

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO



## Agenda

### Board of Directors Meeting

May 4, 2022, 2:00 pm

### San Mateo County Transit District

Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public, and staff members whose presence is not specifically requested, are encouraged to participate remotely.**

Directors, staff and the public may participate remotely via Zoom at:

<https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAweUpSVUg3L1V5U1RoUXFrdz09> 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.

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA

***Please Note the following COVID-19 Protocols for in-person attendance:***

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
  - Cough
  - Shortness of Breath
  - Fever
  - Chills
  - Muscle Pain
  - Sore Throat
  - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac>

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

**Public Comments:** Public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>

Oral public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should 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.

Each public comments is limited to 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, May 4, 2022**

**2:00 pm**

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Consent Calendar

- |      |   |               |
|------|---|---------------|
| 3.a. | Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person | Resolution    |
| 3.b. | Approval of Minutes of the Board of Directors Meeting of April 6, 2022  | Motion        |
| 3.c. | Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2022   | Motion        |
| 3.d. | Acceptance of Quarterly Investment Report - Fixed Income Market Review and Outlook  | Informational |
| 3.e. | Award of Contracts to Provide Real Estate and Other Legal Services  | Resolution    |

- 3.f. Amendment of Contract with MV Transportation for Contracted Shuttle Services Resolution
- 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
  - 5.a. Resolution Honoring Asian/Pacific American Heritage Month Resolution
- 6. Report of the General Manager/CEO Informational
- 7. Board Member Requests/Comments
- 8. Recess to Committee Meetings
  - 8.a. Community Relations Committee / Committee of the Whole  
*R. Guilbault (Chair), M. Fraser, R. Medina*
    - 8.a.1. Call to Order
    - 8.a.2. Approval of Minutes of Community Relations Committee Meeting of April 6, 2022 Motion
    - 8.a.3. Proclamation Declaring May as Older Americans Month Motion
    - 8.a.4. Appointment of Christopher Carey, Representing Community Riders, to the Citizens Advisory Committee Motion
    - 8.a.5. Accessible Services Update Informational
    - 8.a.6. Paratransit Coordinating Council Update
    - 8.a.7. Citizens Advisory Committee Update
    - 8.a.8. Monthly Performance Report - March 2022 Informational
    - 8.a.9. Adjourn
  - 8.b. Finance Committee / Committee of the Whole  
*M. Fraser (Chair), J. Gee, R. Guilbault*
    - 8.b.1. Call to Order

- |        |  |               |
|--------|--|---------------|
| 8.b.2. | Approval of Minutes of Finance Committee Meeting of April 6, 2022  | Motion        |
| 8.b.3. | Preliminary Fiscal Year 2023 Operating and Capital Budgets   | Informational |
| 8.b.4. | Adoption of a Resolution to Express a Willingness and Desire to Contribute Funds to the Fiscal Year 2023 Caltrain Capital Budget   | Motion        |
| 8.b.5. | Caltrain Electrification Project Update  | Informational |
| 8.b.6. | Adjourn  |               |
| 8.c.   | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole<br><i>C. Groom (Chair), J. Gee, D. Pine</i> |               |
| 8.c.1. | Call to Order  |               |
| 8.c.2. | Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of April 6, 2022                      | Motion        |
| 8.c.3. | El Camino Real Bus Speed and Reliability Study - Draft Recommendations   | Informational |
| 8.c.4. | Adjourn  |               |
| 8.d.   | Legislative Committee / Committee of the Whole<br><i>R. Medina (Chair), C. Groom, C. Stone</i>                                     |               |
| 8.d.1. | Call to Order  |               |
| 8.d.2. | Approval of Minutes of Legislative Committee Meeting of April 6, 2022  | Motion        |
| 8.d.3. | State and Federal Legislative Update   | Informational |
| 8.d.4. | Adjourn  |               |
| 9.     | Reconvene Board of Directors Meeting   |               |
| 10.    | Matters for Board Consideration: Community Relations Committee   |               |

- 10.a. Proclamation Declaring May as Older Americans Month Motion
- 10.b. Appointment of Christopher Carey, Representing Community Riders, to the Citizens Advisory Committee Motion
- 10.c. Accessible Services Update
- 10.d. Paratransit Coordinating Council Update
- 10.e. Citizens Advisory Committee Update
- 10.f. Monthly Performance Report -March 2022
- 11. Matters for Board Consideration: Finance Committee
  - 11.a. Preliminary Fiscal Year 2023 Operating and Capital Budgets
  - 11.b. Expressing a Willingness and Desire to Contribute Funds to the Fiscal Year 2022-23 Caltrain Capital Budget Resolution
  - 11.c. Caltrain Electrification Project Update
- 12. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee
  - 12.a. El Camino Real Bus Speed and Reliability Study - Draft Recommendations
- 13. Matters for Board Consideration: Legislative Committee
  - 13.a. State and Federal Legislative Update
- 14. Communications to the Board of Directors
- 15. Date and Time of Next Regular Meeting - Wednesday, June 1 at 2:00 pm  
*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the June 1 meeting agenda for more information.*
- 16. General Counsel Report
  - 16.a. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957; Position: General Manager/CEO

SamTrans Board of Directors Meeting  
May 4, 2022

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

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: <https://www.samtrans.com/meetings>  
Communications to the Board of Directors can be emailed to [board@samtrans.com](mailto:board@samtrans.com).

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

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

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

### **Location of Meeting**

**Due to COVID-19, the meeting will be conducted both in person *and* via teleconference as per the information provided at the top of the agenda.**

\*Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> 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](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>. 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 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

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

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: Carter Mau  
Acting General Manager/CEO

From: Joan Cassman, Legal Counsel

Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person**

**Action**

Staff recommends the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transit District (District) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the District to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

**Significance**

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Board and committee meetings to be conducted via teleconference for the next 30 days, with some modifications. Specifically, Staff recommends that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for safe attendance.

Consistent with District workplace safety policy, Board members, staff and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly

vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

Committee and Advisory Committee meetings will continue to be conducted remotely.

If the Board does not adopt the resolution, the Board, Committees, and Advisory Committees must meet in person, and any Board or committee member who participates via teleconference must notice the location from which the member participates, and open such location to the public for purposes of attending the meeting, as required by the Ralph M. Brown Act (pending any amendments to the Act, as described in more detail below).

### **Budget Impact**

There is no impact on the budget.

### **Background**

#### ***Pending Legislation***

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. The bill also would allow local governmental bodies meeting remotely to waive the requirement that agencies identify the address of locations from which members participate via teleconference.

The provisions of AB 1944 are similar to AB 339, which was introduced by Assemblymember Lee in 2021 and which would have applied to jurisdictions with more than 25,000 residents. The Legislature passed AB 339 in 2021, but Governor Newsom vetoed the bill over concerns that the bill would have limited meeting flexibility and increased operating costs for the affected governmental bodies.

AB 1944 was referred to the Committee on Local Government on February 18, 2022. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

#### ***COVID-19 and AB 361***

On March 4, 2020, Governor Gavin Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in

the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared state of emergency is still in place. While rates of COVID-19 infections and hospitalizations have recently declined, new variants continue to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**Resolution No. 2022 -**

**Board of Directors, San Mateo County Transit District  
State Of California**

**\*\*\***

**Finding that the Proclaimed State of Emergency for the COVID-19 Pandemic Continues to Impact the Ability of the Board of Directors and Committees to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue**

**Whereas**, on March 4, 2020, Governor Newsom declared a State of Emergency in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

**Whereas**, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

**Whereas**, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every 30 days during the term of the declared state of emergency; and

**Whereas**, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transit District Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

**Whereas**, the rates of transmission of COVID-19 and its variants continue to pose risks for the health of attendees at indoor gatherings involving individuals from different households; and

**Whereas**, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health, and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

**Whereas**, Staff recommends that the Board renew the resolution for the District's Board and committee meetings to be conducted via teleconference for the next 30 days, and that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board and committee meetings if they comply with the District's workplace safety policy requiring all individuals to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days before a meeting; and

**Whereas**, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, committee, and advisory committee meetings remotely via teleconference pursuant to AB 361 with an option for in-person

attendance at Board and committee meetings for members of the Board, staff and the public, subject to the restrictions described above; and

**Whereas,** the Board will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and give members of the public ample opportunity for public comment.

**Now, Therefore, Be It Resolved,** that the Board of Directors has reviewed the findings made in Resolution 2021-42 and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the state of emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

**Be It Further Resolved,** that in light of these findings, the Board directs the Acting General Manager/CEO and Board Secretary to continue to agendize public meetings of the Board, and all District committees that are subject to the Brown Act, as remote teleconference meetings, with the understanding that Board meetings will also be open for in-person attendance; and

**Be It Further Resolved**, that the District will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

**Be It Further Resolved**, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 4th day of May, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**San Mateo County Transit District (District)  
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Board of Directors Meeting**

**April 6, 2022**

**Members Present:** M. Fraser, J. Gee, R. Guilbault, R. Medina, D. Pine, J. Powell (Vice Chair),  
(Via P. Ratto (Chair), C. Stone (left at 5:10 pm)  
**Teleconference)**

**Members Absent:** C. Groom

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

**1. Call to Order/Pledge of Allegiance**

Chair Peter Ratto called the meeting to order at 2:00 pm and led the Pledge of Allegiance.

**2. Roll Call**

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

**3. Report from Closed Session at March 17, 2022 Special Board Meeting**

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

Joan Cassman, Legal Counsel, said that there was no reportable action from the closed session.

