMENTS

Dinae Cruise asked about the fare box location on the new mini buses. Lynn Spicer said that there had been numerous concerns from passengers and operators about the maneuverability in the front where the wheelchair securement area was located. The securement area is now in the center of the bus.

OPERATIONAL REPORTS

This was covered in the PAL meeting.

PERFORMANCE SUMMARY

Tina reviewed the preliminary data for May that was included in the packet. Ridership is starting to increase as more places open up. Total ridership and average weekday ridership were higher. This is similar to ridership on SamTrans buses as well as in the region. Subscription trips declined less than demand trips. San Carlos Adult Day Care Center has resumed service so there were a small number of agency trips. The percentage of late cancels and no shows was still low. The number of individuals riding is increasing. The percentage of trips via taxi was 11.7%. The on-time performance was excellent. Productivity continues to be low at 1.23 due to COVID restrictions.

Henry Silvas questioned the calculation of taxi trip ratio which is being based on ridership. The contract with First Transit has a goal of taxi service hours being less than 6% of total service hours. Tina asked the committee which report would be more useful. Mike thought that the service hour number was more important but it might be useful to combine the numbers to show length and number of trips. Tina thought adding another line would make it difficult to read unless another line was taken out. Henry thought this information could be provided upon request. Richard thought that the way that taxi information was currently presented was useful and that it's difficult to determine service hours, trip purpose, etc. for taxis.

Mike asked how the 1.23 productivity number compared to the past months. Tina reported that it was comparable.

COMMENT STATISTICS REPORT

Tina reviewed the data for April. There are fewer comments compared to pre-COVID. Most were consumer reports rather than comment cards. There are more compliments and fewer policy and service issues. The response time was good.

SAFETY REPORT

Charles Posejpal reported that there were no incidents in May.

LIAISON REPORTS

Agency

Marie reported that the Agency committee had not met but that she and Dao will be talking about reorganizing the group.

ERC – Mike Levinson

Mike reported that there had been no meeting.

Commission on Disabilities (CoD) – Ben McMullan

At the last CoD meeting, Ben was part of a panel on emergency preparedness in the county, and highlighted presentations done in the past and the video series that CID is working on.

Center for Independence (CID) – Ben McMullan

The committee is working on a video series on public safety power shutoffs (PSPS) and emergency preparedness.

Commission on Aging (CoA) – Kathy Uhl

The next meeting will be June 14th. At the last Transportation Committee meeting:

1. Tina gave a presentation on the Reimagine SamTrans project.
2. Commissioner Lee announced that San Mateo City received a \$320K grant to extend the Get Around rides program for two years.
3. There was discussion about the multiple ride programs in various cities. These tend to have differing rules, be restricted to residents within a city and have a limited range. There was discussion about coordination of the programs so that the rules were uniform.
4. San Mateo County is looking to implement an Age Friendly program in every city. COA will become involved in local Age Friendly programs and try to make the transportation piece more coordinated.

The next CoA Transportation Committee will be on June 10th at 3pm. Everyone's welcome.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that the next meeting will be in August. Much will change with the reopening on June 15th so postponing until then will result in a more valuable meeting.

Ridership on the coast is slowly increasing and they are continuing to provide essential trips.

Mike asked if information on the new eligibility contractor had been provided to the CTC. Tina will make sure this is done.

Alex asked for clarification on the duration of the application and eligibility appeals process. Tina responded that the paper application process will continue for some time

and that the appeals will be held via Zoom. If someone does not have access to Zoom, they can access it at the SamTrans offices.

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

Sandra reported that the CAC met on June 1st. There was an informational item on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) who requested authority to use a credit enhancement fee that was included in the July 2020 loan agreement. Express lane equity is a high priority and an equity study was commissioned that involved extensive community engagement resulting in four equity programs. The JPA said there were insufficient funds available for implementation of these programs. The JPL asked the TA to agendaize a discussion on June 3rd about this request that included the public benefits that would accrue to motorists and transit users of lower economic status if this revenue was so designated. The TA will continue discussion on this important issue.

OTHER BUSINESS

Rich Hedges reported that negotiations between the Republican liaison and President Biden had ended and the president will try to pass the infrastructure plan through the budget reconciliation process.

Mike moved and Alex seconded a motion to adjourn the meeting in memory of the ten VTA employees who were victims of a recent shooting.

The next PCC meeting will be on July 13th at 1:30pm. The meeting adjourned at 2:48pm.

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

A roll call was taken. The minutes from the May PAL meeting were included in the meeting packet; Ben McMullan moved to approve; Sandra Lang seconded the motion; the minutes were approved with no corrections.

Legislative Update

Ryan McCauley gave a comprehensive update of legislative activities related to transportation at the Federal, and State levels.

Sandra asked about the status of the \$600 stimulus for individuals that was originally proposed in the Governor's budget. Mike advised that this was for people with State earnings under \$30K. There is a second stimulus of \$600 for those earning under \$75K that has yet to pass through the legislature.

Rich Hedges mentioned that \$500M had been allocated for grade separation in Burlingame. Caltrain has experienced funding overruns in the past and he wondered if there was a funding plan for this. Rich was concerned that following overruns for the South San Francisco station grade separation might result in difficulty in obtaining additional funding. Ryan thought that the CFO is creating a funding plan from the

Federal and State stimulus packages. They are also looking at the low carbon credit standards to provide some revenue for Caltrain electrification.

Mike asked about AB339 with regard to remote meeting attendance, language translation, and other options to participate. He wondered about any amendments made so that it passed through the Assembly. Ryan will check on this.

Sandra asked how approvals are noted on the "watch list." Ryan responded that if the TA had supported the legislation, it would stay on the matrix.

The committee thanked Ryan and asked that he return in the fall after the State budget has passed.

Local Advocacy

Mike reported that the SamTrans board approved the purchase of seven electric buses for fixed route service.

Policy Issues

Tina reported the following:

- Free trips are continuing to vaccination sites for SamTrans, Redi-Wheels and RediCoast rides. They have done 220 such trips on Redi-Wheels and RediCoast.
- SamTrans is partnering with the Millbrae Anti-Racist Coalition and three Asian-American artists, on a series of artwork to be displayed on select buses and shelters. This will showcase their commitment to diversity, equality and inclusion. Renderings of the artwork can be found at <https://www.samtrans.com/riderinformation/againsthate.html>. Artists are Vida Kuang, LeUyen Pham and Eli Africa.
- The face mask mandate on buses and trains has been extended through September 13, 2021. There is an exception for people who have a disability that prevents them from wearing a face mask.
- Buses continue to be cleaned daily with EPA-approved products.
- The new contract with MTM to process paratransit eligibility applications will start on August 1.
- They are still using paper applications and are seeing fewer applicants. When safe, they will return to in-person interviews.

Richard Weiner asked if there will be any difference in the eligibility process under MTM; Tina responded that when in person interviews resume, there may be additional testing to provide more accurate information on an applicant's specific situation including cognitive issues e.g. the MOCA test.

Mike asked anyone with ideas for a driver appreciation event to email them to Jane at sanmateopcc2@gmail.com.

The next PAL meeting will be on July 13, 2021

PCC Legislative Update – Ryan McAuley FEDERAL

Surface Transportation Bill

- On Friday, June 4, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio introduced the INVEST in America Act. This is a **\$547 billion surface transportation reauthorization bill**
- \$242B over baseline levels and 11% over the 2020 proposal
- Included in the bill are:
 - \$343B roads, bridges, safety
 - \$109B transit
 - \$95B passenger/freight rail
- For the first time in 16 years, the Reauthorization included earmarks of the 2,383 projects submitted by lawmakers; the committee accepted 1,473, totaling \$5.7 billion. We are lucky and thrilled that several Caltrain and TA-partnered projects were chosen:
 - **CALTRAIN**
 - Additional Mini Highs at Caltrain Stations - \$850,000
 - Caltrain Crossing Optimization Project - \$315,000
 - *City of San Mateo Requested: At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace in San Mateo - \$3M*
 - **SMCTA**
 - *City of Redwood City Requested: US 101 /Woodside Interchange Improvement - \$2.5 M*
 - *C/CAG Requested: US-101 Managed Lane Project North of I-380 \$10M*
- Will go to committee tomorrow, June 9

Highway Bill

- The Senate EPW Committee passed its version of the surface transportation bill last week. Similar to the bill EPW approved two years ago; however, it does boost funding by **6 percent** over levels set in that bill.
- Funding for grade separations in **Section 130 is maintained current funding** level
- Note that EPW handles **only the highway section** — other committees tackle transit, rail, safety and the all-important pay-fors.
- The bill has been delayed in the House; it is not expected to be marked up until later this month.

Infrastructure Bill

- Administration and Republicans continue to seek bi-partisan compromise.
- President Biden has agreed to cut his **\$2.25 trillion proposal** down to **\$1.7B** in the spirit of bipartisanship. However, Republicans offered another counter offer (Took issue with large gap b/w the two both in amount and in traditional infrastructure).
- The plan calls for a **\$928 billion** investment over the course of eight years (\$506 billion for roads, bridges and major projects, including \$4 billion for electric vehicle infrastructure, \$98 billion for public transit systems, \$46 billion for

passenger and freight rail, \$20 billion for infrastructure financing). No pay-fors specified. **However much of this is not new spending.** A large portion of the proposal seeks to use unspent funds allocated in previous covid relief packages

- Within the next week should have a more definitive direction for the bill.
- If no agreement then Democrats will likely seek reconciliation.

Biden Budget

- Last Friday, President Biden released his fiscal year (FY) 2022 Budget request, outlining his Administration's priorities for the next fiscal year's budget.
- Biden's budget requests \$6 trillion of spending for FY 2022, including \$88 billion of funding for the U.S. Department of Transportation (DOT). This is nearly a \$350 million increase over FY 2021 enacted funding.
- In its Budget request, the Administration provides **\$13.5 billion for public transportation**, a **\$533 million increase** from the FY 2021 enacted level (\$13.0 billion).
- The budget includes **\$2.5 billion for the Capital Investment Grants (CIG) program** (includes \$74 million for Caltrain Electrification Project) and an additional \$250 million for Zero Emission Bus Grant funding.
- Regarding passenger rail, the Administration proposes \$3.7 billion for passenger rail grant programs, a proposed increase of \$1.1 billion from the FY 2021 enacted level (\$2.6 billion).
- This includes \$2.7 billion for Amtrak, and \$1 billion for competitive rail grant programs, including \$375 million for the Consolidated Rail Infrastructure and Safety Improvement (CRISI) program and \$625 million for a new Passenger Rail Improvement, Modernization, and Expansion program.

Appropriations

- House will start mark up in June (and see earmarks in subcommittee in June). Floor in July. Hoping to have everything done before August recess.
- Senate no timeline yet for marking up bills.

STATE

Update/Legislation Movement

- May and June had significant deadlines with bills needing to pass out of policy and appropriations committees to progress. Bill Matrix is updated to reflect the most recent status of bills.
- In addition, on June 4 bills must pass out of their house of origin.

Newsom Budget – May Revise

- Governor Newsom released his May Revision which projects a \$76 billion surplus of revenue, this is an unprecedented surplus coupled with \$26 billion in federal America Rescue Plan funding (that does not have to be spent in the next fiscal year).
- With this, the Governor has proposed the "California Comeback Plan" a \$100 billion investment in new economic stimulus, which includes new investments in transportation totaling \$11B. This includes:
 - \$1.4 billion for Zero Emission buses and trucks (*Funding Source: \$1.3 billion in General Fund, \$87 billion in Air Pollution Control Fund*)

- \$1 billion for priority transit and rail projects (*Funding Source: \$1 billion in General Fund*)
- \$407M for Zero Emission Rail, transit equipment, and infrastructure (*Funding Source: \$100 million in General Fund, \$280 million Public Transportation Account, and \$27 million in federal funds*)
- \$500 million for grade sep and grade crossing improvements (*Funding Source: \$500 million in General Fund*)
- \$4.2 billion for CA HSR (*from Prop 1A funds*)
- \$500 million for active transportation (*Funding Source: \$500 million in General Fund*)

The Governor's May Revise also shows a significant turnaround in revenue support for core transit programs:

- \$786 million (increase of \$119 million) for State Transit Assistance (STA) program
 - \$259 million (increase of \$45 million) to Intercity and Commuter Rail
 - \$487 million for TIRCP (Transit and Intercity Rail Capital Program)
- In addition, the May revise proposes to help transportation agencies tackle people experiencing homelessness and litter on public property as part of the new *Clean California Initiative*
 - Finally, it proposes \$500M one-time federal *American Rescue Plan Act* funds for additional planning and implementation grants for infill developments, targeted towards the state's climate goals and reducing vehicle miles traveled. This funding would be available to transit agencies for advancing innovative transit projects.

**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 | JUNE 2021**

ACTION

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

SIGNIFICANCE

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. Rising concerns of the spread of the coronavirus delta-variant, will impact future safety protocols. The Federal government is currently requiring face coverings until September 13, 2021.

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 50.0 percent in the month of June 2021 compared to June 2020. Similarly, the total monthly ridership increased by 47.8 percent.

When comparing June 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions, ridership for all SamTrans modes is 63.84 percent lower, but continues to increase.

Caltrain: Average weekday ridership increased by 146.8 percent in the month of June 2021 compared to June 2020. Similarly, the total monthly ridership increased by 168.7 percent.

When comparing June 2021 to average weekday ridership levels just prior to the start of pandemic related restrictions, ridership for Caltrain is 89.41 percent lower, but continues to increase as well.

Other SamTrans' Key Performance Indicators:

In the month of June 2021, there were 8 preventable accidents, the same as in June 2020. The goal is to have one or fewer preventable accidents per every 100,000 miles; in June 2021, SamTrans (including Contracted services) had 1.20 accidents per 100,000 miles.

OTP for June 2021 surpassed SamTrans' OTP goal of 85.0 percent by achieving 85.7 percent.