**4. Consent Calendar**

**4.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for  
COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person –  
Approved by Resolution No. 2022-16**

**4.b Approval of Minutes of the Board of Directors Regular Meeting of March 2, 2022 and  
Special Meetings of March 2 and March 17, 2022**

**4.c Acceptance of Statement of Revenues and Expenses for the Period Ending February 28,  
2022**

**4.d Award of Contract to OK LTD LLC for On-site COVID Testing Services – Approved by  
Resolution No. 2022-17**

**4.e Award of Contract to eScreen, Inc. for Department of Transportation Testing Compliance  
and Program Management Services – Approved by Resolution No. 2022-18**

**4.f Authorization to File Applications with the Metropolitan Transportation Commission for Programming of Federal Transit Administration Formula Funds – Approved by Resolution No. 2022-19**

**4.g Authorization of the Application for and Receipt of Annual Cap and Trade Funding for Battery Electric Buses – Approved by Resolution No. 2022-20**

**4.h Authorization to Submit Grant Applications and Execute Agreements with the California Department of Transportation for Federal Transit Administration Section 5311 Funds – Approved by Resolution No. 2022-21**

Motion/Second: Gee/Powell

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

Noes: None

Absent: Groom

## **5. Public Comment for Items Not on the Agenda**

Aleta Dupree said she was eager to see a dashboard with the battery-electric buses online and expressed her support of the Clipper START program in light of fare integration.

## **6. Report of the Chair**

**6.a Resolution Expressing Support for Ukraine and the Ukrainian People – Approved by Resolution No. 2022-22**

Chair Ratto read the text of the resolution.

### Public Comment:

Aleta Dupree said she was pleased for SamTrans' support of these humanitarian causes.

Motion/Second: Medina/Pine

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

Noes: None

Absent: Groom

**6.b Resolution Recognizing Arab-American Heritage Month – Approved by Resolution No. 2022-23**

Chair Ratto read the text of the resolution.

Motion/Second: Medina/Fraser

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

Noes: None

Absent: Groom

## **7. Report of the General Manager/CEO**

Carter Mau opted to take Item #7b before #7a.

### **7.b Bus Operator Recruitment and Retention Efforts**

Nate Kramer, Executive Officer, People and Culture Group, provided the presentation.

Director Jeff Gee said SamTrans should take advantage of media coverage to get people excited about joining SamTrans. Director Marina Fraser agreed that telling personal stories is an effective recruiting tool. She asked based on changing DMV (Department of Motor Vehicles) rules and laws if people with past legal problems could become operators. Mr. Kramer said that operators are highly regulated. Director Charles Stone suggested that promoting affordable housing should be part of the recruitment discussion in future presentations. Director Rose Guilbault asked he was applying national best practices for recruitment locally. Mr. Kramer said their efforts are directed towards being there for their employees.

#### **7.a General Manager/CEO Report - March 30, 2022**

Mr. Mau said the report was in the packet. He said they had distributed over 7,600 Youth Unlimited passes, which allow low-income students to ride the bus for free. He noted that they recently had over 2,300 uses of the passes on one day.

He noted the International Women's Day celebration that was held at the District where women leaders, including Casey Fromson, Chief Communications Officer; April Chan, Acting Deputy General Manager/CEO; Ana Rivas, Director of Bus Transportation; and Michelle Bouchard, Acting Executive Director, Caltrain shared their experiences and insights with employees. He also noted that the Transit Operator Appreciation Day held at both North and South Bases was a success.

Mr. Mau said they were planning on holding a hybrid in-person/Zoom meeting starting in May with Board members having the option to participate in person or remotely if the virus numbers are trending downwards. He added that it was not yet determined if public participation would remain remote or be in person. He announced that he would be stepping down as Acting General Manager/CEO by the end of the year.

Chair Ratto commended Mr. Mau for his leadership. He said the Board had formed an ad hoc committee to conduct a nationwide search for his successor. Director Stone expressed his admiration for his leadership during the pandemic and for spearheading the anti-Asian hate campaign at the District.

#### Public Comment:

Adina Levin commended Mr. Mau for his service. She supported the idea of using public land for building affordable housing as it relates to operator recruitment.

Aleta Dupree noted that Mr. Mau's responsiveness to answer her questions regarding transportation in the Bay Area.

#### **8. Board Member Requests/Comments**

Director Rico Medina said he had attended the driver appreciation event at North Base and acknowledged staff for their great efforts towards the community.

#### **9. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:41 pm.

## **10. Reconvene Board of Directors Meeting**

Chair Ratto reconvened the Board meeting at 4:10 pm.

## **11. Matters for Board Consideration: Community Relations Committee**

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

11a. Appointment of Denise Seibert, Representing Community Riders, to the Citizens Advisory Committee

Motion/Second: Guilbault/Stone

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

Noes: None

Absent: Groom

Director Guilbault reported on the following items:

11.b Accessible Services Update

11.c Paratransit Coordinating Council Update

11.d Citizens Advisory Committee Update

11.e Quarterly Dashboard Report – October-December 2021

11.f Monthly Performance Report – February 2022

11.g New SamTrans Website Launch

## **12. Matters for Board Consideration: Finance Committee**

Director Marina Fraser led the Board in voting on the following items.

12.a Authorizing an Amendment to the Contracted Urban Bus Services Agreement with MV Transportation for a Not-to-exceed Cost of \$46,154,250 Through January 31, 2024 – *Approved by Resolution No. 2022-24*

12.b Acceptance of Fuel Hedge Update Since Inception

12.c Receive Measure W Citizens' Oversight Committee Report for Fiscal Year 2020 and Annual Audit of Measure W Funds for Fiscal Year 2021

Motion/Second: Medina/Pine

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 Jeff Gee reported on the following item:

13.a SamTrans 2021 Sustainability Report

## **14. Matters for Board Consideration: Legislative Committee**

Director Rico Medina led the Board in voting on the following item:

14.a State and Federal Legislative Update and Approval of Legislative Proposals: Support Senate Bill (SB) 922 (Wiener), Assembly Bill (AB) 1944 (Lee), and AB 2622 (Mullin)

Motion/Second: Fraser/Gee

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

Noes: None

Absent: Groom

## 15. Communications to the Board of Directors

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

## 16. Date and Time of Next Regular Meeting

Chair Ratto announced the time and location of the next meeting as Wednesday, May 4, 2022 at 2:00 pm, and via Zoom and possibly in an additional location.

## 17. General Counsel Report

**17.a Closed Session: Conference with Real Property Negotiators; Property: APN 053-378-010, Redwood City; Negotiators: Carter Mau, April Chan, Lauren Boro; Negotiating Party: Peninsula Corridor Joint Powers Board; Under Negotiation: Price and Terms of Payment**

**17.b Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Victor Paredes, et al. v. Eric Rutland and San Mateo County Transit District, San Mateo County Superior Court, Case No. 21-CIV-01231**

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

Joan Cassman, Legal Counsel, announced the closed sessions and noted that the Board would reconvene back into open session to consider Board actions on Items #17.a and 17.b.

*The Board recessed to closed session at 4:20 pm and reconvened into open session at 5:20 pm.*

*Director Charles Stone left the meeting at 5:10 pm.*

Ms. Cassman said that Item #17.a would require action. Ms. Chan provided the presentation.

Chair Ratto led the Board in voting on the following item:

Declaring Pursuant to the Surplus Land Act that Certain Real Property Located in Redwood City is Exempt Surplus Land that is Not Necessary for the District's Use; Authorizing District Staff to Proceed to Negotiate to Dispose of the Property; Finding that Such Declaration is Exempt from the California Environmental Quality Act 2024 – *Approved by Resolution No. 2022-25*

Motion/Second: Gee/Medina

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

Absent: Groom, Stone

Ms. Cassman said regarding Item #17.b, the Board agreed on a final settlement for all parties in the total amount of \$152,534.32.

Mr. Mau said regarding Item #17.c that there was no reportable action.

### **18. Adjourn**

The meeting adjourned at 5:30 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Statement of Revenues and Expenses for the Period Ending March 31, 2022**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of March 31, 2022 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through March 31, 2022. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

**Significance**

**Annual Forecast:** The annual forecast was updated based on actual revenue and expense trends through March 2022. The forecast was derived by analyzing trends and reviewing details with cost center managers.

**Forecast Revenues:** Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 19) are forecast \$16.4 million higher than budget primarily due to Sales Tax revenues (page 1, line 11 & 12). Sales Tax revenues includes the latest projections which continues to reflect recovery from pandemic. Passenger Fares (page 1, line 1) is higher than budget by \$0.4 million due to improving ridership. Other Interest, Rent, & Other Income (page 1, line 14) is higher than budget by \$0.8 million due primarily to a reimbursement of Bus services for BART. This is partially offset by American Rescue Plan Act (ARPA) funds (page 1, line 5) which is lower than budget by \$0.4 million. This reflects the final actual ARPA Tranche #1 allocation received from MTC.

**Forecast Expenses:** Total Uses of Funds (page 1, line 44) are forecast \$16.4 million higher than budget. Draw from Prior Year Surplus (page 1, line 42) is \$21.3 million better as higher forecasted revenues requires significantly less use of prior year reserves. Motor Bus (page 1, line 23) expense is lower than budget due to lower expenses in CUB (page 3, line 34), Technical Services (page 3, line 8), Professional Services (page 3, line 7), Uniforms and Driver Expense (page 3, line 13), Promotional and Legal Advertising (page 3, line 26), Other Services (page 3,

line 9), Training and Business Travel (page 3, line 27), and Timetables and Tickets (page 3, line 14). A.D.A. Programs (page 1, line 24) is lower than budget due to reduced consultant services.

**Year to Date Revenues:** As of March year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$16.8 million lower than the prior year. This is primarily driven by the decreases in the Local TDA and STA Funds (page 1, line 2), CARES Act Funds (page 1, line 4), and SMCTA Measure A (page 1, line 7). The decreases are partially offset by increases in Passenger Fares (page 1, line 1), ARPA Funds (page 1, line 5), District Sales Tax (page 1, line 11), and Measure W Sales Tax (page 1, line 12).