In June 2021, there were 38 DNOs (trips or schedules that did not operate) – twenty more than the previous month of May 2021. There was one DNO recorded for the month of June 2020.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jun-19	Jun-20	Jun-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Bus	32,752	10,557	16,694	58.1%	34,972	28,639	13,620	-52.4%
Paratransit	1,164	347	478	37.8%	1,154	860	393	-54.4%
Shuttles	11,958	1,215	1,012	-16.7%	11,419	8,447	1,098	-87.0%
Total	45,874	12,119	18,184	50.0%	47,545	37,947	15,110	-60.2%

SAMTRANS Total Ridership								
Mode	Jun-19	Jun-20	Jun-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Bus	817,941	297,058	457,249	53.9%	10,667,979	8,707,929	4,503,358	-48.3%
Paratransit	27,376	8,949	12,483	39.5%	337,424	256,727	121,380	-52.7%
Shuttles	238,550	26,762	21,988	-17.8%	2,918,811	2,155,908	278,816	-87.1%
Total	1,083,867	332,769	491,720	47.8%	13,924,214	11,120,564	4,903,554	-55.9%

CALTRAIN Average Weekday Ridership								
Mode	Jun-19	Jun-20	Jun-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Caltrain	72,370	2,884	7,118	146.8%	67,165	50,379	4,117	-91.8%

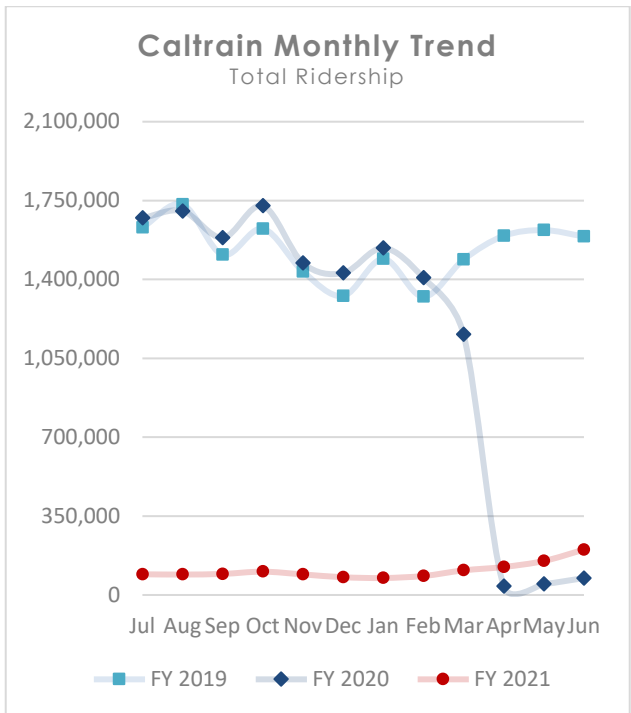
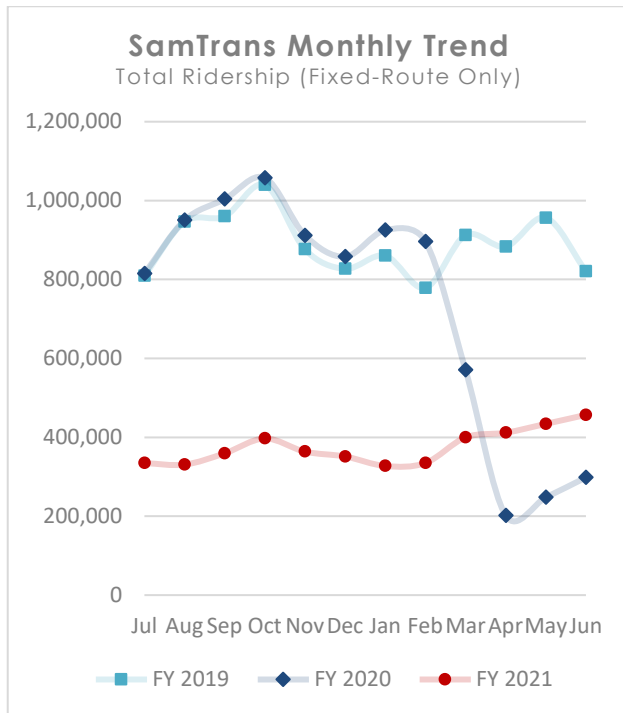
CALTRAIN Total Ridership								
Mode	Jun-19	Jun-20	Jun-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Caltrain	1,590,653	74,908	201,244	168.7%	18,365,490	13,853,873	1,294,937	-90.7%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jun-19	Jun-20	Jun-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Dumbarton	145	54	47	-12.7%	130	110	46	-58.2%
BART (San Mateo County)	47,399	3,606	8,364	131.9%	45,965	32,306	5,151	-84.1%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jun-19	Jun-20	Jun-21	%Δ ¹	YTD FY19	YTD FY20	YTD FY21	%Δ ²
Dumbarton	2,889	1,195	1,042	-12.8%	33,010	27,945	11,760	-57.9%
BART (San Mateo County)	1,198,304	92,714	223,269	140.8%	13,615,808	9,488,088	1,612,536	-83.0%

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	Jun-19	Jun-20	Jun-21
Adult	446,209	-	278,838
Youth	132,107	-	33,100
Eligible Discount	239,055	-	144,902
Total	817,371	-	456,840

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 June 2020.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jun-19	Jun-20	Jun-21
On-Time Performance	80.6%	86.2%	85.7%
Preventable Accidents	17	8	8
Service Calls	31	17	23
Trips Scheduled	41,465	24,094	36,039
Did Not Operate DNOs	18	1	38

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	Jun-19	Jun-20	Jun-21
Revenue Hours (Sched.)	51,680	33,573	47,833
Revenue Miles (Sched.)	544,790	357,371	503,845
Total Fleet Miles (Actual)	763,971	547,740	665,058

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 83,132 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Jun-19	Jun-20	Jun-21
On-Time Performance (RW)	92.6%	96.0%	95.6%
On-Time Performance (RC)	96.8%	95.6%	95.7%
Preventable Accidents (RW)	3	0	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	2	3
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 28,916 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	Jun-19	Jun-20	Jun-21
Revenue Miles (RW)	206,470	76,671	122,121
Revenue Miles (RC)	37,199	12,988	15,866
Fleet Miles (RW)	190,628	67,910	108,905
Fleet Miles (RC)	29,227	11,384	13,409

RW = Redi-Wheels
RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jun-19	Jun-20	Jun-21
Customer Complaints	118	65	83

The total number of complaints received for SamTrans increased from May (71) to June (83).

COMMUNICATIONS & MARKETING

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

- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Customer Experience Outreach: San Mateo County Fair
- Press Release: "Caltrain and SamTrans Offer Fourth of July Service & Observed Holiday Service"
- Press Release: "SamTrans Updates Runbook, Improves Connections to Caltrain"
- Press Release: "Board of Directors Passes Operating and Capital Budgets"
- Press Release: "SamTrans Launches New Anti-Racism Artwork on Buses and Shelters in Support of AAPI Community"

Digital Communications Report:

In the month of June, we amassed over 70,000 views on Twitter. This month was quieter since Reimagine slowed down, and the run book change was announced. We began posting on TikTok and Instagram Reels again, after taking a short pause. It is important to note all social platforms continue to grow for SamTrans.

June Highlights:

- Runbook change
- FCX (pulse survey)
- Take SamTrans to the Fair
- College campuses are open again

SamTrans Website Replacement Project:

The web team and contractors continue work to develop the new SamTrans website, which will be a mobile-first design and feature robust real-time information and route finding. Currently we are auditing content on the current website before transferring to the new site.

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



AGENDA

FINANCE COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, AUGUST 4, 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 July 7, 2021
3. Adoption of Salary Ordinance No. 107
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
JULY 7, 2021**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 2:39 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JUNE 2, 2021

3. APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2022 DISTRICT INSURANCE PROGRAM

Marshall Rush, Claims Administrator, presented the staff report.

Committee Member Jeff Gee asked if the rolling stock was valued at \$155 million; Mr. Rush confirmed that that was the insured value. He added that they were insuring some of the buses at actual cash value rather than replacement value. Committee Member Gee asked how the implementation of electric vehicles would change the valuation. Mr. Rush said that the District's insurance broker received information about the new fleet, which gets factored into the valuation. Committee Member Gee asked if the premiums would be reduced as the District moved away from fuel-driven to all-electric buses. Mr. Rush said he did not have an answer for that question but expressed some skepticism.

Chair Charles Stone asked if the District was insured against cyber-attacks. Mr. Rush confirmed that the District, the TA, JPB, and the JPA (San Mateo County Express Lanes Joint Powers Authority) had cyber-security coverage. Chair Stone asked if it was currently difficult to find policies, and Mr. Rush concurred that it would be more costly with higher deductibles. He added that it was advantageous to purchase a single policy for all four agencies rather than individual policies for each of them.

Motion/Second: Stone/Gee

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

Noes: None

Absent: Groom

4. ADJOURN

The meeting adjourned at 2:52 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 Mau
Deputy General Manager/CEO

Charles Stone
Board Chair

FROM: Derek Hansel
Chief Financial Officer/Acting Chief Administrator Officer

SUBJECT: **ADOPTION OF SALARY ORDINANCE NO. 107**

ACTION

Staff proposes the Committee recommend Board approval of the following:

1. Approve the new pay structure for administrative employees
2. Approve Salary Ordinance No. 107 which includes:
 - 15 new District administrative positions
 - 29 new Caltrain administrative positions

As part of this action, the Board Chair advises that the Board will document its intention to establish the salary of the Deputy General Manager/CEO who is currently serving the role as the General Manager/CEO, at \$318,270, based on negotiations discussed in closed session on July 7, 2021.

SIGNIFICANCE

During the first half of 2021, Segal, a nationally-recognized consulting firm, conducted a study of the San Mateo County Transit District's (District) salary structure, with a particular focus on staff associated with providing capital and operating services in support of Caltrain. The results of Segal's study support an update to the pay structure to achieve overall market competitiveness. In addition, at the Board of Directors' July 7, 2021 meeting, the Board increased the Fiscal Year 2021-22 (FY2022) Operating Budget by \$150,000 to facilitate the Deputy General Manager/CEO's increase of administrative employees' salary by 3%, effective with the pay period covering July 1, 2021

The goal of the revised pay structure is to improve the District's competitiveness in recruiting, hiring, and retaining employees. The revised pay structure retains the existing sixteen pay grades; pay range widths and midpoints for pay grades have been adjusted. The revised pay structure is included as Exhibit A.

Over the prior fiscal year and first months of the current fiscal year, the General Manager/CEO (GM/CEO), and then the Deputy GM/CEO, utilizing authority delegated by the Board in June 2000 (Salary Ordinance No. 80), authorized certain changes to the Table of Position Classifications (Exhibits B, C, and D). Minor adjustments were required so that the District could effectively and efficiently carry out the missions of the District, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transportation Authority (TA) and the San Mateo County Express Lanes Joint Powers Authority (SMC-ELJPA). The Table of Position Classifications proposed for adoption at this time has been amended to reflect the changes. In addition, 44 new positions were requested in the District, JPB, TA and SMC-ELJPA FY2022 budgets. These new positions will increase the number of full-time and part-time positions from 873 to 917 in the Table of Position Classifications.

Salary Ordinance No. 107 also reflects changes made as a result of position trades, position reviews, and reclassifications. The following positions were reevaluated or reclassified:

- All Deputy Director classifications have been reclassified from Level 21 to Level 22
- Business to Business (B2B) Specialist, Level 14 has been reclassified to Business to Business (B2B) Analyst, Level 17.
- Deputy Director, Rail Infrastructure Maintenance has been reclassified to Director, Rail Maintenance, Level 23
- Director, Information Technology (IT), Level 23 has been reclassified as Executive Director, IT, Level 24
- IT Computer Support Representative, Level 12 has been reclassified to IT System Administrator I, Level 14
- Manager, Fare Revenue, Level 19 has been reclassified as Manager, Revenue Management, Level 20
- Supervisor, Facilities Maintenance, Level 16 has been reclassified as Assistant Manager, Facilities Maintenance, Level 18

Furthermore, the Deputy GM/CEO is currently serving the role as the GM/CEO; accordingly, the Board is responsible for establishing his salary within the range set forth in the proposed ordinance, as indicated in Exhibit B.

BUDGET IMPACT

On July 7, 2021, the Board approved a \$150,000 increase to the FY2022 Operating Budget to accommodate a 3% increase for administrative (non-represented) employees, effective with the pay period covering July 1. The JPB, TA and the SMCEL-JPA are each required to reimburse the District for all expenses associated with the positions necessary to carry out their respective missions.

BACKGROUND

The District's Strategic Plan includes a goal to continue to attract and retain a highly skilled and motivated workforce to carry out critical programs of the District, the JPB, the TA and the SMCEL-JPA. The District must be adequately staffed to face internal and external challenges and must be diligent in identifying and addressing them on a regular basis to remain effective and adaptive to change.

Segal did a comprehensive job classification, total compensation and pay structure analysis in 2018. Segal's analysis in 2021 was narrower, focusing primarily on a market update of base salaries.

STRATEGIC INITIATIVE

- Become a More Effective Organization
- Improve Organizational Performance

Project Manager: Juliet Nogales-DeGuzman
Director, Human Resources

650-508-6236

**ORDINANCE NO. 107
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

**AUTHORIZING RECLASSIFICATIONS,
TITLE CHANGES, MODIFICATION, AND ADDITION OF POSITIONS
TO THE TABLE OF POSITION CLASSIFICATIONS**

WHEREAS, the San Mateo County Transit District (District) Deputy General Manager/CEO currently serving the role of General Manager/CEO, pursuant to authority previously conferred by the Board of Directors (Board), has implemented position reclassifications, changed titles and changed positions in the District's Table of Position Classifications adopted as an attachment to Ordinance No. 106, which adjustments are deemed necessary to organize and manage effectively the transit needs of the public within the parameters of the District's Operating and Capital Budgets and for the District to remain competitive as an employer in the Bay Area; and

WHEREAS, based upon recommendations contained in a recent compensation study by the Segal consulting firm, which now has been completed, the Deputy General Manager/CEO has recommended approval of a revised pay structure attached and incorporated herein as "Exhibit A" ; and

WHEREAS, to prepare for future staffing needs of the District, the Deputy General Manager/CEO recommends that the Board authorize the addition of 44 new positions to the District's Table of Position Classifications, thereby increasing the number of Full-time and Part-time positions from 873 to 917 ; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transportation Authority (TA) and the San Mateo County Express Joint Powers Authority (SMCEL-JPA) are obligated to reimburse the District for all expenses associated with positions required to carry out their respective missions; and

WHEREAS, the aforementioned Deputy General Manager/CEO's recommendations and actions are reflected in the revised District's Table of Position Classifications attached hereto and incorporated herein as Exhibits "B", "C", and "D"; and

WHEREAS, in the absence of a permanent General Manager/CEO, the Board of Directors is responsible for establishing the salary of the Deputy General Manager/CEO, has conducted an evaluation of his performance, and desires to establish his salary at \$318,270, as indicated in Exhibit B.

NOW, THEREFORE, BE IT ORDAINED that the Board of Directors of the San Mateo County Transit District adopts the revised Table of Position Classifications, attached as Exhibits "A", "B", "C", and "D," effective with the pay period covering July 1, 2021.

Regularly passed and adopted this 4th day of August, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

SALARY PAY STRUCTURE

EFFECTIVE JULY 1, 2021

Grade	Pay Range Minimum	Pay Range Midpoint	Pay Range Maximum	Range Width	% Interval between Pay Grade Midpoints
11	\$49,063	\$65,885	\$82,707	68.6%	14.5%
12	\$54,279	\$71,723	\$89,167	64.3%	8.9%
13	\$60,049	\$76,772	\$93,495	55.7%	7.0%
14	\$66,432	\$83,937	\$101,441	52.7%	9.3%
15	\$73,494	\$91,867	\$110,241	50.0%	9.4%
16	\$81,306	\$101,633	\$121,960	50.0%	10.6%
17	\$89,949	\$112,437	\$134,924	50.0%	10.6%
18	\$99,511	\$124,389	\$149,267	50.0%	10.6%
19	\$110,089	\$137,612	\$165,134	50.0%	10.6%
20	\$121,792	\$152,240	\$182,688	50.0%	10.6%
21	\$134,739	\$168,423	\$202,108	50.0%	10.6%
22	\$149,062	\$186,327	\$223,592	50.0%	10.6%
23	\$164,907	\$206,134	\$247,361	50.0%	10.6%
24	\$182,437	\$228,046	\$273,655	50.0%	10.6%
25	\$201,830	\$252,288	\$302,745	50.0%	10.6%
26	\$223,285	\$279,107	\$334,928	50.0%	10.6%

Table of District Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "B"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Accessibility Coordinator	1		17	89,949	134,924
Accessibility Specialist	1		13	60,049	93,495
Accountant II	18	8	16	81,306	121,960
Accountant III	7	4	18	99,511	149,267
Accounting Specialist	4	1	12	54,279	89,167
ADA Coordinator	1	1	17	89,949	134,924
Administrative Analyst II	3	1	16	81,306	121,960
Administrative Analyst III	3	1	18	99,511	149,267
Administrative Support Specialist	5	1	12	54,279	89,167
Assistant District Secretary	2	2	15	73,494	110,241
Assistant Manager, Bus Maintenance	2		18	99,511	149,267
Assistant Manager, Bus Transportation	2		18	99,511	149,267
Assistant Manager, Employee Relations	1		18	99,511	149,267
Assistant Manager, Facilities Maintenance	1		18	99,511	149,267
Assistant Manager, Transit Operations Training	1		18	99,511	149,267
Assistant Project Manager	1		17	89,949	134,924
Budget Analyst II	1	1	16	81,306	121,960
Budget Analyst III	6	5	18	99,511	149,267
Business Systems Analyst II	1		16	81,306	121,960
Business Systems Analyst III	2		19	110,089	165,134
Business to Business (B2B) Development Analyst	1		17	89,949	134,924
Chief Administrative Officer	1		25	201,830	302,745
Chief Communications Officer	1		25	201,830	302,745
Chief Financial Officer	1		25	201,830	302,745
Chief Officer, Planning, Grants, and Transportation Authority	1	1	25	201,830	302,745
Chief Operating Officer, Bus	1		25	201,830	302,745
Civil Rights Administrator/Investigator	1		18	99,511	149,267
Civil Rights Analyst	1	1	15	73,494	110,241
Claims Specialist	1	1	15	73,494	110,241
Contract Administrator	4	3	18	99,511	149,267
Customer Experience Information Specialist	1		14	66,432	101,441
Customer Experience Specialist	2	2	12	54,279	89,167
Customer Relations Specialist	2		12	54,279	89,167
Data Analyst - Fare Programs	1	1	15	73,494	110,241
Database Administrator	1		18	99,511	149,267
Database Architect	1		19	110,089	165,134
DBE Administrator	1	1	18	99,511	149,267
Deputy Chief Financial Officer**	1		24	182,437	273,655
Deputy Chief, Communications	1		24	182,437	273,655
Deputy Director, Intelligent Transportation Systems (ITS)	1		22	149,062	223,592
Deputy Director, Safety and Security	2	2	22	149,062	223,592
Deputy Director, Transportation Authority Program	1	1	22	149,062	223,592
Deputy General Manager/CEO***	1		26	223,285	334,928
Designer	1	1	15	73,494	110,241
Director, Budgets and Financial Analysis	1		23	164,907	247,361
Director, Bus Maintenance	1		23	164,907	247,361
Director, Bus Transportation	1		23	164,907	247,361
Director, Contracts and Procurement	1		23	164,907	247,361
Director, Customer Experience	1	1	23	164,907	247,361
Director, Facilities Maintenance	1		23	164,907	247,361

Table of District Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "B"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Director, Government and Community Affairs	1	1	23	164,907	247,361
Director, Grants and Fund Management	1	1	23	164,907	247,361
Director, Human Resources	1		23	164,907	247,361
Director, Marketing and Market Research	1	1	23	164,907	247,361
Director, Planning	1		23	164,907	247,361
Director, Real Estate and Development	1	1	23	164,907	247,361
Director, Safety and Security	1	1	23	164,907	247,361
Director, Transportation Authority Program	1	1	23	164,907	247,361
Director, Treasury	1		23	164,907	247,361
Distribution Clerk	2	2	11	49,063	82,707
Distribution Coordinator	1		15	73,494	110,241
Executive Assistant II	3	1	14	66,432	101,441
Executive Assistant III	1		15	73,494	110,241
Executive Officer, Civil Rights, Employee Relations, and Human Resources	1		24	182,437	273,655
Executive Officer, District Secretary, Executive Administration	1		21	134,739	202,108
Executive Officer, Information Technology and Telecommunications	1		24	182,437	273,655
Facilities Project Engineer	1	1	19	110,089	165,134
General Manager/CEO	1		GM	298,168	
Government and Community Relations Coordinator	3	3	18	99,511	149,267
Grants Analyst	1	1	18	99,511	149,267
Graphic Specialist	1		12	54,279	89,167
Human Resources Analyst	6		15	73,494	110,241
Human Resources Specialist	7		12	54,279	89,167
Information Technology (IT) Administrative Analyst III	3		18	99,511	149,267
Information Technology (IT) Analyst II	4		16	81,306	121,960
Information Technology (IT) Analyst III	1		17	89,949	134,924
Information Technology (IT) System Administrator I	3		14	66,432	101,441
Insurance and Claims Administrator	1	1	18	99,511	149,267
Intelligent Transportation Systems (ITS) Administrator	1		17	89,949	134,924
Intelligent Transportation Systems (ITS) Analyst	1		17	89,949	134,924
Intelligent Transportation Systems (ITS) Senior Technician	2		16	81,306	121,960
Internal Communications Specialist	1		14	66,432	101,441
Inventory Specialist	1		14	66,432	101,441
Labor Compliance Administrator	1	1	18	99,511	149,267
Maintenance Contract Administrator	2		18	99,511	149,267
Manager, Accessible Transit Services	1		20	121,792	182,688
Manager, Budgets	3	2	20	121,792	182,688
Manager, Bus Contracts	1		19	110,089	165,134
Manager, Bus Maintenance	2		19	110,089	165,134
Manager, Bus Transportation	2		19	110,089	165,134
Manager, Capital Projects and Environmental Planning	1	1	20	121,792	182,688
Manager, Civil Rights Programs	1		19	110,089	165,134
Manager, Communications	1	1	19	110,089	165,134
Manager, Customer Service	1		19	110,089	165,134
Manager, Digital Communications	1	1	19	110,089	165,134
Manager, Employee Relations	1		21	134,739	202,108
Manager, Facilities Maintenance	1		19	110,089	165,134
Manager, Fare Program Operations	1	1	20	121,792	182,688

Table of District Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "B"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Manager, Financial Planning and Analysis	1	1	20	121,792	182,688
Manager, Financial Reporting	1		21	134,739	202,108
Manager, Government and Community Affairs	1		20	121,792	182,688
Manager, Grants and Capital Accounting	1	1	20	121,792	182,688
Manager, Information Technology and Telecommunications	3		20	121,792	182,688
Manager, Market Research and Development	1	1	20	121,792	182,688
Manager, Marketing Outreach	1	1	20	121,792	182,688
Manager, Materials and Inventory Control	1		19	110,089	165,134
Manager, Operations Planning, Bus	1		20	121,792	182,688
Manager, Organizational Development and Talent Management	1		21	134,739	202,108
Manager, Payroll	1		21	134,739	202,108
Manager, Procurement	2		20	121,792	182,688
Manager, Real Estate - Capital Project Support	1	1	20	121,792	182,688
Manager, Revenue Management	1		20	121,792	182,688
Manager, Safety and Security	1	1	19	110,089	165,134
Manager, TA Fund Programming and Monitoring	1	1	20	121,792	182,688
Manager, Talent Acquisition and Total Compensation	1		20	121,792	182,688
Manager, Transit Operations Training	1		19	110,089	165,134
Manager, Transit Oriented Development	1		20	121,792	182,688
Manager, Treasury Operations	1		20	121,792	182,688
Market Research and Development Analyst	1		16	81,306	121,960
Market Research and Development Specialist	1	1	14	66,432	101,441
Marketing Outreach Coordinator	1		16	81,306	121,960
Marketing Promotions Specialist	1	1	14	66,432	101,441
Mobility Project Coordinator	1		17	89,949	134,924
Mult-Media Specialist	1	1	14	66,432	101,441
Network Administrator	1		18	99,511	149,267
Network Administrator III	1		19	110,089	165,134
Network Specialist	1		14	66,432	101,441
Office Assistant	4		11	49,063	82,707
Operations Contract Analyst	3	1	16	81,306	121,960
Operations Cost Analyst	1	1	18	99,511	149,267
Payroll Specialist	1		13	60,049	93,495
Planning Administrator	4	2	19	110,089	165,134
Planning Analyst II	4		16	81,306	121,960
Planning Analyst III	3		17	89,949	134,924
Procurement Administrator I	1		15	73,494	110,241
Procurement Administrator II	9	4	17	89,949	134,924
Procurement Administrator III	4	2	19	110,089	165,134
Procurement Specialist	1		14	66,432	101,441
Project Manager*	3	3	19	110,089	165,134
Public Affairs Specialist	4	4	14	66,432	101,441
Rail Safety Coordinator	2	1	18	99,511	149,267
Real Estate Administrator	2	2	19	110,089	165,134
Real Estate Specialist	1	1	14	66,432	101,441
Safety and Security Assistant	1		12	54,279	89,167
Safety and Security Data Analyst	1	1	16	81,306	121,960
Safety Coordinator	1		16	81,306	121,960
Safety Engineer	1	1	18	99,511	149,267

Table of District Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "B"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Scheduling Specialist	1		12	54,279	89,167
Senior Operations Financial Analyst	1		19	110,089	165,134
Senior Project Manager	1		20	121,792	182,688
Social Media Specialist	1		14	66,432	101,441
Supervisor, Customer Service	1		15	73,494	110,241
Supervisor, Shared Employee Services	1		18	99,511	149,267
Supervisor, Payroll	1		18	99,511	149,267
Supervisor, Talent Acquisition	1		18	99,511	149,267
Surveyor	1	1	18	99,511	149,267
Systems Administrator III	1		19	110,089	165,134
Systems Software Analyst	2		19	110,089	165,134
Telecommunications Specialist	1		17	89,949	134,924
Transit Asset Management Analyst	1		17	89,949	134,924
Warranty Analyst	1		14	66,432	101,441
Web Developer	1		15	73,494	110,241

Notes:

*Market conditions require that certain positions be regarded as highly competitive to attract employees and must be provided a level of compensation reflective of the competitiveness of the marketplace.

** Position added effective June 1, 2020.

*** Salary effective July 1, 2021: \$318, 270

(a) The expenses associated with 221 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.

Table of Caltrain Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "C"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Administrative Analyst II	2	2	16	81,306	121,960
Administrative Analyst III	1	1	18	99,511	149,267
Administrative Support Specialist	2	2	12	54,279	89,167
Budget Analyst III	2	2	18	99,511	149,267
CAD Technician	1	1	14	66,432	101,441
Chief of Staff	1	1	25	201,830	302,745
Chief Officer, Caltrain Modernization Program	1	1	25	201,830	302,745
Chief Operating Officer, Rail	1	1	25	201,830	302,745
Construction Liaison Manager	1	1	17	89,949	134,924
Contract Administrator	2	2	18	99,511	149,267
Cost Estimator	1	1	18	99,511	149,267
Cyber Security Analyst	1	1	18	99,511	149,267
Deputy Chief Officer, CalMod Program Delivery	1	1	24	182,437	273,655
Deputy Chief, Caltrain Planning	1	1	24	182,437	273,655
Deputy Chief, Rail Business	1	1	24	99,511	149,267
Deputy Chief, Rail Development**	1	1	24	182,437	273,655
Deputy Chief, Rail Operations	1	1	24	182,437	273,655
Deputy Director, Capital Program Delivery	1	1	22	149,062	223,592
Deputy Director, Capital Program Planning	1	1	22	149,062	223,592
Deputy Director, Policy Development	1	1	22	149,062	223,592
Deputy Director, Program Management and Environmental Compliance	2	2	22	149,062	223,592
Deputy Director, Project Controls	1	1	22	149,062	223,592
Deputy Director, Project Delivery	1	1	22	149,062	223,592
Deputy Director, Quality Assurance & Standards	1	1	22	149,062	223,592
Deputy Director, Rail Infrastructure Engineering	1	1	22	149,062	223,592
Deputy Director, Rail Vehicle Maintenance	1	1	22	149,062	223,592
Deputy Director, Railroad Systems Engineering*	1	1	22	149,062	223,592
Deputy Director, Transit Oriented Development (TOD) & Real Estate	1	1	22	149,062	223,592
Director, Capital Program Delivery	1	1	23	164,907	247,361
Director, Capital Program Management	1	1	23	164,907	247,361
Director, Engineering*	1	1	23	164,907	247,361
Director, Rail Contracts and Budget	1	1	23	164,907	247,361
Director, Rail Maintenance	1	1	23	164,907	247,361
Director, Rail Network and Operations Planning	1	1	23	164,907	247,361
Director, Rail Operations*	1	1	23	164,907	247,361
Director, Rail Program Integration	1	1	23	164,907	247,361
Director, Special Projects and Initiatives	1	1	23	164,907	247,361
Director, Systemwide and Caltrain Planning	1	1	23	164,907	247,361
Document Controls Specialist	1	1	12	54,279	89,167
Engineer II	2	2	18	99,511	149,267
Engineer III*	11	11	19	110,089	165,134
Executive Assistant II	1	1	14	66,432	101,441
GIS Administrator/Analyst	1	1	18	99,511	149,267
Manager, Budgets	1	1	20	121,792	182,688
Manager, Caltrain Planning	1	1	20	121,792	182,688
Manager, Configuration Management	1	1	20	121,792	182,688
Manager, Construction Services	1	1	21	134,739	202,108
Manager, Cost Control	1	1	20	121,792	182,688
Manager, Engineering	3	3	21	134,739	202,108

Table of Caltrain Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "C"

Job Title	Authorized Positions	FTE Offloads (a)	Pay Grade	Salary Range	
Manager, Engineering, Traction and Power*	1	1	20	121,792	182,688
Manager, Facility Engineering	1	1	20	121,792	182,688
Manager, Maintenance Rail Equipment	1	1	20	121,792	182,688
Manager, Project Controls	1	1	20	121,792	182,688
Manager, Project Estimates	1	1	20	121,792	182,688
Manager, Project Schedules	1	1	20	121,792	182,688
Manager, Quality Control/Auditor	1	1	20	121,792	182,688
Manager, Rail Compliance	1	1	20	121,792	182,688
Manager, Rail Contracts and Budget	3	3	20	121,792	182,688
Manager, Rail Network Engineering	1	1	20	121,792	182,688
Manager, Rail Operations	2	2	19	110,089	165,134
Manager, Rail Operations Planning	1	1	20	121,792	182,688
Manager, Records Management	1	1	19	110,089	165,134
Manager, Signal and Crossing	1	1	20	121,792	182,688
Manager, Standards and Procedures	1	1	20	121,792	182,688
Manager, Stations and Communications Maintenance	1	1	19	110,089	165,134
Manager, Technology Research & Development	1	1	20	121,792	182,688
Manager, Third Party Projects	1	1	20	121,792	182,688
Manager, Train Control Systems*	1	1	20	121,792	182,688
Manager, Transportation Communications (Rail)	1	1	20	121,792	182,688
Manager, Utility	1	1	20	121,792	182,688
Network Administrator II, Rail	1	1	18	99,511	149,267
Office Assistant	1	1	11	49,063	82,707
Operations Contract Analyst	1	1	16	81,306	121,960
Planning Administrator	7	7	19	110,089	165,134
Planning Analyst II	1	1	16	81,306	121,960
Planning Analyst III	1	1	17	89,949	134,924
Process Coordinator, Standards and Procedure	1	1	18	99,511	149,267
Program Management Administrator, CalMod	1	1	18	99,511	149,267
Project Controls Administrator	1	1	19	110,089	165,134
Project Controls Analyst II	1	1	16	81,306	121,960
Project Controls Specialist III	1	1	18	99,511	149,267
Project Manager*	6	6	19	110,089	165,134
Rail Liaison	1	1	18	99,511	149,267
Rail Vehicle Maintenance Program Administrator	1	1	19	110,089	165,134
Senior Project Manager*	6	6	20	121,792	182,688
Senior Project Specialist	1	1	18	99,511	149,267
Talent Management Analyst (Rail)	1	1	18	99,511	149,267
Utility Coordinator	1	1	18	99,511	149,267

Notes:

*Market conditions require that certain positions be regarded as highly competitive to attract employees and must be provided a level of compensation reflective of the competitiveness of the marketplace.