**Year to Date Expenses:** As of March year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$16.0 million lower than the prior year-to-date actual. This is primarily due to the decreases in Caltrain (page 1, line 25) and Sales Tax Allocation for Capital Programs (page 1, line 36). The decreases are partially offset by increases in Motor Bus (page 1, line 23) and A.D.A. Programs (page 1, line 24).

In Fiscal Year 2022, the San Mateo Transportation Authority will not provide funding for Caltrain operations as the Peninsula Corridor Joint Powers Board is not requesting member funding for operations. Therefore, there will be no expenses in Peninsula Rail Service (page 1, line 25 and page 4, line 62) and corresponding revenues in Transfers from SMCTA for Caltrain (page 1, line 7 and page 2, line 35).

**Budget Impact**

There is no budget impact for the month of March 2022.

Prepared By:	Kyle Huie	Accountant II	650-551-6180
	Jennifer Ye	Acting Director, Accounting	650-622-7890

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2022  
MARCH 2022

% OF YEAR ELAPSED: 75.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	3,731,095	6,540,758	2,809,663	75.3%	8,183,000	8,583,000	400,000
2 Local TDA and STA Funds	33,283,682	31,874,949	(1,408,733)	(4.2%)	42,499,928	42,499,928	-
3 Pass through to Other Agencies	285,259	448,029	162,770	57.1%	597,375	597,375	-
4 CARES Act Funds	42,108,358	-	(42,108,358)	(100.0%)	-	-	-
5 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	15,633,362	(404,468)
6 Operating Grants	1,269,167	634,876	(634,291)	(50.0%)	4,392,998	4,392,998	-
7 SMCTA Measure A	8,429,207	2,894,866	(5,534,341)	(65.7%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	476,490	311,503	(164,987)	(34.6%)	315,900	315,900	-
9 <b>Subtotal - Operating Revenues</b>	<b>89,583,257</b>	<b>58,338,343</b>	<b>(31,244,914)</b>	<b>(34.9%)</b>	<b>75,812,631</b>	<b>75,808,163</b>	<b>(4,468)</b>
<b>Other Revenue Sources</b>							
11 District Sales Tax	66,879,246	79,007,634	12,128,387	18.1%	96,490,000	106,900,000	10,410,000
12 Measure W Sales Tax	33,760,253	39,445,243	5,684,990	16.8%	48,245,000	53,450,000	5,205,000
13 Investment Income	2,435,634	1,768,695	(666,938)	(27.4%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	5,014,562	4,769,506	(245,056)	(4.9%)	5,845,069	6,605,572	760,503
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	21,918,151	19,503,713	(2,414,438)	(11.0%)	33,829,222	33,829,222	-
16							
17 <b>Subtotal - Other Revenues</b>	<b>130,007,845</b>	<b>144,494,790</b>	<b>14,486,945</b>	<b>11.1%</b>	<b>187,249,291</b>	<b>203,624,794</b>	<b>16,375,503</b>
18 <b>Total Revenues</b>	<b>219,591,103</b>	<b>202,833,133</b>	<b>(16,757,970)</b>	<b>(7.6%)</b>	<b>263,061,922</b>	<b>279,432,957</b>	<b>16,371,035</b>
19 <b>Total Sources of Funds</b>	<b>219,591,103</b>	<b>202,833,133</b>	<b>(16,757,970)</b>	<b>(7.6%)</b>	<b>263,061,922</b>	<b>279,432,957</b>	<b>16,371,035</b>
20							
<b>USES OF FUNDS</b>							
22 PCJPB, SMCTA & SAMTR Capital W&B	21,918,151	19,503,713	(2,414,438)	(11.0%)	33,829,222	33,829,222	-
23 Motor Bus	91,688,147	95,041,050	3,352,903	3.7%	144,278,978	139,460,131	(4,818,847)
24 A. D. A. Programs	11,170,000	12,566,742	1,396,742	12.5%	17,797,833	17,660,553	(137,280)
25 Caltrain	7,120,708	-	(7,120,708)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,593,180	1,398,561	(194,619)	(12.2%)	2,790,281	2,790,281	-
27 Pass through to Other Agencies	285,259	448,029	162,770	57.1%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 <b>Total Operating Expense</b>	<b>133,775,444</b>	<b>128,958,094</b>	<b>(4,817,350)</b>	<b>(3.6%)</b>	<b>199,389,100</b>	<b>194,432,973</b>	<b>(4,956,127)</b>
30							
31 <b>Total Operating Surplus / (Deficit)</b>	<b>85,815,659</b>	<b>73,875,039</b>	<b>(11,940,620)</b>	<b>(13.9%)</b>	<b>63,672,822</b>	<b>84,999,984</b>	<b>21,327,162</b>
32							
33 District Sales Tax Capital	4,195,635	2,731,654	(1,463,981)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	750,000	5,108,041	4,358,041	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	13,692,797	-	(13,692,797)	(100.0%)	-	-	-
36 <b>Sales Tax Allocation - Capital Program</b>	<b>18,638,432</b>	<b>7,839,695</b>	<b>(10,798,738)</b>	<b>(57.9%)</b>	<b>10,452,926</b>	<b>10,452,926</b>	<b>-</b>
37							
38 <b>Total Debt Service</b>	<b>6,650,086</b>	<b>6,309,511</b>	<b>(340,575)</b>	<b>(5.1%)</b>	<b>19,149,881</b>	<b>19,149,881</b>	<b>-</b>
39							
40 <b>Reserve for Operating Reserve Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>41,240,626</b>	<b>41,240,626</b>	<b>-</b>
41 <b>Reserve for Sales Tax Stabilization Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,473,500</b>	<b>14,473,500</b>	<b>-</b>
42 <b>Draw from prior year surplus</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(21,644,111)</b>	<b>(316,948)</b>	<b>21,327,163</b>
43							
44 <b>Total Uses of Funds</b>	<b>159,063,962</b>	<b>143,107,300</b>	<b>(15,956,662)</b>	<b>(10.0%)</b>	<b>263,061,922</b>	<b>279,432,957</b>	<b>16,371,036</b>
45							
46 <b>NET SURPLUS / (DEFICIT)</b>	<b>60,527,141</b>	<b>59,725,833</b>	<b>(801,307)</b>	<b>(1.3%)</b>	<b>-</b>	<b>-</b>	<b>-</b>

Statement of Revenues and Expenses								
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2022 MARCH 2022								
% OF YEAR ELAPSED: 75.0%								
REVENUE	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 PASSENGER FARES	3,609,177	6,229,563	2,620,386	72.6%	7,753,000	8,153,000	400,000	
2								
3 LOCAL (TDA) TRANSIT FUND	28,752,378	25,855,389	(2,896,989)	(10.1%)	34,473,853	34,473,853	-	
4								
5 STATE TRANSIT ASSISTANCE	2,655,102	4,181,985	1,526,883	57.5%	5,575,975	5,575,975	-	
6								
7 OPERATING GRANTS	1,039,826	360,424	(679,402)	(65.3%)	1,808,887	1,808,887	-	
8								
9 DISTRICT SALES TAX REVENUE	50,218,360	54,279,235	4,060,875	8.1%	89,621,669	83,642,319	(5,979,350)	
10								
11 INVESTMENT INTEREST INCOME	1,952,504	1,468,356	(484,147)	(24.8%)	2,475,000	2,475,000	-	
12								
<b>OTHER REVENUE SOURCES:</b>								
14 Rental Income	1,066,120	1,120,366	54,246	5.1%	1,684,688	1,684,688	-	
15 Advertising Income	101,343	644,822	543,479	536.3%	745,500	745,500	-	
16 Other Income	2,293,338	900,909	(1,392,428)	(60.7%)	140,406	900,909	760,503	
17 <b>TOTAL OTHER REVENUES</b>	<b>3,460,801</b>	<b>2,666,097</b>	<b>(794,703)</b>	<b>(23.0%)</b>	<b>2,570,594</b>	<b>3,331,097</b>	<b>760,503</b>	
18								
19 <b>TOTAL MOTOR BUS</b>	<b>91,688,147</b>	<b>95,041,050</b>	<b>3,352,903</b>	<b>3.7%</b>	<b>144,278,978</b>	<b>139,460,131</b>	<b>(4,818,847)</b>	
20								
<b>AMERICAN DISABILITIES ACT:</b>								
22 Passenger Fares Redi-Wheels	121,918	311,195	189,277	155.2%	430,000	430,000	-	
23 Local TDA 4.5 Redi-Wheels	1,519,321	1,360,809	(158,512)	(10.4%)	1,814,413	1,814,413	-	
24 Local STA - Paratransit	356,882	476,766	119,885	33.6%	635,687	635,687	-	
25 Operating Grants	229,341	274,451	45,110	19.7%	2,584,111	2,584,111	-	
26 Sales Tax Revenue - ADA	5,106,084	5,853,378	747,294	14.6%	6,833,022	6,695,742	(137,280)	
27 Interest Income - Paratransit Fund	483,130	300,339	(182,791)	(37.8%)	365,000	365,000	-	
28 SMCTA Measure A Redi-Wheels	2,412,000	2,894,866	482,866	20.0%	3,785,600	3,785,600	-	
29 SM County Measure K	-	-	-	0.0%	-	-	-	
30 Measure M Paratransit	941,324	1,094,936	153,612	16.3%	1,350,000	1,350,000	-	
31 <b>TOTAL ADA PROGRAMS</b>	<b>11,170,000</b>	<b>12,566,742</b>	<b>1,396,743</b>	<b>12.5%</b>	<b>17,797,833</b>	<b>17,660,553</b>	<b>(137,280)</b>	
32								
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>								
35 Transfer from SMCTA for Caltrain	6,011,051	-	(6,011,051)	(100.0%)	-	-	-	
36 Other Sources - Caltrain	1,109,657	-	(1,109,657)	(100.0%)	-	-	-	
37 AB434 Funds-SamTrans Shuttle	476,490	311,503	(164,987)	(34.6%)	315,900	315,900	-	
38 Employer SamTrans Shuttle Funds	616,411	942,536	326,125	52.9%	1,762,500	1,762,500	-	
39 Dumbarton Rental Income	383,178	410,214	27,036	7.1%	161,975	161,975	-	
40 Sales Tax Revenue - Gen. Operating Asst.	117,101	(265,692)	(382,793)	(326.9%)	549,906	549,906	-	
41								
42 <b>TOTAL MULTIMODAL</b>	<b>8,713,888</b>	<b>1,398,561</b>	<b>(7,315,327)</b>	<b>(84.0%)</b>	<b>2,790,281</b>	<b>2,790,281</b>	<b>-</b>	
43								
44 <b>TOTAL REVENUES</b>	<b>111,572,034</b>	<b>109,006,353</b>	<b>(2,565,682)</b>	<b>(2.3%)</b>	<b>164,867,092</b>	<b>159,910,965</b>	<b>(4,956,127)</b>	