** Position added effective June 1, 2020.

(a) The expenses associated with 221 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.

Table of Represented Position Classifications (Ord. 107 effective 07/01/2021)

Exhibit "D"

Job Title	Authorized Positions	FTE Offloads (a)	Class	Salary Range
Bus Contracts Inspector	3		IBT2	c
Bus Operator (full-time/part-time)(b)	348		ATU1	c
Bus Operator Trainee	as needed		ATU1	\$25.00 hour
Bus Transportation Supervisor	14		IBT1	c
Customer Service Representative 2	2		ATU2	c
Customer Service Representative 1 (extra-help)	8		ATU2	c
Customer Service Representative 1 (full-time)	8		ATU2	c
Customer Service Representative 1 (part-time)	4		ATU2	c
Dispatcher	4		IBT1	c
Facilities Technician	5		IBT5	c
Maintenance Instructor	2		IBT4	c
Maintenance Supervisor	8		IBT4	c
Mechanic "A"	34		ATU1	c
Mechanic "B"	19		ATU1	c
Mechanic "C"	11		ATU1	c
Radio Controller	3		IBT1	c
Receptionist	1		ATU2	c
Storeskeeper	7		ATU1	c
Transit Instructor	5		IBT3	c
Utility Maintenance Supervisor	2		IBT4	c
Utility Worker	29		ATU1	c

Notes:

(a) The expenses associated with 221 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.

(b) Part-time operators shall not exceed 17 percent of the total number of operators, in accordance with the current Amalgamated Transit Union (ATU1) Collective Bargaining Agreement.

(c) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 - Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 - Bus Transportation Supervisory Unit, IBT2 - Bus Contracts Inspector Unit, IBT3 - Transit Instructor Unit, IBT4 - Maintenance Supervisor Unit, and IBT5 - Facilities Technician Unit).



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, AUGUST 4, 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 July 7, 2021
3. Approve Updated Fare Structure: Way2Go Pass Program and Clipper START Extension

INFORMATIONAL

4. ECR Corridor Initiatives: Updates on Transit Signal Priority (TSP) and Bus Speed and Reliability Study
5. 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
JULY 7, 2021**

Committee Members Present: J. Gee, D. Pine

Committee Members Absent: C. Groom (Committee Chair)

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: C. Mau, J. Cassman, D. Olmeda, A. Chan, S. Wong, D. Seamans

1. CALL TO ORDER

Committee Member Dave Pine called the meeting to order at 2:53 pm.

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

Motion/Second: Ratto/Guilbault

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

Noes: None

Absent: Groom

3. FARE PROGRAM CHANGES: WAY2GO PASS PROGRAM AND CLIPPER START EXTENSION

Millie Tolleson, Principal Planner, and Gwen Buckley, Planner, provided the presentation.

Committee Member Jeff Gee asked why the District had a \$2,500 contract minimum for Way2Go. Ms. Buckley said the amount helps to offset administrative costs. Committee Member Gee suggested waiving the contract minimum for at least the first year and making other changes such as including nonprofit organizations in their outreach efforts. He said he was supportive of extending the Clipper START program.

Chair Charles Stone asked what metric would be used to define the program as a success. Ms. Tolleson said that they had been hesitant to set a target during the pandemic, but would proceed to set a goal now that they have a few months' worth of data.

Director Marina Fraser asked about federal qualifications and what the age range was for the Clipper START program. Ms. Tolleson confirmed that the income requirements were tied to 200 percent of the federal poverty level and to household size. She added that individuals who qualify for CalFresh can also qualify for Clipper START. She said the program was open to adults aged 18 and up with the price being the same as the

regular youth fare. Director Fraser echoed Committee Member Gee's comments about reaching out to nonprofit agencies.

Director Peter Ratto said he also was in support of Clipper START, increasing community outreach, and lowering the contract minimum amount.

Director Rose Guilbault suggested that with increased participation, there is the opportunity to reduce program costs. She asked how staff had marketed the program to companies and organizations. Ms. Buckley said that employers recognized the benefits of the Way2Go program, but saw cost as a factor.

Director Josh Powell said he was in favor of extending the START program for another 18 months to better evaluate its effectiveness and suggested ways on to reduce administrative processing costs.

Public Comment:

Mollie Naber, Associate Director of Development, MidPen Housing, said they supported extending the Way2Go program.

Hayden Miller said he was very supportive of extending Clipper START and the Way2Go program.

Weijia Song, Senior Project Developer, Eden Housing, expressed her support for the fare changes to the Way2Go program, saying that it was important to provide low-income families with affordable housing in tandem with access to high-quality transit.

4. ADJOURN

The meeting adjourned at 3:29 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/Transportation Authority

SUBJECT: **APPROVE UPDATED FARE STRUCTURE: WAY2GO PASS PROGRAM AND CLIPPER START EXTENSION**

ACTION

Staff recommends the Board approve the following:

1. Approve changes to pricing of the Way2Go Pass program as further described below;
2. Approve the associated Title VI analysis for changes to the Way2Go Pass program;
3. Authorize extension of participation in the Metropolitan Transportation Commission's (MTC) Clipper START regional means-based fare pilot program (Clipper START Pilot Program) through June 2023; and
4. Update the fare structure to reflect the fare changes, and make other minor revisions, as further discussed below.

SIGNIFICANCE

Way2Go Pass Program

At the July 7, 2021 San Mateo County Transit District (District) Board of Directors (Board) meeting, staff presented proposed pricing changes to the Way2Go Pass Program.

Established in 2007, the SamTrans Way2Go Pass program allows residential complexes and businesses (Organizations) 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 Pass program is the greater of \$125 per eligible resident/employee or \$12,500, the minimum contract amount, per year. Staff recently completed the Way2Go Pass Study (Study) to determine what improvements may be necessary to improve participation in the program.

The 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 Organizations and financially-sustainable for the District; and
- 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 technical and financial analysis conducted during the Study, as well as input received from stakeholders and from the Board at the July 2021 Board meeting, the following Way2Go Pass program changes are recommended for approval:

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; and
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 Complex	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)

At the July 2021 SamTrans Board of Directors meeting, staff presented the proposed changes to the Way2Go pass program structure and received feedback from the Board and members of the public. Board member discussion included the topic of reducing the contract minimum beyond the proposed \$2,500. After additional research and careful consideration, staff recommends keeping the proposed contract minimum at \$2,500 for these reasons:

1. It is roughly equivalent to the administrative time it takes for SamTrans staff to sign up and manage an organization in the program. This includes developing and signing the contract, invoicing, answering questions, administering surveys, and other miscellaneous tasks.
2. The proposed contract minimum is lower than most contract minimums of peer agencies' bulk pass programs, based on our review. The contract minimum of peer agencies ranges from \$1,100 to \$15,600.

3. The pricing of the Way2Go pass is deeply discounted because it assumes the organization is purchasing in bulk at larger quantities for all eligible participants made up of both riders and non-riders. A contract minimum prevents small organizations with regular SamTrans riders from taking advantage of Way2Go pricing. The price per participant in the Way2Go program is \$40 to \$75 per year (depending on pricing category), whereas, a year's worth of the SamTrans regular and express priced monthly pass is \$787.20 and \$1,560, respectively.

However, two adjustments to the program structure have been identified to support smaller organizations in meeting the contract minimum:

- Small organizations that are part of a larger property (e.g., multi-use development) can enter into an agreement together to meet the minimum, provided they meet certain requirements.
- Small organizations may meet the contract minimum by signing a Way2Go contract and purchasing passes for multiple years at once.

Staff will assess changes to the Way2Go pass program after a year, and will propose any updates to its structure as needed. Staff has been reaching out to a number of educational and non-profit residential complexes to not only solicit input for the restructuring of the program but also to determine their interest in participating in the restructured program going forward. Response has been positive to-date, and we will provide an update after the launch of the restructured program, currently slated for January 2022.

Title VI Equity Analysis

Prior to adoption of the proposed Way2Go Pass changes, Federal Transit Administration Circular 4702.1B and District policies require that the Board review and consider approval of the attached Title VI fare equity analysis of potential impacts to minority and low-income riders. In summary, the analysis demonstrates that the proposed changes, as discussed above, will not have a disparate impact or disproportionate burden on minority or low-income passengers, respectively. The Title VI report for this analysis is available for review at

<https://www.samtrans.com/riderinformation/TitleVI.html>.

Clipper START Means-Based Fare Pilot Program

At the July 7, 2021 Board meeting, staff presented the proposal to extend participation in MTC's Clipper START Pilot Program until June 2023. Based on the feedback received at the meeting, staff now proposes that the District will continue to participate in the program, offering a 50 percent SamTrans fare discount for eligible riders.

Fare Structure Updates

The Fare Structure (formerly known as Codified Tariff) is a legal document that outlines specific fares for the bus system. Any changes to the Fare Structure must be approved by the Board at a public meeting.

Proposed updates of the Fare Structure include changes to the Way2Go Pass program as well as the following:

- Remove references to the Taxi Subsidy Pilot Program fare product and rules. The pilot ended on April 30, 2021.
- Add the ability for the District to enter into agreements with a public transit or private institution to be reimbursed for bus trips at a rate within the SamTrans fare structure.

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. In Fiscal Year 2018-19, the Way2Go Pass generated approximately 0.5% of the annual farebox revenue.

Staff estimates the total annual revenue loss would be approximately \$45,000 with the current set of participants if the District 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, and may increase revenue loss but bring in additional ridership. Staff will continue to monitor progress and provide regular reports to the Board.

Clipper START

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, the District was reimbursed for only \$480.80, or 0.06% of the \$761,248.42 that MTC allocated to the District.

Staff originally estimated the total annual revenue loss for the District 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 estimates 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, the District is estimated to lose less in total revenues, even with continued participation in the extended pilot program, when compared with the original analysis.

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

650-508-7913
650-551-6174

RESOLUTION NO. 2021 –

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

*** * ***

**APPROVING WAY2GO PASS CHANGES, APPROVING THE
ASSOCIATED TITLE VI ANALYSIS, AUTHORIZING EXTENSION OF THE
CLIPPER START REGIONAL MEANS-BASED FARE PILOT PROGRAM,
AND UPDATING THE FARE STRUCTURE**

WHEREAS, pursuant to Resolution No. 1982-27, dated April 28, 1982, the Board of Directors (Board) of the San Mateo County Transit District (District) adopted a Codified Tariff (currently known as the "Fare Structure") to outline the classifications, costs and regulations of SamTrans services and fare media; and

WHEREAS, the Board has the authority to modify the Fare Structure in order to change fares and implement policy or administrative changes to SamTrans service; and

WHEREAS, pursuant to Resolution No. 2019-4, the Board adopted the SamTrans Fare Policy (Fare Policy), which establishes high-level guidelines for staff and the Board to consider when modifying fares; and

WHEREAS, the District last took action to modify the Fare Structure on November 4, 2020; and

WHEREAS, established in 2007, the SamTrans Way2Go Pass program, a product on the regional Clipper® Card, allows residential complexes and businesses to purchase annual unlimited-ride bus passes for all eligible residents or employees; and

WHEREAS, staff recommends the following changes to the Way2Go Pass program: 1) Add an additional category for educational institutions, priced at \$35 per semester or \$70 per year, to allow colleges and K-12 schools to participate in the program; 2) Reduce the per-pass price from \$125 to \$40 for residential complexes and

\$125 to \$75 for employers, to make the program more affordable and better aligned with the bulk pass programs of peer agencies and the goals of increasing participation; and 3) Reduce the contract minimum from \$12,500 to \$2,500 to be more inclusive of smaller businesses, housing complexes, and other eligible groups; and

WHEREAS, under Title VI of the Civil Rights Act of 1964 and its implementing regulations, including Federal Transit Administration Circular C 4702.1 B, the District is required to perform a Title VI Fare Equity Analysis in conjunction with certain proposed fare changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

WHEREAS, on March 13, 2013, by Resolution No. 2013-99, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disparate impacts or disproportionate burdens on minority or low-income populations; and

WHEREAS, staff has prepared a Title VI Equity Analysis that assesses the potential effects of the proposed fare changes to the Way2Go Pass program, concluding that changes to the Fare Structure would result in no disparate impacts on minority passengers nor disproportionate burdens on low-income passengers; and

WHEREAS, the District is currently a participating agency in the Metropolitan Transportation Commission (MTC)'s means-based fare pilot program, Clipper START, which is set to conclude in January 2022; and

WHEREAS, MTC recently approved an 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; and

WHEREAS, staff recommends the District participate in the extended Clipper START pilot program and continue to provide a 50 percent discount on one-way adult fares to those who qualify for the program; and

WHEREAS, staff recommends amending the Fare Structure to allow SamTrans to enter into agreements with public or private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure; and

WHEREAS, staff recommends amending the Fare Structure to remove several fare products and rules included in the previous version of the Fare Structure that have since expired; and

WHEREAS, staff has determined that the proposed revisions to the Fare Structure to update the Way2Go Pass fare, extend the Clipper START Pilot, and remove expired fares are consistent with the District's Fare Policy; and

WHEREAS, staff recommends that the Board of Directors approve the Title VI Equity Analysis for the Way2Go Pass changes; extend participation in the Clipper START Pilot; and amend the Fare Structure to implement the actions described in these recitals; and authorize the Acting General Manager/CEO, or designee, to take all actions necessary to implement this Resolution.

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

1. Finds that the recitals stated above are true and correct;
2. Approves changes to the Way2Go Pass program as set forth above;

3. Approves the extension of the Clipper START pilot program for an additional 18 months, to end in June 2023;
4. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the Way2Go Pass Fare Changes will not have a disparate impact on minority populations nor a disproportionate burden on low-income populations;
5. Approves the Title VI Equity Analysis associated with the Way2Go Pass program fare changes included in this Resolution;
6. Approves the updated Fare Structure, attached as Attachment A and incorporated herein by this reference; and
7. Authorizes the General Manager/CEO, or designee, to take any other actions necessary to implement this Resolution.

Regularly passed and adopted this 4th day of August, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

Adopted – May 26, 1976
 Revised – ~~November~~ August 4, 2021⁰
 Effective – ~~November~~ August 4, 2021⁰

**SAN MATEO COUNTY TRANSIT DISTRICT
 STATE OF CALIFORNIA**

* * *

FARE STRUCTURE

I. FARE PRICES

Fixed-route Service

Product	Payment Options	Category	Current
Local One-way (2-hour transfer on Clipper and Mobile app)	Cash, Mobile app, Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth/Eligible Discount/ Adult Means-based	\$1.00
Transfers from Other Agencies (Clipper)^	Adult/Youth/ Eligible Discount/ Adult Means-based	One free transfer	
Local Day Pass	Cash, Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
Local Monthly Pass	Clipper, Limited Paper Ticket	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Express One-way (2-hour transfer on Clipper and Mobile app)	Cash, Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.25
	Clipper	Adult	\$4.00
		Youth/Eligible Discount/ Adult Means-based	\$2.00
	Transfer upgrade from One-way Local (Mobile), Day Pass (Paper/Mobile), Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.00
	Transfer upgrade from Local Monthly Pass (Clipper), Summer Youth Pass, One-way Local transfer (Clipper)	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
Express Monthly Pass	Clipper	Adult	\$130.00
		Youth/Eligible Discount*	

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

* Youth and Eligible Discount may purchase the Adult Express Monthly Pass by using an Adult Clipper card or may use a Youth or Eligible Discount Local Monthly Pass and pay an upgrade.