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2022  
MARCH 2022

% OF YEAR ELAPSED: 75.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	51,528,582	50,035,817	(1,492,765)	(2.9%)	73,734,760	73,734,760	-
2							
3 Services:							
4 Board of Directors	95,682	104,805	9,124	9.5%	118,733	118,733	-
5 Contracted Vehicle Maintenance	747,024	932,565	185,542	24.8%	1,364,178	1,364,178	-
6 Property Maintenance	925,998	1,226,780	300,782	32.5%	1,744,500	1,744,500	-
7 Professional Services	2,422,169	3,798,445	1,376,276	56.8%	6,001,230	5,201,230	(800,000)
8 Technical Services	5,588,270	5,699,546	111,276	2.0%	10,780,517	9,721,670	(1,058,847)
9 Other Services	2,136,131	2,321,791	185,660	8.7%	4,370,839	4,160,839	(210,000)
10 Materials & Supply:							
11 Fuel and Lubricants	1,313,420	2,852,662	1,539,242	117.2%	3,526,864	3,526,864	-
12 Bus Parts and Materials	1,735,530	1,796,590	61,059	3.5%	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	256,260	445,675	189,415	73.9%	1,093,563	593,563	(500,000)
14 Timetables and Tickets	4,854	61,821	56,967	100.0%	224,134	174,134	(50,000)
15 Office Supplies / Printing	390,848	274,726	(116,121)	(29.7%)	405,194	405,194	-
16 Other Materials and Supply	168,118	82,939	(85,179)	(50.7%)	146,800	146,800	-
17							
18 Utilities:							
19 Telephone	426,727	409,130	(17,597)	(4.1%)	669,200	669,200	-
20 Other Utilities	946,607	1,019,577	72,970	7.7%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,727,085	525,129	23.8%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	50,677	1,015,561	964,884	1,904.0%	600,000	600,000	-
23 Workers' Compensation	2,334,182	2,397,332	63,150	2.7%	3,756,275	3,756,275	-
24 Taxes and License Fees	511,733	672,015	160,282	31.3%	957,142	957,142	-
25 Leases and Rentals	50,315	59,393	9,078	18.0%	81,900	81,900	-
26 Promotional and Legal Advertising	143,833	219,950	76,117	52.9%	1,252,443	802,443	(450,000)
27 Training and Business Travel	187,358	119,074	(68,284)	(36.4%)	675,125	425,125	(250,000)
28 Dues and Membership	121,605	138,409	16,804	13.8%	188,467	188,467	-
29 Postage and Other	73,949	86,282	12,333	16.7%	217,442	217,442	-
30							
31 <b>Total District Operated Buses</b>	<b>74,361,825</b>	<b>78,497,971</b>	<b>4,136,146</b>	<b>5.6%</b>	<b>118,674,861</b>	<b>115,356,014</b>	<b>(3,318,847)</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	15,254,179	13,603,026	(1,651,152)	(10.8%)	21,123,100	19,623,100	(1,500,000)
35 Coastside Services	1,192,284	1,230,998	38,714	3.2%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	146,605	134,651	(11,954)	(8.2%)	229,300	229,300	-
37 La Honda - Pescadero	-	17,063	17,063	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	44,107	108,944	64,836	147.0%	152,000	152,000	-
39 CUB Related Wages & Benefits	260,603	295,127	34,524	13.2%	505,717	505,717	-
40 CUB Related Other Support	69,449	73,077	3,628	5.2%	143,936	143,936	-
41 CUB Insurance	901,592	1,255,604	354,012	39.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(542,497)	(175,410)	367,087	67.7%	200,000	200,000	-
43 <b>Total Contracted Bus Service</b>	<b>17,326,322</b>	<b>16,543,079</b>	<b>(783,243)</b>	<b>(4.5%)</b>	<b>25,604,117</b>	<b>24,104,117</b>	<b>(1,500,000)</b>
44							
45 <b>TOTAL MOTOR BUS</b>	<b>91,688,147</b>	<b>95,041,050</b>	<b>3,352,903</b>	<b>3.7%</b>	<b>144,278,978</b>	<b>139,460,131</b>	<b>(4,818,847)</b>

Statement of Revenues and Expenses

OPERATING EXPENSES  
FISCAL YEAR 2022  
MARCH 2022

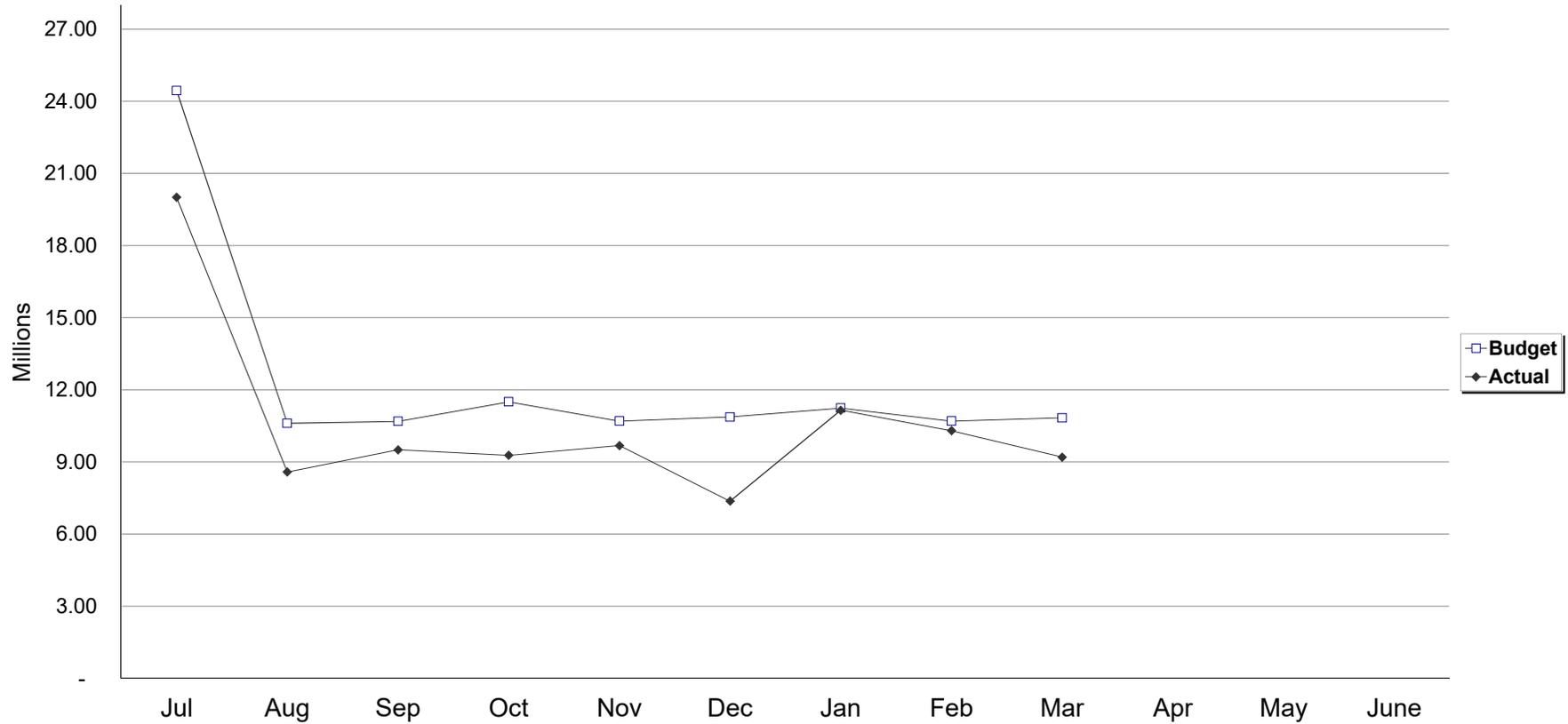
% OF YEAR ELAPSED: 75.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%	BUDGET	FORECAST	\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE			VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	5,175,265	5,796,102	620,837	12.0%	7,675,510	7,675,510	-
49 ADA Sedans / Taxi Service	1,484,818	1,692,390	207,572	14.0%	2,212,350	2,212,350	-
50 Coastside ADA	843,248	1,009,385	166,137	19.7%	1,420,000	1,420,000	-
51 ADA Related Wages & Benefits	2,043,965	1,878,871	(165,095)	(8.1%)	2,753,826	2,753,826	-
52 ADA Related Other Support	894,237	1,217,366	323,129	36.1%	2,347,603	2,210,323	(137,280)
53 ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	(15,378)	(83,897)	(68,519)	(445.6%)	200,000	200,000	-
55							
56 <b>TOTAL ADA PROGRAMS</b>	<b>11,170,000</b>	<b>12,566,742</b>	<b>1,396,742</b>	<b>12.5%</b>	<b>17,797,833</b>	<b>17,660,553</b>	<b>(137,280)</b>
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 CALTRAIN SERVICE							
62 Peninsula Rail Service	7,120,708	-	(7,120,708)	(100.0%)	-	-	-
63 <b>Total Caltrain Service</b>	<b>7,120,708</b>	<b>-</b>	<b>(7,120,708)</b>	<b>(100.0%)</b>	<b>-</b>	<b>-</b>	<b>-</b>
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	1,411,984	1,228,159	(183,825)	(13.0%)	2,331,500	2,331,500	-
67 Shuttle Related Wages & Benefits	63,539	53,234	(10,306)	(16.2%)	91,806	91,806	-
68 Dumbarton M.O.W.	20,080	-	(20,080)	(100.0%)	161,975	161,975	-
69 Maintenance Multimodal Facilities	97,576	117,168	19,592	20.1%	205,000	205,000	-
70 <b>Total Other Support</b>	<b>1,593,180</b>	<b>1,398,561</b>	<b>(194,619)</b>	<b>(12.2%)</b>	<b>2,790,281</b>	<b>2,790,281</b>	<b>-</b>
71							
72							
73 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>8,713,888</b>	<b>1,398,561</b>	<b>(7,315,327)</b>	<b>(84.0%)</b>	<b>2,790,281</b>	<b>2,790,281</b>	<b>-</b>
74							
75							
76 <b>TOTAL OPERATING EXPENSES</b>	<b>111,572,034</b>	<b>109,006,353</b>	<b>(2,565,681)</b>	<b>(2.3%)</b>	<b>164,867,092</b>	<b>159,910,965</b>	<b>(4,956,127)</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