Other Products

Product	Payment Options	Category	Current
Local One-way 10-Ticket Book	SamTrans Sales Outlets	Adult	\$22.50
		Youth	\$11.00
		Eligible Discount	\$11.00
Discounted Youth Local Monthly Pass	Limited Paper Pass thru School Lunch Program	Youth	\$22.00
Summer Youth Pass	Mobile app, www.samtrans.com, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Minimum of 100 passes Educational Institution	\$125 per rider \$35 per semester / \$70 per year (\$1,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)

Demand Response Services

Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Book available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
Agency-sponsored Group Trips thru SamTrans Administrative Office	Regular	\$5.00 per rider	
	Lifeline	\$2.25 per rider	
Paratransit 5311 Coastside On- demand One-way (non-ADA)	Cash, Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips thru SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Taxi Subsidy Pilot Program	Customer pays taxi company using credit card or cash	Eligible Discount	\$5.00
Microtransit Pilot Program	Same as Local fixed-route	Adult/Youth/ Eligible Discount	Local fixed-route Fare Structure applies

Parking

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

A. Fare Types:

- Local One-way (with Transfers).** Available through Clipper®, the SamTrans mobile app, cash, Token or Ticket. Valid on Local service. Effective January 1, 2020, for customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local service for 120 minutes.

2. **Local Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local Monthly Pass.** Available through Clipper and limited paper passes distributed through Social Services agencies and schools. Valid on Local service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app or advance purchase at SamTrans Administrative Office. Valid for Local service during June, July and August. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. **Discount Youth Local Monthly Pass.** Available through public school districts to qualified low-income students as identified through the school lunch program. Valid on Local service. Effective January 1, 2020, Youth will pay an upgrade when riding Express service.
6. **Express One-way.** Available through Clipper, SamTrans mobile app or cash. Customers using Clipper or SamTrans mobile app: includes free transfers for 120 minutes valid on Express and Local SamTrans services.
7. **Express Monthly Pass.** Available through Clipper only for Adult. Youth and Eligible Discount may use a Local Day Pass, Local Monthly Pass or Summer Youth Pass for Express service with payment of an Express Service Upgrade. Youth and Eligible Discount also may choose to purchase an Express Monthly Pass on an Adult Clipper card.
8. **Express Service Upgrade.** To pay for the difference between Local and Express fares. For use with: (i) 120-minute Local service transfers (Clipper and SamTrans mobile app); (ii) Tokens and Tickets; (iii) Local Day Passes; (iv) Local Monthly Passes; (v) Summer Youth Passes.
9. **Way2Go Pass.** ~~Annual pass sold to (i) housing complexes for distribution to and use by all residents aged 5 years and older, and (ii) businesses for employees working more than 20 hours per week. Valid within the calendar year for which issued on Local, Out of San Francisco and Express service. Minimum participation cost based on 100 participants.~~ Unlimited-ride pass available to educational institutions, employers, and residential complexes ("Organizations") for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
 - a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
 - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
 - ~~a.c.~~ Residential complexes: all residents age 5 years or older

B. Fare Categories:

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Means-based Fare Pilot Program.** ~~The SamTrans' participation in the~~ Regional Means-Based Fare Pilot Program (Clipper START Pilot Program), administered by the Metropolitan Transportation Commission, ~~will run for 12 months beginning~~ began in January 2021 and will run through June 2023.

The Means-Based Fare is available only to participants who apply, are accepted and enroll in the Pilot Program. Participation is limited to adults aged 19 through 64, who are current residents in one of the nine San Francisco Bay Area counties, and who have an annual household income level at or below 200 percent of the Federal Poverty Level. ~~Once the Pilot Program launches, i~~ information about the application process ~~will be posted~~ is posted on SamTrans' website at www.samtrans.com.

5. **Waived Fares.** Local, Out of San Francisco and Express Bus fares are waived for the following categories of passengers with proper identification or fare media:
 - a. **Peace Officers.** Uniformed and non-uniformed, sworn peace officers showing proper identification.
 - b. **Military Personnel.** Active military personnel in uniform showing proper identification.
 - c. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18) showing their employee identification or family transportation pass.
 - d. **Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members showing their District identification.
 - e. **ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, showing valid Redi-Wheels or RediCoast identification cards.

III. **ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES**

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

A. ADA Paratransit: Redi-Wheels and RediCoast

- 1. Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in booklets with 10 rides at SamTrans Administrative Office and via mail.
- 2. Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in booklets with 10 rides at SamTrans Administrative Office or via mail.
- 3. Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care. Sponsor is billed by the District after the trip.

B. Non-ADA Paratransit: 5311 Coastside Demand Response

- 1. Regular and Lifeline 5311 Coastside Demand Response.** For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
- 2. Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Sponsor is billed by the District after the trip.

IV. FARE PAYMENT

- A. Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No cash change is provided in case of overpayment. Through June 30, 2020, change may be provided in the form of Change Cards issued through the farebox.
- B. Change Cards.** Change Cards may be used toward the cost of future fixed-route bus rides. Change Cards expire one year from date of issue and no later than June 30, 2021. Effective July 1, 2020, Change Cards will no longer be issued.

- C. **Local One-way Token or Ticket.** Available to Adult and Youth as Tokens through June 30, 2020, and as Tickets effective July 1, 2020. Available to Eligible Discount as Tickets. Sold only in packages of 10. Each Token or Ticket is valid for one Local ride. Multiple Tokens or Tickets may be combined for Out of San Francisco or Express service (but no Change Card is provided). Tokens will be accepted on SamTrans buses through June 30, 2021 (after which point only Tickets will be accepted).
- D. **Clipper®.** Use of Clipper requires customers to “tag” the card at the Card Interface Device on-board buses. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- E. **Mobile Ticketing Application Pilot Program.** Customers may purchase via the SamTrans Mobile App: (i) Local, Out of San Francisco and Express One-way; (ii) Local Day Pass; (iii) Express Upgrade; (iv) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (v) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA). Credit and debit cards are accepted.
- F. **Inter-agency Transfers**
Transfers from certain transit systems to SamTrans will receive one Local fare credit; available only on Clipper. Effective January 1, 2020, Upgrade will be charged for Express service.

AC Transit 31-day Ticket	Local Fare Credit within two hours of tagging Clipper on home system
Caltrain Monthly Pass, two or more zones	Local Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local Fare Credit within two hours of tagging Clipper on home system
Santa Clara Valley Transportation Authority	Local Fare Credit within two hours of tagging Clipper on home system

- G. **Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.
- H. **Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

- I. **Rules and Regulations.** All Passes, Tokens and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass, Token or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass, Token or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes, Tokens, Tickets and Change Cards are not subject to refund or replacement.

The individual ride value of a Pass shall be valid for any route that has a fare for the specified ride value or less. The single-ride value of a Pass may be applied to the fare for any route with a higher individual ride value by paying the difference in cash, Tokens, Tickets or Change Cards. Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

V. **SERVICE CLASSIFICATIONS**

A. **Local Service**

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

B. **Express Service**

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

C. **ADA and non-ADA Paratransit Service**

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.

The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.

The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.

Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.

2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand

Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

D. Microtransit On-demand Pilot Program Service

Microtransit is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use microtransit may request a ride using a mobile app or by phone. The service is facilitated by a cloud-based platform that receives trip requests and dynamically routes the transit vehicle to serve the customers. Local fares apply.

F. Taxi Subsidy Pilot Program

~~The on-demand taxi subsidy pilot program offers same-day, curb-to-curb taxi and accessible taxi service at a reduced rate in the program area. The service is provided for adults aged 65 or older, and people with disabilities as defined in the program policies. The pilot program launched in August 2020 and is expected to run through April 30, 2021.~~

VI. PARKING

A. Fees

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via www.samtrans.com. The General Manager/CEO may authorize the sale of "reserved" parking permits for a fee of up to \$105.00 per month.

B. Restrictions

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.

**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/Transportation Authority

SUBJECT: **ECR CORRIDOR INITIATIVES: UPDATES ON TRANSIT SIGNAL PRIORITY (TSP)
AND BUS SPEED AND RELIABILITY STUDY**

ACTION

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

SIGNIFICANCE

This item includes a discussion of two initiatives on the El Camino Real (ECR) corridor:

- Transit Signal Priority (TSP) Preliminary Evaluation
- ECR Bus Speed and Reliability Study

TSP Preliminary Evaluation

The goal of El Camino Real Transit Signal Priority (TSP) is to improve schedule adherence, reliability, and travel time of Route ECR by requesting an extended green light at intersections as a bus approaches. TSP was fully implemented and operational as of January 2021. In order to evaluate whether and to what extent TSP has conferred such benefits, District staff compared Route ECR performance data from pre- and post-implementation.

The analysis reveals modest decreases in travel time between timepoints and notable improvements to on-time performance. However, the impact of COVID-19 and corresponding changes to congestion cannot be fully accounted for at this time. Ongoing system monitoring will be required in order to completely isolate and evaluate the benefits of TSP.

ECR Bus Speed and Reliability Study

The El Camino Real corridor serves as a central spine through San Mateo County, connecting numerous business districts and downtowns. El Camino Real carries high volumes of traffic and a majority of intersections experience long traffic delays during peak hours. The average speed of buses on El Camino Real is declining, and as a result on-time performance and reliability is deteriorating. Slower moving buses are less appealing to riders and increasingly more expensive for SamTrans to maintain the same level of service.

The El Camino Real Bus Speed and Reliability Study (ECR Study) aims to understand the effects of traffic congestion to buses on El Camino Real and identify potential changes to improve travel times, enhance on-time performance, and manage operational resources. Key deliverables of the ECR Study include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations.

Staff will present additional information and updates for these two initiatives at the meeting.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

In 2016, the District applied and was awarded a grant under the MTC Transit Performance Initiative – Major Corridors Program for \$3,459,000, which was matched with \$369,000 of District funds and \$79,000 from the Transportation Fund for Clean Air (TFCA), to use in the procurement and implementation of a transit signal priority system on El Camino Real for Route ECR. Upon receipt of the grant, District staff coordinated with internal and external stakeholders, including Caltrans and cities, on system design and functionality. By January 1, 2021, the system was fully operational on all 125 signalized intersections of El Camino Real and 152 SamTrans buses.

Then in 2020, the District was awarded \$211,299 in funding through the Caltrans Sustainable Communities Grant Program for the ECR Bus Speed and Reliability Study, which was matched with \$37,376 of District funds. The study kicked off in January 2021 and will complete the following tasks before completing its work in Spring 2022.

Project Task	Status/Timeline
Task 1: Project Management	Ongoing
Task 2: Stakeholder Engagement	Ongoing
Task 3: Existing Conditions	In Progress
Task 4: Analysis of Slowdowns	Summer 2021
Task 5: Public Participation and Outreach	Fall 2021, Spring 2022
Task 6: Draft Recommendations	Winter 2021
Task 7: Final Recommendations	Spring 2022

Prepared by: Gwen Buckley, Senior Planner
Daniel Shockley, Senior Planner

650-508-7913
650-508-6382

ECR Corridor Initiatives

Transit Signal Priority (TSP) Bus Speed & Reliability Study

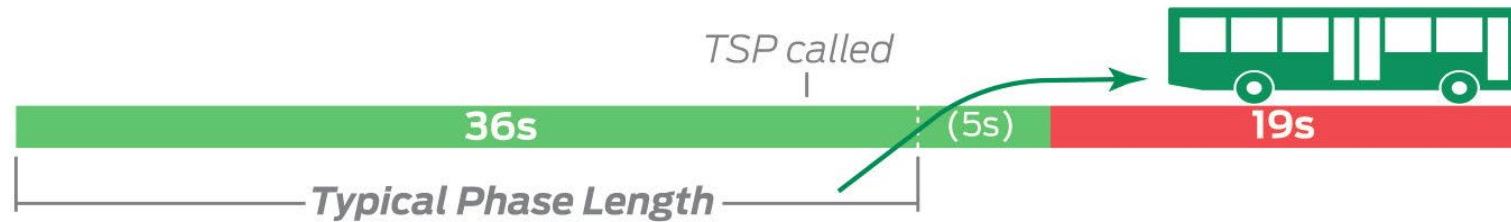
SamTrans Board of Directors Meeting

August 4, 2021

TRANSIT SIGNAL PRIORITY (TSP) PRELIMINARY EVALUATION

Daniel Shockley, Senior Planner

What is Transit Signal Priority (TSP)?



- Allows for extended green light when the bus is approaching an intersection
 - TSP hardware has been installed at nearly every signal on the El Camino Real corridor and all buses used to operate Route ECR
- Partially operational in October 2020, live as of January 2021

Preliminary Analysis

Context: Covid-19 pandemic and impacts to travel conditions

- Travel time savings
 - Average travel time between timepoints based on APC data, aggregated by month
- On-time performance / reliability
 - Share of stop arrivals that are on time
 - On time defined as no later than 5 and no earlier than 1 minute of scheduled arrival
- Project delivery
 - Construction complete by deadline set in MTC grant application

Preliminary Results

Metric	Observed	Preliminary Results
Travel time savings	Up to 4 minutes of savings between individual timepoints (compared to Feb 2019)	✓
Reliability	Improvement in on-time performance from 71% (Feb 2020) to 84% (Feb 2021)	✓
Project delivery on time	Delivered by June 2021 deadline	✓
Ridership increase	Too soon to evaluate	
Cost savings	Too soon to evaluate	

Looking Ahead

- Ongoing monitoring and evaluation, in coordination with Operations Planning/Scheduling team
- Explore system optimization in conjunction with ECR Bus Speed & Reliability Study recommendations

ECR BUS SPEED AND RELIABILITY STUDY

Gwen Buckley, Senior Planner

Importance of Route ECR



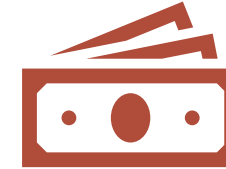
Backbone of Network

- Serves 13 cities across 28 miles
- Intersects 17 of the 22 Priority Development Areas (PDAs) in San Mateo County
- Provides connections to BART and Caltrain stations



Ridership Workhorse

- Generates about 25% of daily SamTrans ridership



Resource-intensive

- About 20% of bus operations budget
- Very long route, challenging to operate

Study Goal and Outcomes

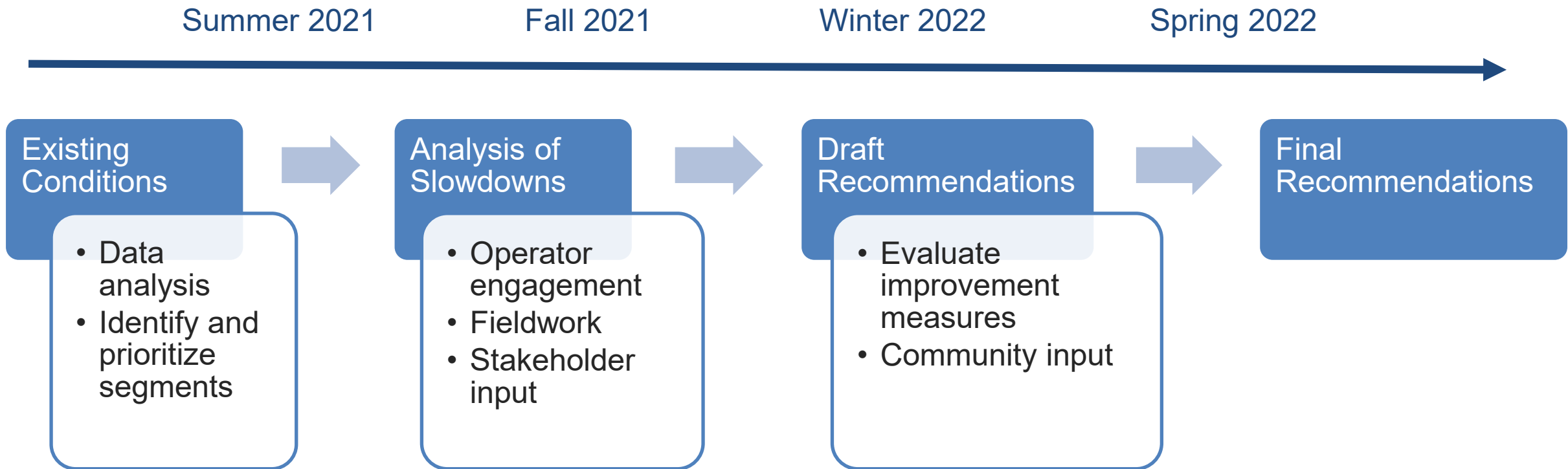
Goal

- Increase bus **speeds** and improve bus **reliability** on El Camino Real

Desired Outcomes

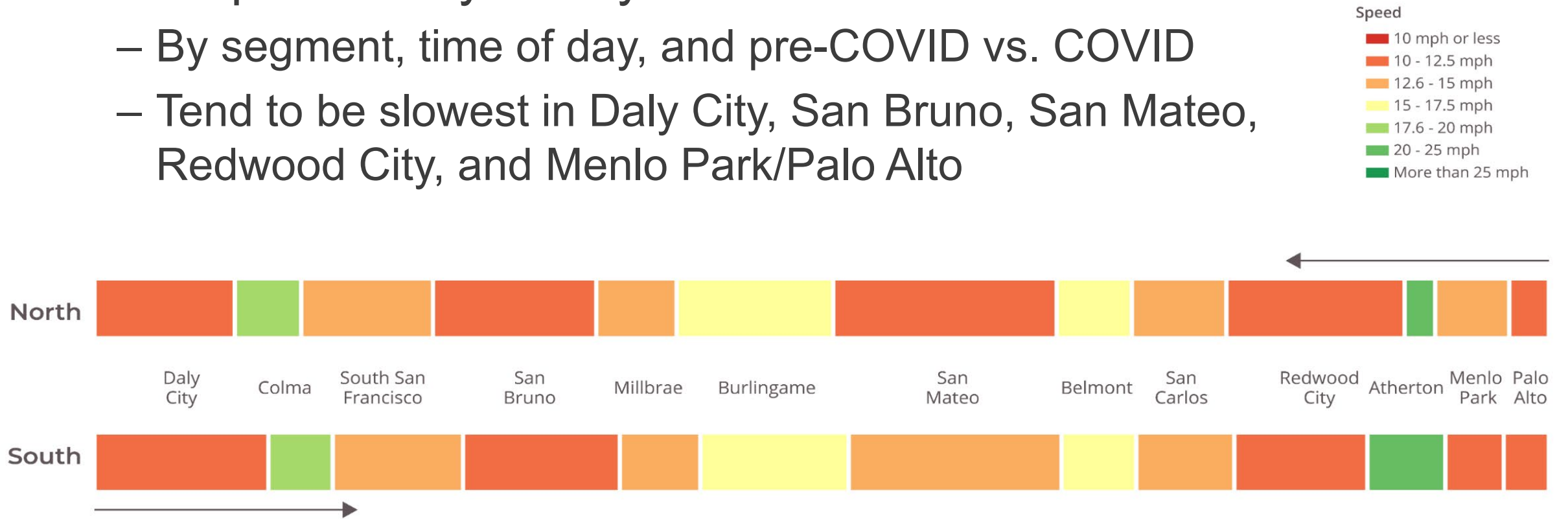
- A better rider experience
- Ability to attract new riders and support ridership recovery
- Improved operational efficiency
- Better driving experience for our bus operators

Study Tasks

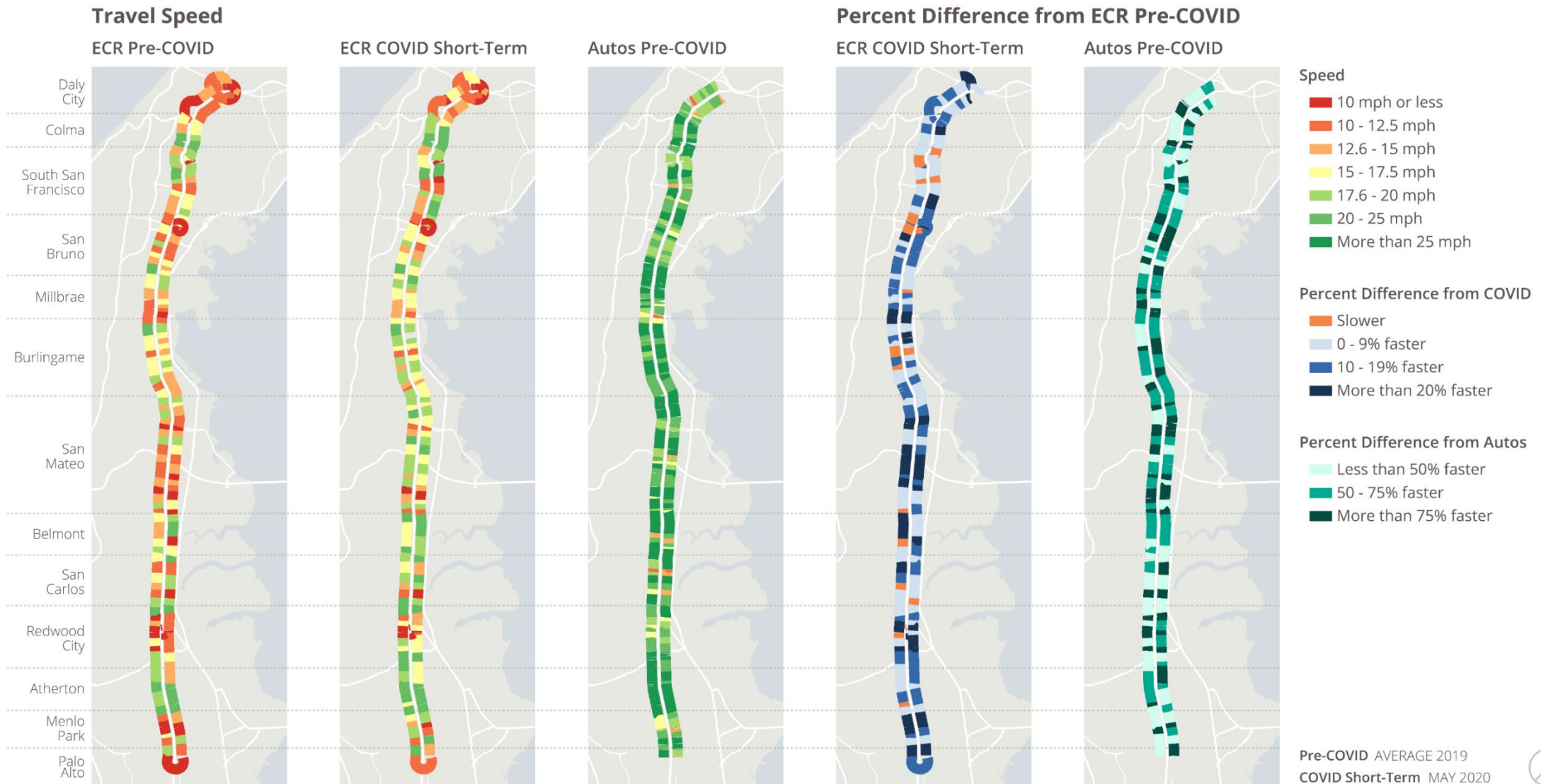


Bus Speeds by Segment

- Bus speeds vary widely across the corridor
 - By segment, time of day, and pre-COVID vs. COVID
 - Tend to be slowest in Daly City, San Bruno, San Mateo, Redwood City, and Menlo Park/Palo Alto



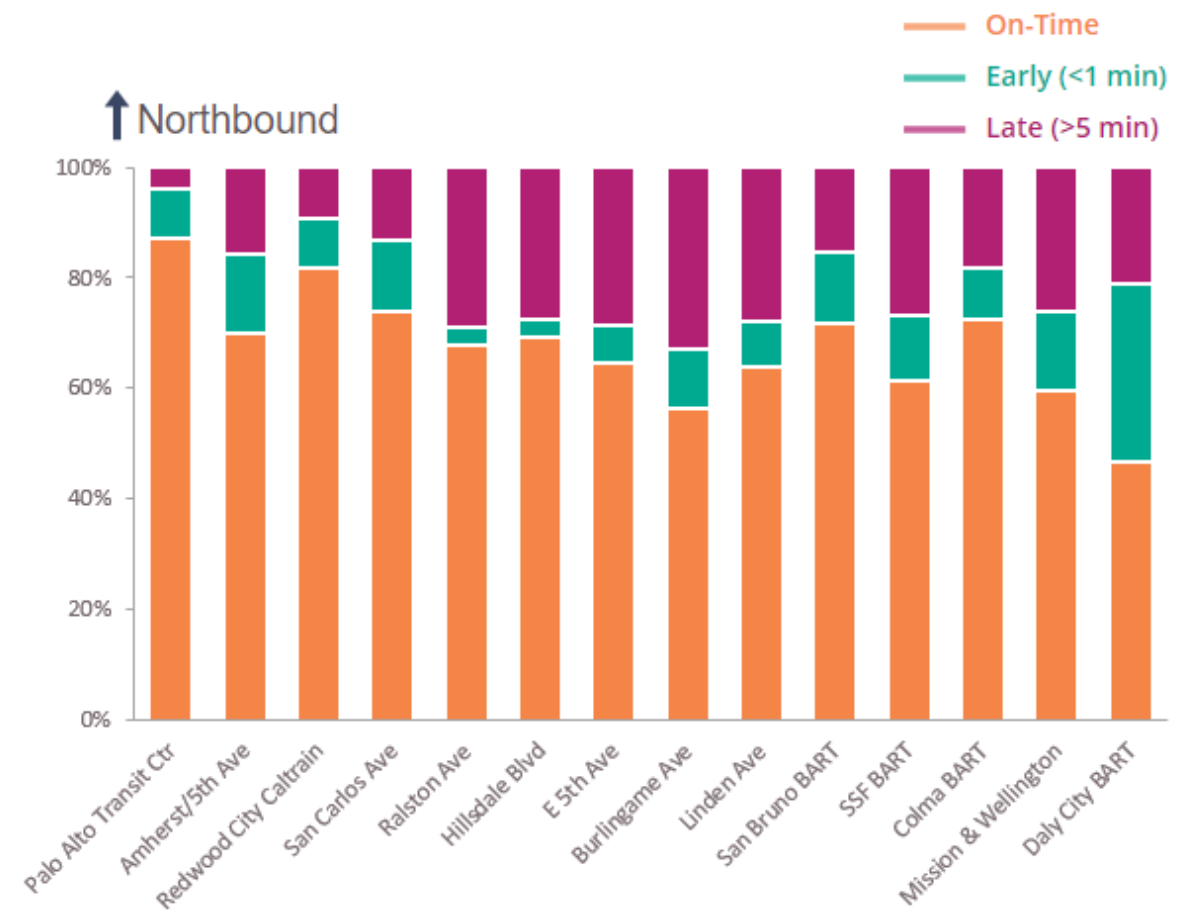
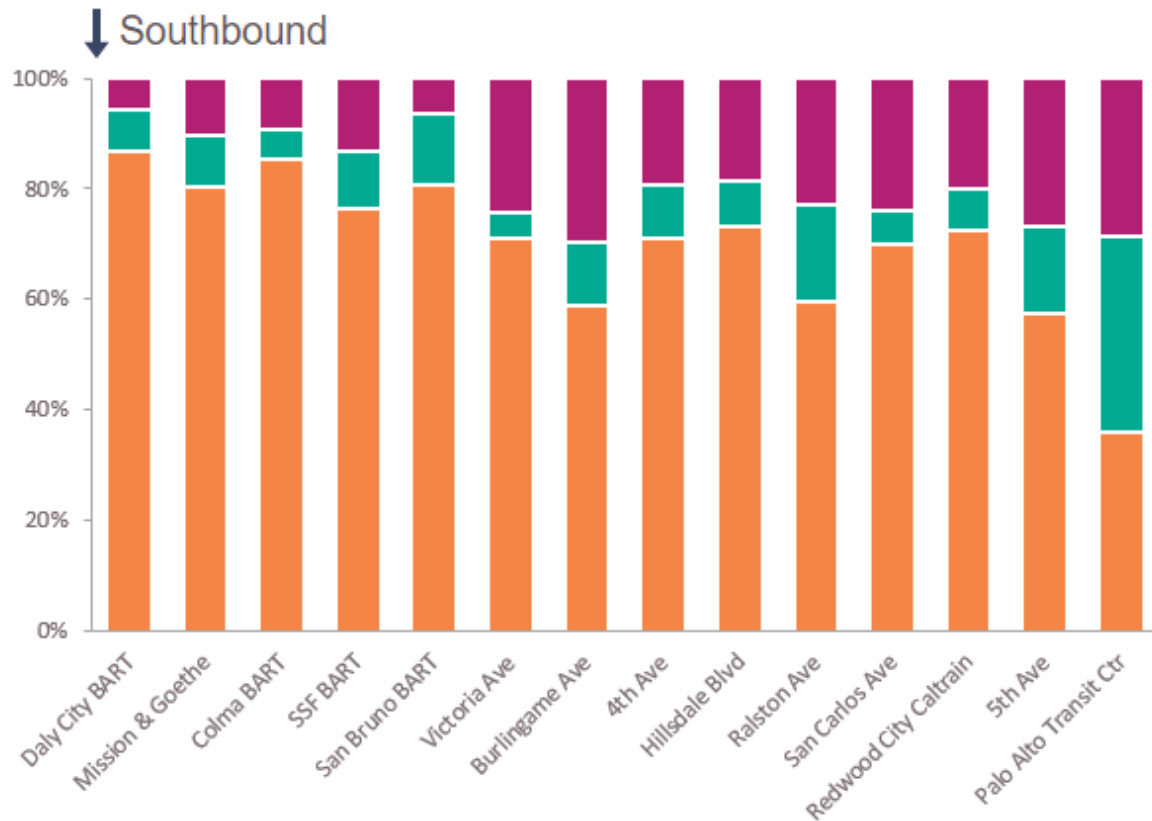
ECR Speed Comparisons (Avg Daily)



On-Time Performance

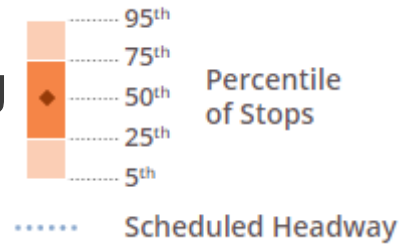
- On-time performance worsens as buses travel on the corridor
 - Especially unreliable around Redwood City/Menlo Park and Daly City