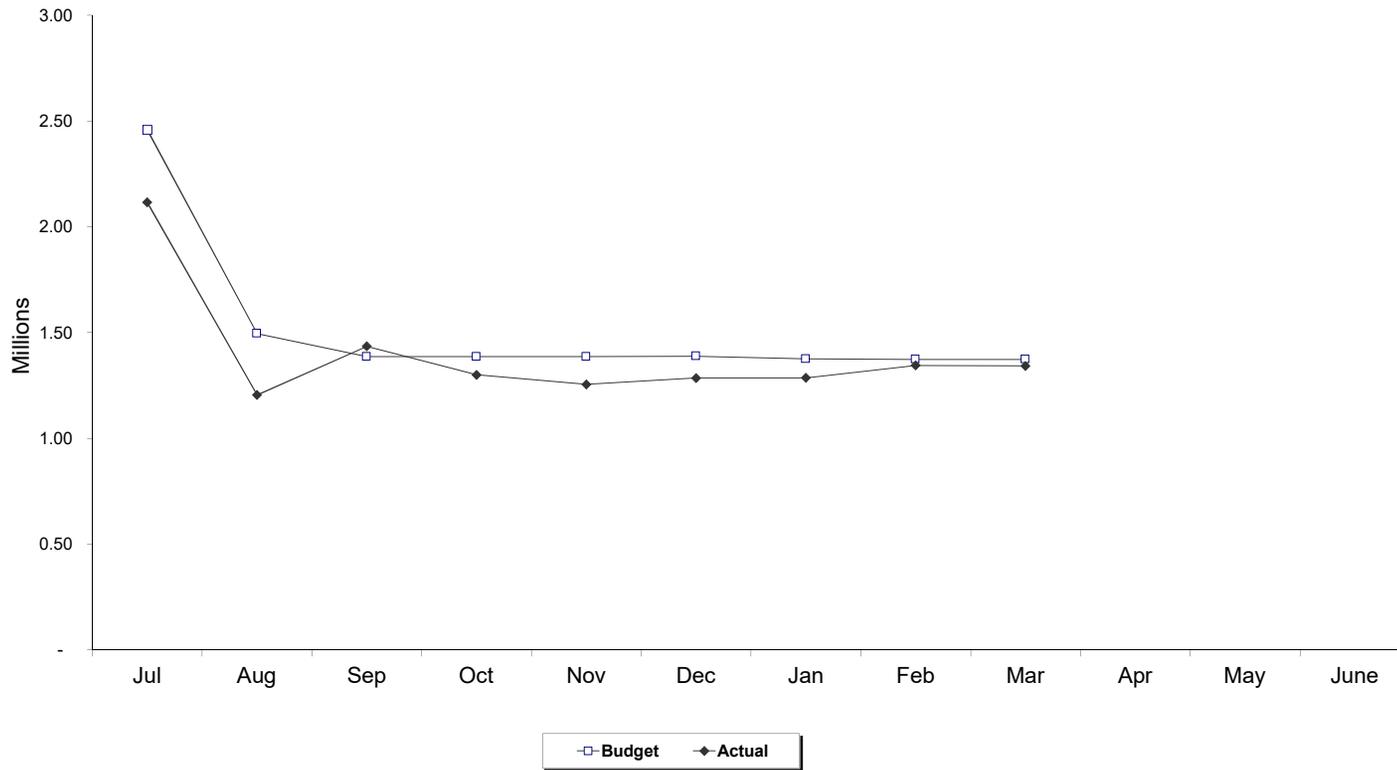
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2022



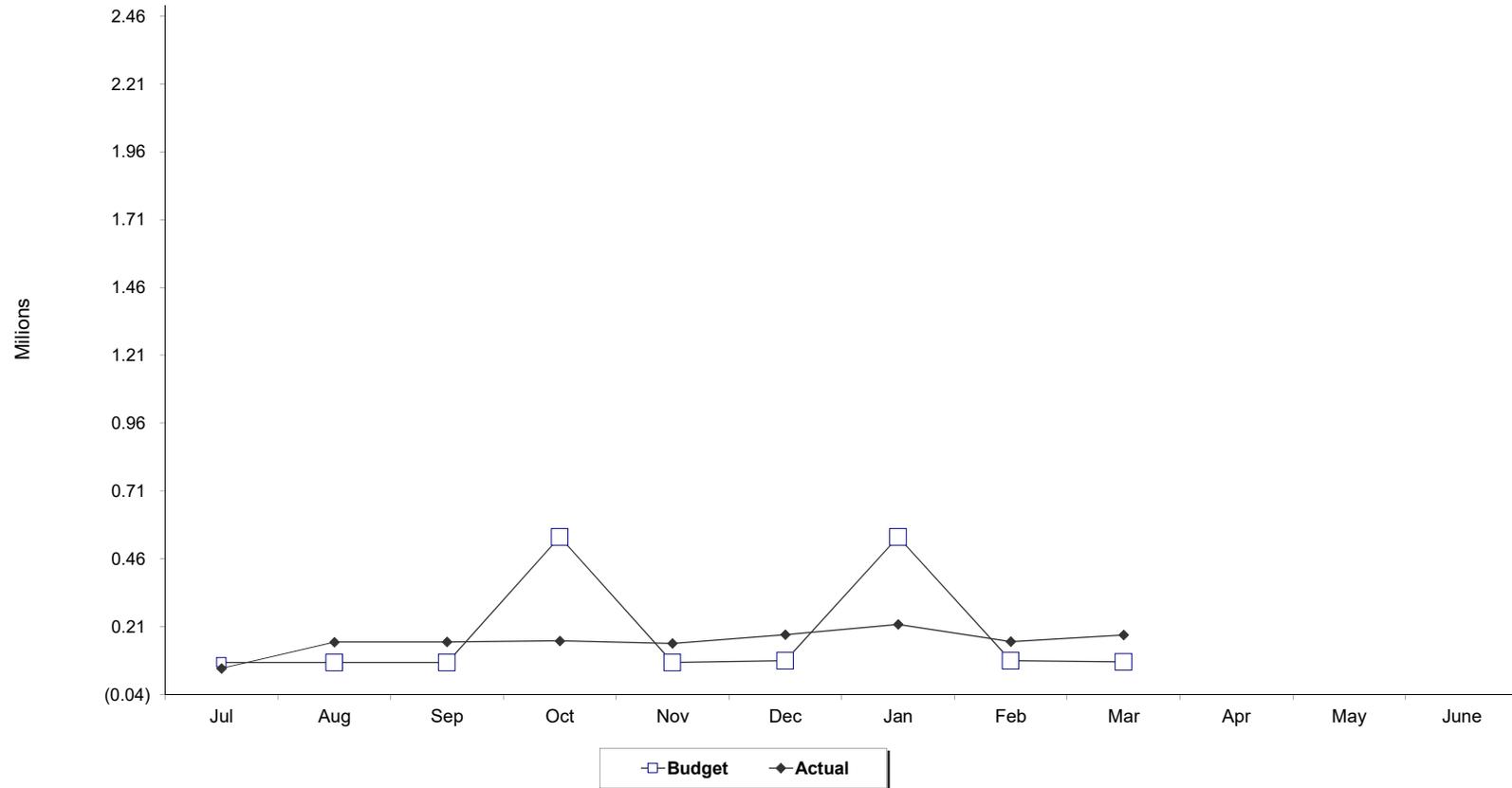
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269	11,238,999	10,694,709	10,833,317			
Actual	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357	11,147,156	10,296,735	9,193,900			
<b>CUMULATIVE EXPENSES</b>												
Budget	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040	90,030,039	100,724,749	111,558,066			
Actual	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259	75,550,415	85,847,150	95,041,050			
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781	14,479,624	14,877,599	16,517,016			
Variance %	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%	16.1%	14.8%	14.8%			

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2022**



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680	1,375,387	1,372,662	1,372,662			
<b>Actual</b>	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079	1,285,390	1,344,632	1,342,195			
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815	10,875,202	12,247,863	13,620,525			
<b>Actual</b>	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527	9,879,916	11,224,548	12,566,742			
<b>Variance - F(U)</b>	343,564	634,128	585,468	671,520	802,688	905,288	995,283	1,023,316	1,053,783			
<b>Variance %</b>	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%	9.2%	8.4%	7.7%			

**SAN MATEO COUNTY TRANSIT DISTRICT  
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL  
FISCAL YEAR 2022**



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	77,345	77,345	77,345	540,945	77,345	83,945	540,945	83,945	79,845			
Actual	56,004	152,622	153,378	156,901	147,846	180,046	218,183	154,528	179,052			
<b>CUMULATIVE EXPENSES</b>												
Budget	77,345	154,690	232,035	772,980	850,325	934,270	1,475,215	1,559,160	1,639,005			
Actual	56,004	208,626	362,004	518,905	666,752	846,798	1,064,980	1,219,509	1,398,561			
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573	87,472	410,235	339,651	240,444			
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%	27.8%	21.8%	14.7%			

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF MARCH 31, 2022**

3/31/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	94,581,577.89
Bank of America Checking (Restricted)	10,204,048.02
Wells Fargo	0.00
LAIF	74,843,042.92

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	205,194,600.71
MMF - US Bank Custodian Account	8,922,551.59

**Debt Service Reserves Held By Trustee** 11,788,065.15

**TOTAL** 405,533,886.28

\* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
Risk Metric	Value
MMFund	83,765,594.51
Fixed Income	205,194,600.71
Duration	2.033
Convexity	-0.011
WAL	1.583
Years to Final Maturity	2.207
Years to Effective Maturity	1.582
Yield	2.299
Book Yield	0.790
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - LAIF) State of California	25.901%
United States	24.284%
Other	23.879%
Federal Home Loan Mortgage Corporation	14.157%
Federal National Mortgage Association	5.958%
U.S. Bancorp	3.710%
JPMorgan Chase & Co.	1.061%
Berkshire Hathaway Inc.	1.051%
---	100.000%

Footnotes: 1,2

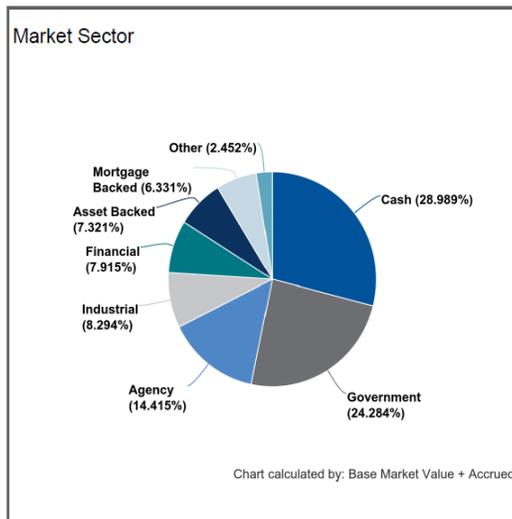
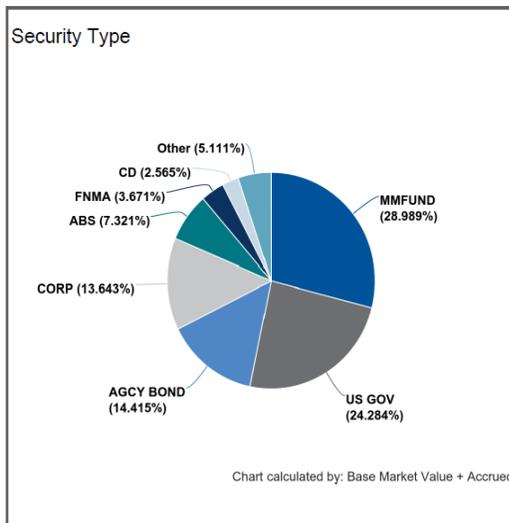
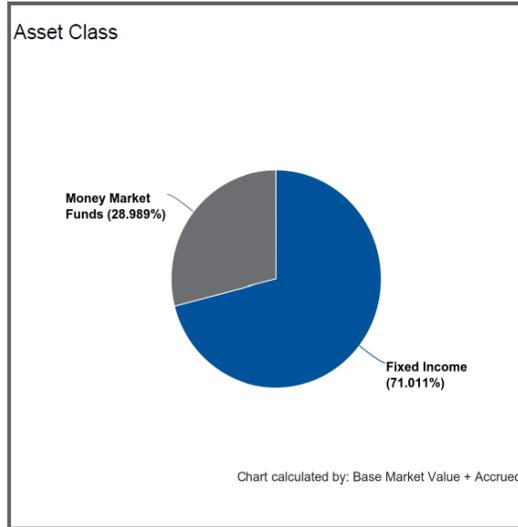
Footnotes:  
1) Grouped by Issuer Concentration  
2) Groups sorted by % of Base Market Value + Accrued

Risk Summary

SAM Transit District Agg (136232)

03/01/2022 - 03/31/2022

Dated: 04/06/2022



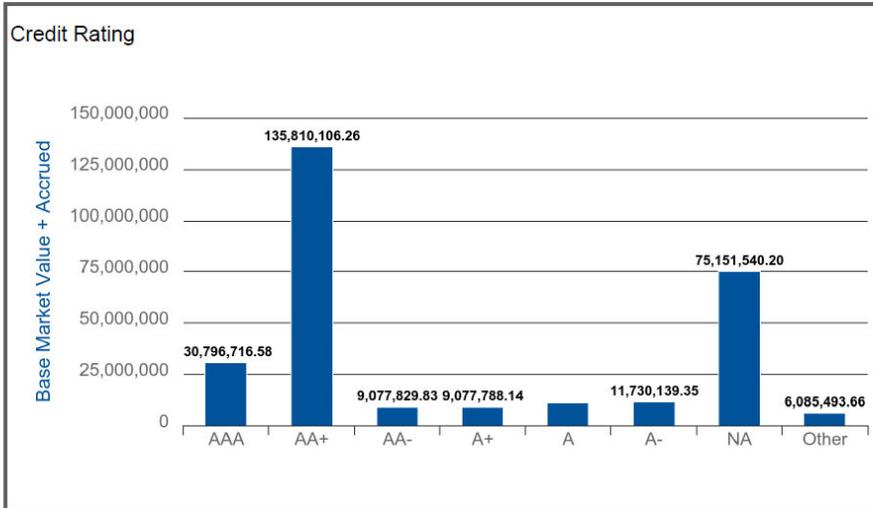


Risk Summary

03/01/2022 - 03/31/2022

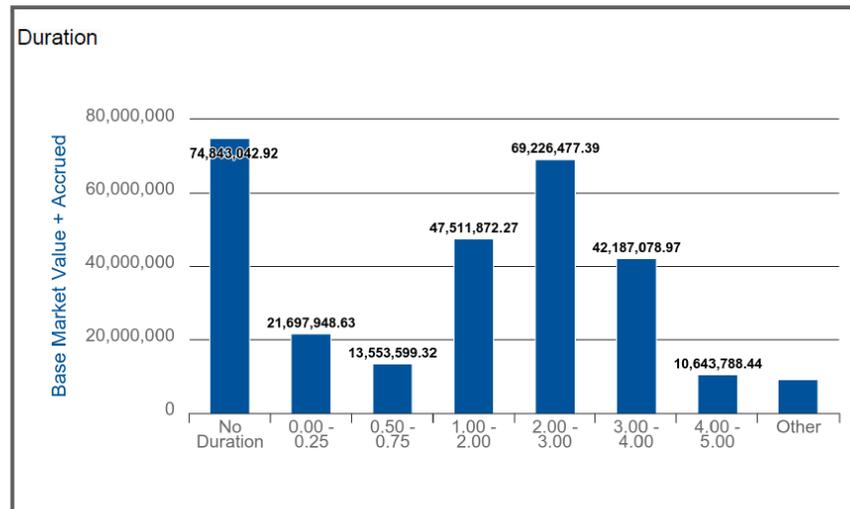
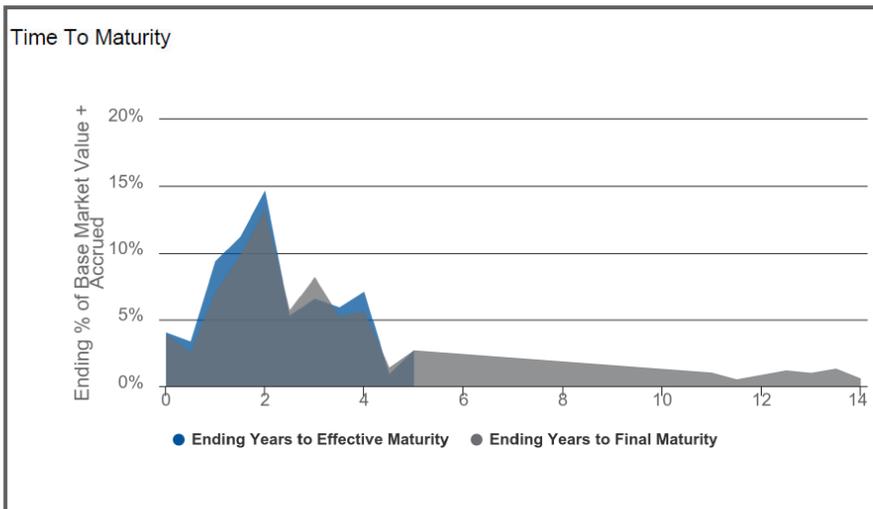
SAM Transit District Agg (136232)

Dated: 04/06/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.688%	2.224%	2.746%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	8.017%	12.297%	16.149%	13.329%	1.631%	0.000%	0.000%	0.000%	0.000%
A	1.711%	1.407%	4.647%	1.270%	2.052%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.408%	0.416%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.107%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