On-Time Performance

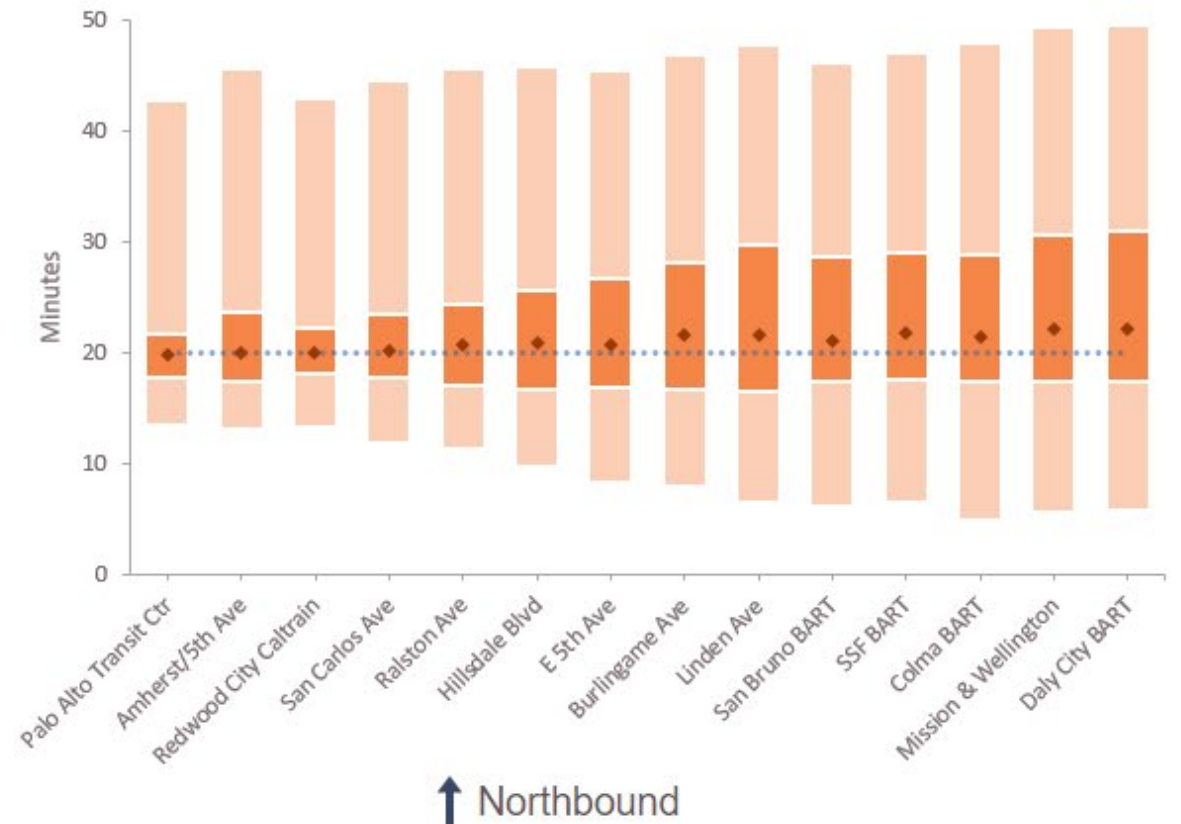
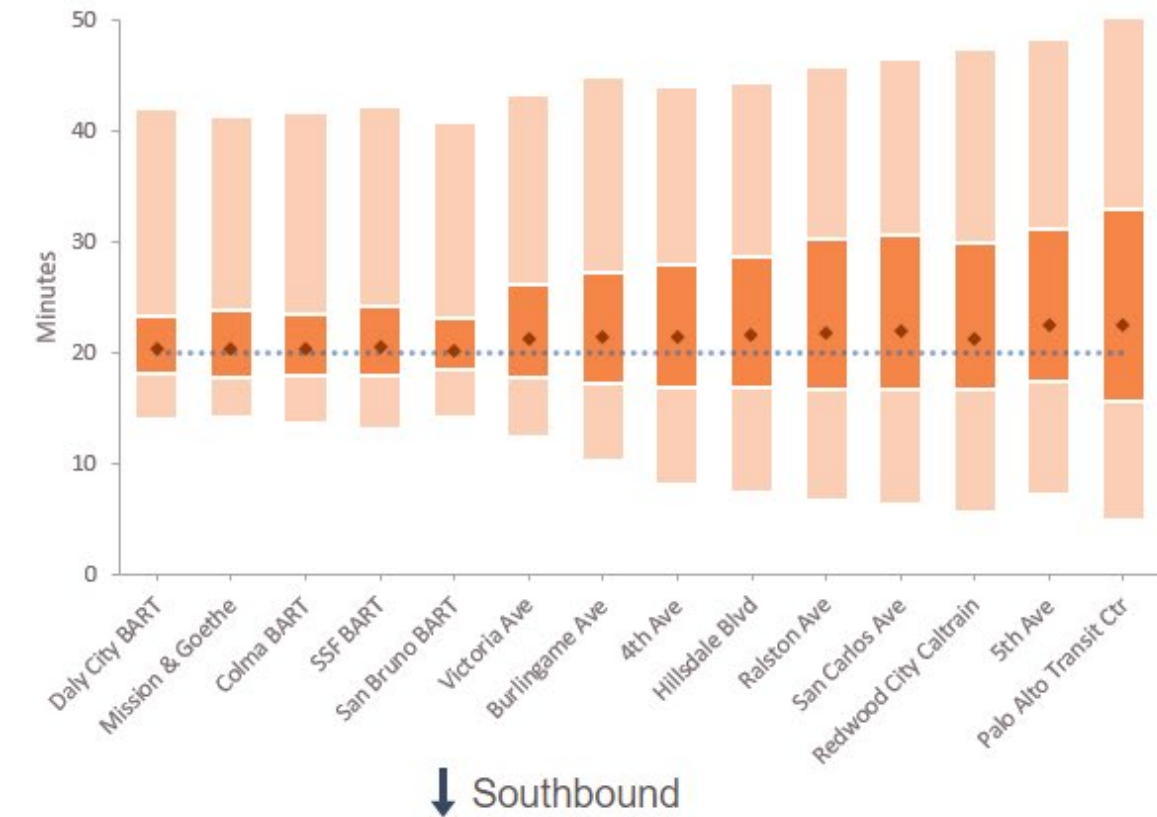


Headways by Stop (Avg Weekday, 2019)

- Wait times are inconsistent – especially at ends of the corridor
 - Passengers experience unreliable headways due to bus delays and bunching



Headways by Stop



Key Findings

- On-time performance and wait times are unreliable
 - Riders consistently encounter late arrivals and extended wait times
- Traffic congestion, signals, and frequent stops are primary drivers of speed and reliability
 - Slow segments occur throughout the corridor, but are particularly concentrated in a few cities
- Faster service during COVID-19 illustrates potential for improvements
 - Opportunity to reduce travel times, enhance reliability, and improve experience for riders and drivers

Examples of Improvements

- Greatest potential time savings = bus lanes, enhanced TSP, and stop consolidation
- Balancing transformation potential and feasibility

Potential Improvement Measures

Transformative & Complicated

Bus Lanes

Transformative & Relatively Straightforward

Enhanced TSP

Stop Consolidation

Incremental & Complicated

Bulbouts

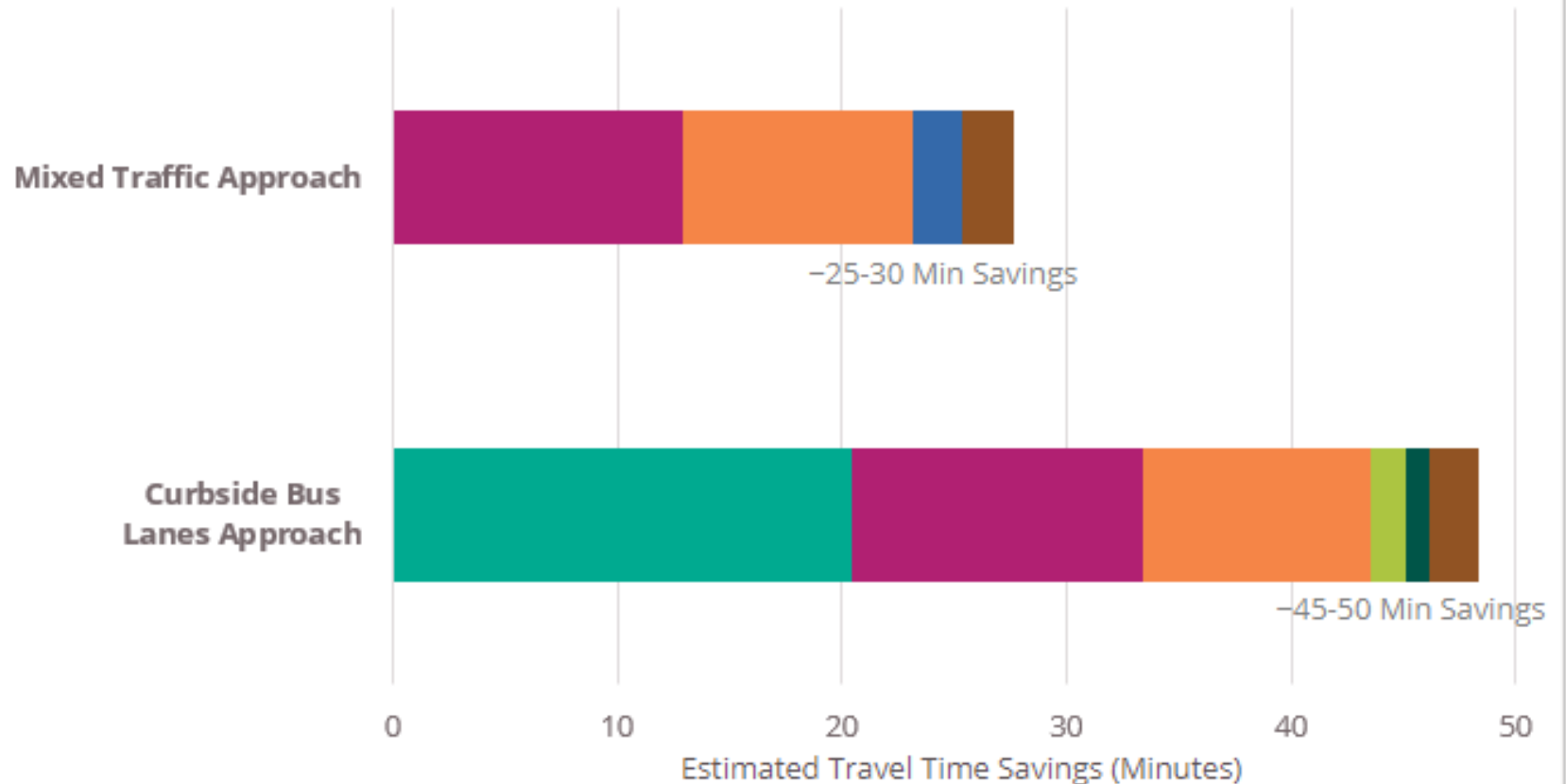
Near-Level Boarding

Queue Jumps

Incremental & Straightforward

All-Door Boarding

Example Corridor-Wide Approaches - Estimated Travel Time Savings



Next Steps

- Prioritize segments with greatest potential for improvements based on:
 - Bus speeds and delays
 - Speed improvement during COVID-19 shelter-in-place order
 - Typical passenger load
 - City interest/partnership potential
 - Available street right-of-way
- Continued investigation of other improvements, specifically TSP enhancement and stop consolidation
- Continued operator and stakeholder engagement
- Initiate community outreach

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

**LEGISLATIVE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, AUGUST 4, 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 July 7, 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
JULY 7, 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, S. Wong, D. Seamans

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:29 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JUNE 2, 2021

Motion/Second: Ratto/Powell

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 that President Biden and a bipartisan group of senators announced that they had reached a deal on a \$1.2 trillion infrastructure framework, but that the President had said he would only sign it in conjunction with a larger Democratic spending bill. She said that the Surface Transportation Reauthorization is set to expire in September and the House has passed the new Invest in America Act. She said it remains to be seen whether the Surface Transportation Act and the infrastructure bill will be blended together and move forward at the Senate level.

At the state level, Ms. Epstein said that the Senate and Assembly approved a \$263 billion budget. She noted that it includes \$2.5 billion for transit and inner city rail capacity programs, which is subject to additional legislation specifying how the funding will be allocated, and \$2.7 billion for zero-emission vehicle and infrastructure. She added that the Governor signed AB 149, which includes statutory relief measures for transit agencies that were enacted during the pandemic and extends them to 2022-23.

4. ADJOURN

The meeting adjourned at 3:36 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.

**LEGISLATIVE ITEM #3
AUGUST 4, 2021**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Transit District

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Casey Fromson
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

Prepared By: Jessica Epstein, Government and
Community Affairs Officer

650-400-6451

Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

SamTrans As of July 21, 2021 Transportation Report

House Passes INVEST in America Act, Senate Process Continues to Move Forward

- On July 1, the House of Representatives completed its consideration of a \$715 billion package combining the House Transportation and Infrastructure Committee-approved \$547 billion [surface transportation bill](#), the INVEST in America Act, with wastewater and drinking water infrastructure legislation. The overall package passed by a largely party-line [vote](#) of 221-201, with opposition from Republicans who criticized climate provisions and a lack of funding measures.
 - Unlike the Senate, the House legislation includes Member Designated Projects, which elevate local priorities through earmarked funding.
- Two of four Senate committees have approved their portions of the surface transportation reauthorization with bipartisan support.
- On June 16, the Senate Committee on Commerce, Science, and Transportation voted 25-3 to approve the “[Surface Transportation Investment Act](#)” ([S. 2016](#)), which authorizes \$78 billion over five years for rail, freight, and safety programs in the reauthorization.
- On May 26, the Senate Committee on Environment and Public Works voted unanimously to approve the “[Surface Transportation Reauthorization Act of 2021](#)” ([S. 1931](#)) to reauthorize highway programs. The measure sets a new baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges (a 34 percent increase from the FAST Act). The committee’s reauthorization bill includes Democratic proposals such as boosting infrastructure for electric vehicle charging and reconnecting communities cut off by highways. It also addresses GOP priorities of reducing regulation, giving states more flexibility, and streamlining the environmental review process for major projects.
- The Senate Committee on Banking, Housing, and Urban Affairs, which handles the transit portion, has not unveiled its bill yet.
- Congress must pass surface transportation legislation before the expiration date on September 30, 2021. As summarized below, the bipartisan group of Senators are hoping to finalize the infrastructure bill which will include surface transportation authorization.
- The following provides an overview of key provisions in the surface transportation reauthorization proposals in Congress:

Key Provisions in the Surface Transportation Reauthorization

SENATE

<p>Committee on Environment and Public Works – <i>passed Committee on May 26, 2021</i></p>	<p>\$304 billion over five years, 22% increase over current funding.</p> <ul style="list-style-type: none"> • Establishes a \$3.265 billion new competitive bridge grant program • Includes \$1 billion for grants to connect walking and biking infrastructure into active transportation networks • Creates a \$2.5 billion 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 for projects in the largest, most congested urbanized areas • 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
<p>Committee on Commerce, Science and Transportation – <i>passed Committee June 16, 2021</i></p>	<p>\$78 billion over five years</p> <ul style="list-style-type: none"> • Multimodal Investment - \$28 billion <ul style="list-style-type: none"> ○ Authorizes the U.S. DOT’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program at \$1.5 billion annually and creates a new program to fund big dollar value projects of national significance at \$2 billion annually. • Rail - \$36 billion <ul style="list-style-type: none"> ○ \$25 billion for passenger rail ○ \$7.5 billion for rail safety and improvement projects ○ Requires the DOT Secretary to establish a program to develop intercity passenger rail corridors. • Safety - \$13 billion <ul style="list-style-type: none"> ○ Establishes a \$10 billion National Infrastructure Project Assistance Program to provide grants to project that generate national or regional economic, mobility or safety benefits ○ Creates a \$1 billion Safe Streets and Roads for All Grant Program for MPOs and local governments to develop and implement carry out comprehensive Vision Zero safety plans • Research

	<ul style="list-style-type: none"> ○ \$1 billion for research ○ Would create a 25-member electric vehicle (EV) working group that would offer guidance for the development and deployment of electric vehicles.
Committee on Banking, Housing and Urban Affairs	N/A
HOUSE	
<p>Committee on Transportation & Infrastructure – <i>passed Committee on June 10, 2021.</i></p> <p><i>Expanded version passed the full House on July 1, 2021.</i></p>	<p>\$547 billion over five years, 38% increase over current funding.</p> <ul style="list-style-type: none"> ● Roads, Bridges, and Safety - \$343 billion <ul style="list-style-type: none"> ○ \$4 billion in EV charging infrastructure ○ \$8.3 billion for activities targeted to reduce carbon pollution and provides \$6.2 billion for mitigation and resiliency improvements ○ Focuses transportation planning to promote mobility and facilitate access to jobs and other essential services; and reconnects communities that were divided by highways with a new \$3 billion program to correct planning mistakes of the past. ● Transit - \$109 billion <ul style="list-style-type: none"> ○ \$6.25 billion for new pre-disaster mitigation and resiliency formula programs ○ Creates a reduced-fare pilot program to improve access for low-income transit riders ○ Scales up investment in zero-emission transit vehicles, supporting fleet conversion to reduce local air pollution and related health impacts. ○ Provides funding incentives for sustainable transit-oriented development that is more accessible and promotes walkable communities. ○ Streamlines the Capital Investment Grant program to improve project delivery, reduce red tape, and achieve cost savings for transit agencies. ● Rail - \$95 billion <ul style="list-style-type: none"> ○ Provides funding for corridor planning and high-speed rail projects, reducing traffic congestion and shortening travel times.