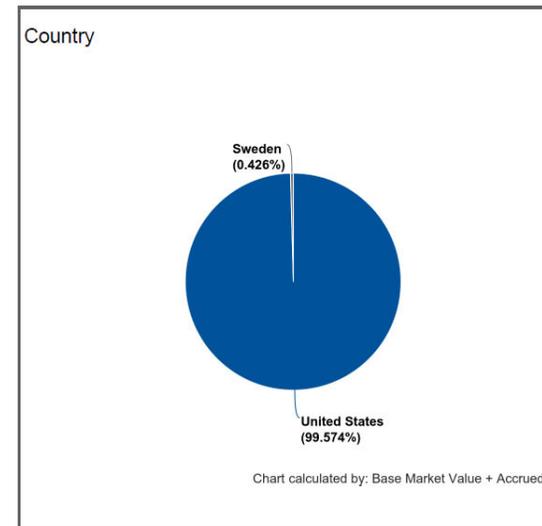
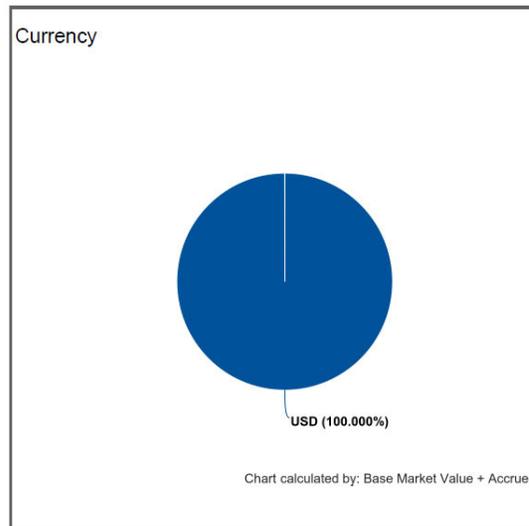
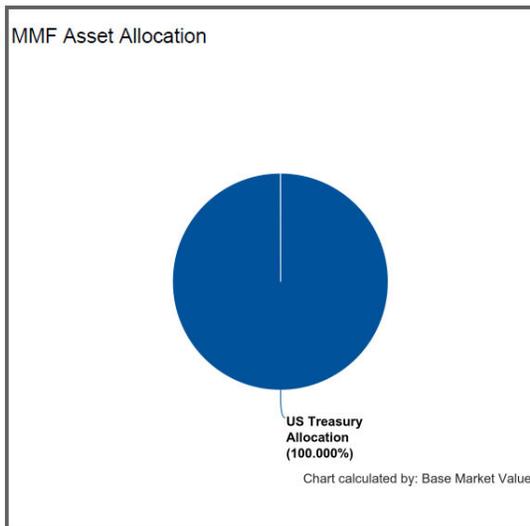
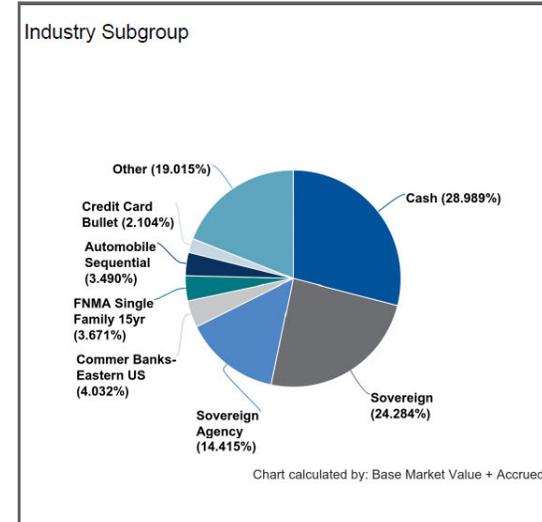
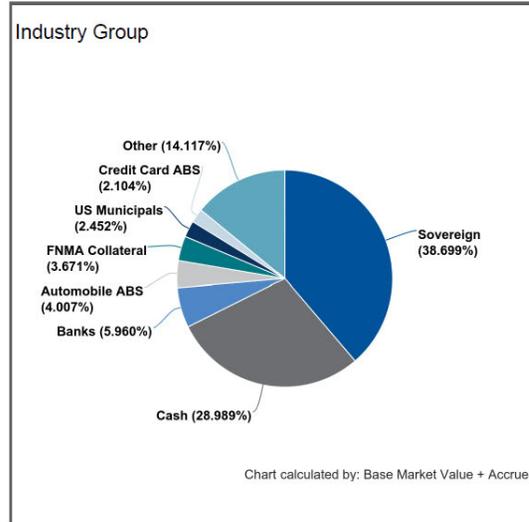
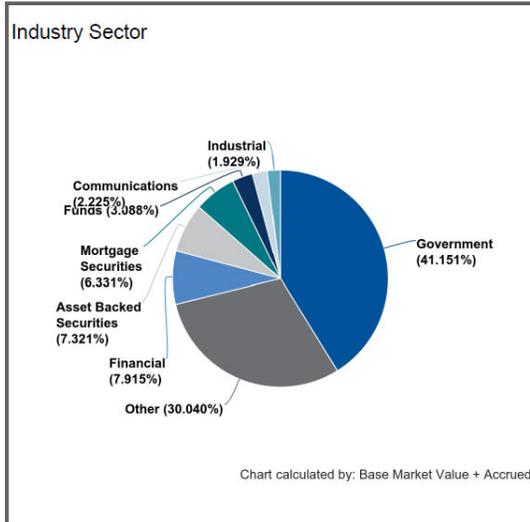


Risk Summary

03/01/2022 - 03/31/2022

SAM Transit District Agg (136232)

Dated: 04/06/2022



# CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 03/31/2022  
 Base Currency: USD

**MMFUND**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,379.92	---	03/31/2022	8,441,379.92	0.00	8,441,379.92	8,441,379.92
<b>MMFUND</b>			<b>8,441,379.92</b>			<b>8,441,379.92</b>	<b>0.00</b>	<b>8,441,379.92</b>	<b>8,441,379.92</b>

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

# CLEARWATER

ANALYTICS.

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 03/31/2022  
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	360,917.45	360,940.27
ABS	09661RAD3	BMWOT 2020-A A3	227,795.35	07/15/2020	10/25/2024	227,778.16	18.22	225,934.11	225,952.33
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,662,662.07	1,663,931.05
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,402,927.52	1,403,288.07
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,096,440.70	1,096,969.94
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	439,970.35	440,127.78
ABS	14315FAD9	CARMX 2020-3 A3	385,404.52	07/22/2020	03/17/2025	385,338.46	106.20	382,029.42	382,135.62
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	417,220.44	417,314.89
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	248,750.98	248,789.51
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	843,981.00	844,210.42
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	367,783.40	367,892.48
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	42.50	297,136.95	297,179.45
ABS	362590AC5	GMCAR 2020-3 A3	637,421.91	08/19/2020	04/16/2025	637,276.07	119.52	629,576.73	629,696.24
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	393,787.18	393,850.52
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	401,085.95	401,127.30
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	591,037.37	591,159.37
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	445,440.03	445,552.48
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,225,792.06	1,226,003.17
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	326,391.33	326,447.90
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	340,921.56	341,038.31
ABS	47787NAC3	JDOT 2020-B A3	207,423.39	07/22/2020	11/15/2024	207,391.78	47.02	205,338.63	205,385.64
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	340,840.13	340,937.95
ABS	65479CAD0	NAROT 2020-B A3	272,738.19	06/30/2020	07/15/2024	272,730.72	66.67	270,994.37	271,061.04
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,407,408.66	1,407,622.06
ABS	89237VAB5	TAOT 2020-C A3	808,056.47	07/27/2020	10/15/2024	807,994.25	158.02	800,063.83	800,221.85
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	325,422.35	325,473.53
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,015,832.78	1,015,980.70
ABS	92348TAA2	VZOT 2020-A A1A	380,735.55	01/29/2020	07/22/2024	380,690.97	215.22	380,783.56	380,998.78
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	661,451.20	661,664.70
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	537,992.35	538,193.95
ABS			18,524,575.39			18,521,984.19	5,232.84	18,045,914.45	18,051,147.30

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	2,319.44	941,987.00	944,306.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	154.69	511,521.45	511,676.14
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	7,847.22	9,994,200.00	10,002,047.22
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,760.42	945,236.00	947,996.42
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,444.44	938,181.00	939,625.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	487.50	1,210,089.40	1,210,576.90
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,400.00	1,118,259.60	1,120,659.60
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	990.28	1,113,696.80	1,114,687.08
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,444.79	935,682.55	937,127.34
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	659.72	979,079.00	979,738.72
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,166.67	1,492,288.00	1,493,454.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	642.36	2,437,577.50	2,438,219.86
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	175.69	1,071,325.20	1,071,500.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	239.58	1,460,898.00	1,461,137.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	108.33	1,208,122.50	1,208,230.83
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	687.50	1,162,951.20	1,163,638.70
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,309.03	1,260,581.40	1,261,890.43
AGCY BOND	3137EAFA2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	6,500.00	7,743,256.00	7,749,756.00
<b>AGCY BOND</b>			<b>37,650,000.00</b>			<b>37,615,238.87</b>	<b>31,337.67</b>	<b>36,524,932.60</b>	<b>36,556,270.27</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	25,540.75	900,062.10	925,602.85
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	295.00	1,182,506.40	1,182,801.40
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	6,460.00	952,608.70	959,068.70
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	1,659.86	952,636.25	954,296.11
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	1,668.83	952,674.25	954,343.08
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	1,417.50	899,415.90	900,833.40
<b>CD</b>			<b>5,850,000.00</b>			<b>5,850,000.00</b>	<b>37,041.94</b>	<b>5,839,903.60</b>	<b>5,876,945.54</b>