Infrastructure Update

- Senate Majority Leader Chuck Schumer (D-N.Y.) has scheduled a cloture vote on Wednesday, July 21, for the bipartisan infrastructure package to put pressure on the group of 22 bipartisan senators negotiating the \$579 billion infrastructure plan.

- On the Bipartisan Infrastructure Framework, negotiators are hashing out how to pay for the package. Last week, Sen. Rob Portman (R-OH) said that increasing Internal Revenue Service (IRS) as a way to raise new revenues was officially off the table as a means for funding for the \$1.2 trillion bipartisan infrastructure framework.
- The Bipartisan Infrastructure Framework will incorporate the text of the surface transportation bill ([S. 1931](#)) approved by the Senate Environment and Public Works Committee and the Senate Commerce Committee's bill summarized above.

House Appropriators Approve All 12 Spending Bills for Floor Consideration

- The House Appropriations Committee completed its work during the week of July 12th on the twelve spending measures to fund the government for the fiscal year (FY) beginning on October 1. It advanced most of the bills on party-line votes.
 - Last week, the panel approved the remaining six bills—[Commerce-Justice-Science](#), [Defense](#), [Energy-Water](#), [Homeland Security](#), [Labor-HHS-Education](#), and [Transportation-HUD](#)—after acting on the first six measures before the July 4 recess.
- Appropriations Committee Republicans broadly criticized the measures, including the topline spending numbers for each bill. The bills approved by the committee would provide a modest increase for the Pentagon alongside a more significant boost for domestic programs.
- House Democrats are seeking to pass a seven-bill appropriations package, or minibus, during the last week of July, which will include the Agriculture-FDA, Energy and Water, Financial Services, Interior-Environment, Labor-HHS-Education, Military Construction-VA, and Transportation-HUD spending bills, [according to](#) House Majority Leader Steny Hoyer (D-Md.). Other spending measures could also be considered that week.
- With the start of the new fiscal year on October 1 fast approaching, Congress is very likely to pass a continuing resolution to maintain existing spending levels beyond the expiration of the FY 2021 budget. The Senate Appropriations Committee has not announced a markup schedule.

National Environmental Policy Act Changes Possible by End of 2021

- On June 29, the White House Council on Environmental Quality (CEQ) announced that the CEQ is working on revising Trump-era changes to the National Environmental Policy Act (NEPA) and “hope” for publication of new rules by the end of 2021.
 - This development was announced as CEQ [published](#) a two-year extension for agencies to develop NEPA compliance plans originally due September 14, 2021, under a July 2020 Trump administration rule.

- The updated date for agencies to propose revised NEPA compliance plans is September 14, 2023.
- The additional two years gives the Biden administration more time to determine how to tweak existing rules related to NEPA and whether the rules should be scrapped or modified.
 - The Trump administration’s revisions attempted to shorten permitting timelines, limit environmental considerations or projects directly to the finished product rather than considering all future emissions that would be produced. Opponents argue that the entire process did not follow proper public comment period protocol and left many impacted communities without input.
 - CEQ Chair Brenda Mallory stated that the Biden administration disagrees with the Trump administration’s interpretation of agencies’ responsibility to broadly consider climate change in their decisions. She also argued that previous revisions to the law had limited outside community input and suggested this would be changed.
 - The CEQ is currently reviewing Trump’s 2020 NEPA rules, but it remains unclear if some rules—such as expedited timelines for clean energy projects—may stay in place. Mallory has previously stated in April 2021 that some changes “could” be repealed, including time limits on environmental assessments limits on the length of environmental impact statements.
- This change is part of a broader effort by the Biden administration to review Trump administration policies that failed to tackle climate change or environmental justice. Biden signed an executive order in January 2021 requiring all agencies to review their rules based on these guidelines

House Holds Hearing on Solving the Climate Crisis through Transportation Infrastructure

- On June 30, the House Select Committee on the Climate Crisis held a hearing to discuss measures to address carbon emissions and the climate crisis through transportation and infrastructure investments.
- Rep. Sean Casten (D-IL) [highlighted](#) the need for market-based electric vehicle incentives to lower costs for consumers and the need to invest in the separation of rail commuter and freight lines in cities like Chicago.
- Rep. Kelly Armstrong (R-ND) expressed concern over the cost burden of transitioning to electric vehicles. He said EVs — which tend to be heavier than gas-powered cars — would create significant “wear and tear” on the state’s roads and require infrastructure reconstruction to accommodate the weight increase.
- Witnesses included:

- **Margaret Anderson Kelliher**, Commissioner, Minnesota Department of Transportation. [\[Testimony\]](#)
- **Bill Van Amburg**, Executive Vice President, CALSTART. [\[Testimony\]](#)
- **Beth Osborne**, Director, Transportation for America. [\[Testimony\]](#)
- **Robert Bryce**, Visiting Fellow, The Foundation for Research on Equal Opportunity. [\[Testimony\]](#)

Grant Opportunities & Award Announcements

- **Advanced Transportation and Congestion Management Technologies Deployment Initiative**: \$60 million available. Applications are due by August 23, 2021.
- **FY 2021 Competitive Funding Opportunity: Areas of Persistent Poverty Program**: \$1 million available. Applications are due by August 30, 2021.
- **Accelerated Innovation Deployment (AID) Demonstration Program**: \$10 million available. Applications are due by September 28, 2021.

SamTrans Earmarks Moving Forward:

Please note, these earmarks are subject to final bill passage.

THUD Appropriations

Senate:

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

Additional Earmarks of Note:

THUD Appropriations

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

Surface Transportation Reauthorization (House T&I):

TA funded projects:

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

Other projects:

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



July 19, 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 – August 2021**

General Update

The last day for policy committees to meet and report bills was July 14. On July 16, the Legislature began its recess and will not reconvene until August 16. The work of the first year of the 2021-22 legislative session would then be completed by September 10.

Fiscal Year 2021-22 State Budget

On July 12, Governor Newsom signed [SB 129 \(Skinner\) \[Chapter 69, Statutes of 2021\]](#), the Budget Bill Jr. I, which modifies the main budget bill, [AB 128 \(Ting\) \[Chapter 21, Statutes of 2021\]](#). Together, these bills comprise the provisions of the Fiscal Year 2021-22 State Budget to which the Governor and Legislative Leaders have so far agreed upon and implement an unprecedented level of state-level economic stimulus to accelerate our recovery from the pandemic.

The Budget, which totals \$262.6 billion, includes the following supplemental investments that support public transit and rail agencies and that help deliver clean mobility options.

- \$2.5 billion for the Transit and Intercity Rail Capital Program;
- \$2.7 billion for a Zero-Emission Vehicles and Infrastructure, an investment that supports zero-emission vehicle deployment, including by California's transit agencies;
- \$600 million for Planning and Implementation Grants for Infill Developments and Strategies to Reduce Vehicle Miles Traveled;
- \$500 million for the Active Transportation Program;
- \$400 million for Climate Adaptation on Transportation Infrastructure; and,
- \$10 million for the UC Institute of Transportation Studies.

The Budget does not currently 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. Importantly, funding for TIRCP, the Active Transportation Program, and Climate Adaptation will only become available to eligible recipients upon the enactment of additional legislation (presumably also related to an agreement on high-speed rail funding).

Statutory Relief for Transit Agencies

On July 16, Governor Newsom signed [AB 149 \(Committee on Budget\) \[Chapter 81, Statutes of 2021\]](#), the transportation budget trailer bill, which expands on the statutory relief secured last year through [AB 90](#)

[\(Committee on Budget\) \[Chapter 17, Statutes of 2020\]](#) and [AB 107 \(Committee on Budget\) \[Chapter 264, Statutes of 2020\]](#).

Specifically, these measures:

- Extend the hold harmless provision for the calculation and allocation of State Transit Assistance Program, Low Carbon Transit Operations Program, and STA-State of Good Repair allocations (Local Revenue Basis Only) included in AB 90 by one year to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) included in AB 90 by two years to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year, (STA efficiency criteria) included in AB 90 by one year to fiscal year 2022-23;
- Extend the flexibility for the use of State Transit Assistance - State of Good Repair funds included in AB 107 by one year to fiscal year 2022-23;
- Institute a review of TDA performance audit requirements to identify opportunities for streamlining and identification of more effective measures;
- Exclude from the definition of "operating cost" for the purposes of TDA farebox recovery and STA efficiency the costs of operating ADA paratransit service; the costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors; the costs of security services and public safety contracts; any expense greater than the actuarially determined contribution associated with pensions and other post-employment benefits as required by Governmental Accounting Board Statement Numbers 68 and 75; the costs of funding or improving payment and ticketing systems and services; and the costs of planning for improvements in transit operations, integration with other operators and agencies, zero emission transition, and for compliance with state and federal mandates;
- Authorize federal funds to be counted as "local funds" for the purposes of calculating TDA farebox recovery and STA efficiency criteria;
- Authorize discount and fare free transit passes to be counted at their full retail value for the purposes of calculating TDA farebox recovery; and,
- Suspend until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during fiscal year 2018-19.

Climate Action Plan for Transportation Infrastructure

On July 12, the California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI). In adopting the [CAPTI](#), the state commits to investing billions of

discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals. District staff participated in the California Transit Association’s CAPTI working group to develop formal comments on the draft document. Those 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.

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Bill ID/Topic	Location	Summary	Position
AB 43 Friedman D Traffic safety.	In the Senate Appropriations Committee.	Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing 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. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 128 Ting D Budget Act of 2021.	Signed by Governor Newsom.	This bill would make appropriations for the support of state government for the 2021-22 fiscal year.	Watch
AB 149 Committee on Budget Transportation.	Signed by Governor Newsom.	This bill contains a variety of statutory relief measures for transit agencies.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 339 Lee D</p> <p>Local government: open and public meetings.</p>	<p>In the Senate Appropriations 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. 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 two-way telephonic option or an internet-based service option, and would require a city council or county board of supervisors that has as of June 15, 2021, provided video streaming of its meetings to continue to provide that video streaming. 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.</p>	<p>Watch</p>
<p>AB 361 Rivas, Robert D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Senate Floor.</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</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
		<p>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. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill, until January 1, 2024, 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 during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided. This 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, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and 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. The bill would require the legislative body to take no further action on agenda items when there is a disruption which prevents the public agency from broadcasting the meeting, or in the event of a disruption within the local agency’s control which prevents members of the public from offering public comments, until public access is restored. The bill would specify that actions taken during the disruption are subject to challenge proceedings, as specified. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 455 Bonta D</p> <p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</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 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>

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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>

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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>This is a Two-Year Bill.</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>

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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 Appropriations 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>On the Senate Floor.</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>

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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 Appropriations 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 each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The 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>

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Bill ID/Topic	Location	Summary	Position
<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 Appropriations 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. The bill would repeal these provisions establishing the Office of the California Clean Fleet Accelerator and setting forth its powers and duties as of January 1, 2027.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1147 Friedman D</p> <p>Regional transportation plan: Active Transportation Program.</p>	<p>In the Senate Appropriations 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, regional transportation 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 levels to achieve, state and regional greenhouse gas emissions reduction targets and reductions in vehicle miles traveled 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>On the Senate Floor.</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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1260 Chen R</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>In the Senate Appropriations 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 would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1499 Daly D</p> <p>Transportation: design-build: highways.</p>	<p>In the Senate Appropriations 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 extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement. This bill contains other related provisions and other existing laws.</p>	<p>Supported May, 2021</p>

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Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 10 Wiener D</p> <p>Planning and zoning: housing development: density.</p>	<p>On the Assembly Floor.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. 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 prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. 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 prohibit an ordinance adopted under these provisions from superseding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 18 Skinner D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state 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 identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state's other</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
		<p>climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board’s internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p>	
<p>SB 44 Allen D</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>In the Assembly Appropriations 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, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible and to the extent prioritizing those actions or proceedings will not exacerbate any civil case backlogs, within 365 calendar days of the</p>	<p>Supported February, 2021</p>

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		<p>filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. The bill would require the lead agency to prepare the EIR for an environmental leadership transit project in a specified manner and would require the concurrent preparation of the record of proceedings. The bill would specify that the provisions of the bill would only apply to the first 7 environmental leadership transit projects obtaining a certified environmental impact report. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 51 Durazo D</p> <p>Surplus residential property.</p>	<p>On the Governor's desk.</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 for the development of the property that includes a residential component of at least 100 residential units and 25% of the total units developed complying 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. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>In the Assembly Appropriations 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. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 129 Skinner D</p> <p>Budget Act of 2021.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 274 Wieckowski D</p> <p>Local government meetings: agenda and documents.</p>	<p>On the Assembly Floor.</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
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Bill ID/Topic	Location	Summary	Position
<p>SB 339 Wiener D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>In the Assembly Appropriations 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. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.</p>	<p>Supported April, 2021</p>

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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 Appropriations Committee.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for 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 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 state board and the authority, in developing and implementing the program, to consult with various stakeholders regarding specified program components, develop and design financing tools and nonfinancial supports that are most appropriate for different sizes and sectors of medium- and heavy-duty vehicle fleets, and ensure that the financial tools and nonfinancial supports required pursuant to the program are available to operators of medium- and heavy-duty fleets by January 1, 2023, as provided. The bill would require the authority to develop, in consultation with the state board, a data collection and dissemination strategy for the program, as provided, and to track project implementation and report to the state board project outcomes no less than annually. The bill would require the state board to provide on its internet website information regarding the potential financing and grant options and other technical assistance available through the program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<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 7/18/21

<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>This is a Two-Year Bill.</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
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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>Signed by Governor Newsom.</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 propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.</p>	<p>Watch</p>

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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 Appropriations 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 create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 719 Min D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>This is a Two-Year Bill.</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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 791 Cortese D</p> <p>California Surplus Land Unit.</p>	<p>In the Assembly Appropriations 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 land, 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. The bill would authorize the unit to convene a stakeholder group, consisting of specified stakeholders, affordable housing developers, and state agencies and departments that provide funding for affordable housing, to provide recommendations as to whether the department should explore ownership of local surplus lands as a strategy to further the development of housing on surplus land. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>