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	10,285.00	914,085.90	924,370.90
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,284.81	1,263,914.88	1,266,199.69
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	5,640.00	894,214.80	899,854.80
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	4,375.00	956,749.00	961,124.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	4,375.00	956,749.00	961,124.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,062.50	669,724.30	672,786.80
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	3,750.00	894,887.10	898,637.10
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	331.77	310,294.73	310,626.50
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	1,446.18	782,471.75	783,917.93
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	5,166.67	820,017.60	825,184.27
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	4,110.88	1,031,721.90	1,035,832.78
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,724.27	383,198.80	384,923.07
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	9,993.75	2,602,756.80	2,612,750.55
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	2,760.00	2,642,390.10	2,645,150.10
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	5,163.75	1,279,227.60	1,284,391.35
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	5,439.00	868,293.90	873,732.90
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	3,665.63	863,266.80	866,932.43
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	176.82	461,840.28	462,017.10
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	1,307.81	446,751.08	448,058.89
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	1,523.96	933,443.40	934,967.36
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	2,271.38	890,967.60	893,238.98
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	7,988.75	914,056.20	922,044.95
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	31.50	139,781.18	139,812.68
CORP	46625HNM7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	3,705.00	461,650.95	465,355.95
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	14,058.05	908,747.10	922,805.15
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,593.07	553,527.06	555,120.13
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	2,000.31	729,483.00	731,483.31
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	1,096.88	377,240.76	378,337.64
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	5,950.00	913,150.80	919,100.80
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	192.01	384,458.64	384,650.65
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	458.61	603,415.74	603,874.35
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	2,897.74	2,286,230.95	2,289,128.69
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	134.06	478,943.19	479,077.25
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,047.60	387,724.00	388,771.60
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	871.00	232,240.32	233,111.32
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	1,080.00	437,031.45	438,111.45
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	336.00	135,965.34	136,301.34
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	324.00	131,109.44	131,433.44
CORP	89236TKJ2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	836.88	241,017.92	241,854.80
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	238.58	267,043.84	267,282.42
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	7,320.00	1,789,473.60	1,796,793.60
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	4,996.11	1,069,818.55	1,074,814.66
<b>CORP</b>			<b>35,210,000.00</b>			<b>35,859,452.80</b>	<b>136,010.32</b>	<b>34,309,077.33</b>	<b>34,445,087.65</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	1,154,987.27	06/25/2021	06/01/2035	1,244,498.79	3,368.71	1,187,432.32	1,190,801.03
FHLMC	3133L7LB1	FH RC1222	1,403,913.18	10/19/2021	12/01/2034	1,509,206.67	4,094.75	1,437,871.70	1,441,966.45
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	652,470.00	654,128.58
FHLMC	3137BM6P6	FHMS K-721 A2	328,927.45	04/09/2018	08/25/2022	331,728.47	846.99	330,210.26	331,057.25
FHLMC	3137F6Z55	FHMS K-J31 A1	361,943.21	10/29/2020	05/25/2026	361,935.97	171.62	344,939.11	345,110.74
FHLMC	3137FKK39	FHMS K-P05 A	12,488.93	12/17/2018	07/25/2023	12,488.90	33.34	12,588.47	12,621.81
FHLMC	3137FQ3V3	FHMS K-J27 A1	72,258.40	11/26/2019	07/25/2024	72,256.66	125.97	72,183.25	72,309.22
FHLMC	3137H4RZ5	FHMS K-J36 A1	210,794.25	12/16/2021	12/25/2026	210,793.40	228.01	199,598.96	199,826.97
<b>FHLMC</b>			<b>4,195,312.68</b>			<b>4,425,104.16</b>	<b>10,527.97</b>	<b>4,237,294.08</b>	<b>4,247,822.05</b>

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,540,501.63	12/29/2020	09/25/2033	1,562,285.29	1,283.75	1,481,309.63	1,482,593.38
FHLMC CMO	3137F7DH5	FHR 5048 B	930,902.73	11/30/2020	05/25/2033	942,684.46	775.75	879,006.04	879,781.80
<b>FHLMC CMO</b>			<b>2,471,404.36</b>			<b>2,504,969.75</b>	<b>2,059.50</b>	<b>2,360,315.67</b>	<b>2,362,375.18</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,245,478.41	05/18/2021	03/01/2035	1,334,607.96	3,113.70	1,260,074.63	1,263,188.33
FNMA	3140Q9FM0	FN CA1971	1,591,739.44	01/18/2022	06/01/2033	1,679,533.82	4,642.57	1,638,271.81	1,642,914.38
FNMA	3140QGKN6	FN CA8400	1,201,933.13	03/22/2021	12/01/2035	1,314,989.97	3,505.64	1,240,902.14	1,244,407.78
FNMA	3140X92C8	FN FM6170	1,096,215.46	06/25/2021	07/01/2035	1,188,023.50	3,654.05	1,134,336.13	1,137,990.18
FNMA	3140X9K46	FN FM5714	817,225.61	03/25/2021	11/01/2035	890,265.15	2,724.09	836,407.63	839,131.72
FNMA	3140XALC4	FN FM6622	1,420,743.74	03/29/2021	02/01/2036	1,494,000.84	2,959.88	1,409,131.03	1,412,090.91
FNMA	3140XC4K1	FN FM8925	1,386,013.23	11/16/2021	08/01/2034	1,502,958.10	4,620.04	1,450,776.75	1,455,396.80
<b>FNMA</b>			<b>8,759,349.03</b>			<b>9,404,379.34</b>	<b>25,219.97</b>	<b>8,969,900.12</b>	<b>8,995,120.09</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	403,449.74	03/25/2022	03/31/2022	403,449.74	0.00	403,449.74	403,449.74
<b>MMFUND</b>			<b>403,449.74</b>			<b>403,449.74</b>	<b>0.00</b>	<b>403,449.74</b>	<b>403,449.74</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	941.59	252,822.30	253,763.89
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,544.42	398,648.70	400,193.12
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	805.38	227,212.40	228,017.78
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,100.75	332,304.00	333,404.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,044.25	617,136.00	619,180.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	786.25	237,360.00	238,146.25
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	708.58	509,228.50	509,937.08
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	637.50	717,457.50	718,095.00
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	425.25	378,901.80	379,327.05
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	863.78	307,692.00	308,555.78
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	618.67	1,499,024.00	1,499,642.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	672.75	549,360.75	550,033.50
<b>MUNI</b>			<b>6,375,000.00</b>			<b>6,378,878.00</b>	<b>11,149.16</b>	<b>6,027,147.95</b>	<b>6,038,297.11</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	37,790.06	3,991,875.00	4,029,665.06
US GOV	912828N30	UNITED STATES TREASURY	4,675,000.00	01/10/2019	12/31/2022	4,607,614.26	24,973.15	4,698,375.00	4,723,348.15
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	16,025.55	3,015,000.00	3,031,025.55
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	15,794.64	2,890,484.38	2,906,279.02
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	5,174.11	946,882.81	952,056.92
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	9,258.93	1,694,421.88	1,703,680.80
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	20,128.45	2,926,492.19	2,946,620.64
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	15,693.37	2,281,671.88	2,297,365.25
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	25,138.12	4,957,812.50	4,982,950.62
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	7,415.75	1,462,554.69	1,469,970.43
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	3,267.96	644,515.63	647,783.58
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	2,262.43	446,203.13	448,465.56
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	6,787.29	1,338,609.38	1,345,396.67
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	3,739.30	833,664.06	837,403.36
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,571.13	2,325,000.00	2,326,571.13
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	551.17	1,447,734.38	1,448,285.54
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	329.94	323,531.25	323,861.19
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,131.22	1,109,250.00	1,110,381.22
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	6,787.29	6,655,500.00	6,662,287.29
US GOV	91282CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	31,153.85	17,302,500.00	17,333,653.85
<b>US GOV</b>			<b>63,000,000.00</b>			<b>62,732,231.47</b>	<b>234,973.70</b>	<b>61,292,078.13</b>	<b>61,527,051.82</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
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- \* Grouped by: Security Type
- \* Groups Sorted by: Security Type
- \* Weighted by: Base Market Value + Accrued
- \* Holdings Displayed by: Lot

# CLEARWATER

## ANALYTICS

Report: Master BS by lot - group by Security type  
 Account: SAM Paratransit Fund (136227)  
 As of: 03/31/2022  
 Base Currency: USD

### ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,404.42	63,408.43
ABS	09661RAD3	BMWOT 2020-A A3	65,084.39	07/15/2020	10/25/2024	65,079.48	5.21	64,552.60	64,557.81
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	475,761.74	476,124.85
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	242,540.01	242,602.34
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	205,881.88	205,981.26
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	76,516.58	76,543.96
ABS	14315FAD9	CARMX 2020-3 A3	111,339.08	07/22/2020	03/17/2025	111,320.00	30.68	110,364.06	110,394.74
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	98,169.52	98,191.74
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	43,897.23	43,904.03
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	146,985.45	147,025.41
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	62,093.30	62,111.72
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	9.21	64,379.67	64,388.88
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	83,679.78	83,693.23
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,478.09	68,485.15
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	101,735.94	101,756.94
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	82,309.57	82,330.35
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	269,674.25	269,720.70
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	63,329.66	63,340.64
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,620.55	57,640.28
ABS	47787NAC3	JDOT 2020-B A3	49,781.61	07/22/2020	11/15/2024	49,774.03	11.28	49,281.27	49,292.55
ABS	65479CAD0	NAROT 2020-B A3	75,003.00	06/30/2020	07/15/2024	75,000.95	18.33	74,523.45	74,541.79
ABS	89237VAB5	TAOT 2020-C A3	85,963.45	07/27/2020	10/15/2024	85,956.84	16.81	85,113.17	85,129.98
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	63,141.65	63,151.58
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	147,936.81	147,958.35
ABS	92348TAA2	VZOT 2020-A A1A	100,193.57	01/29/2020	07/22/2024	100,181.83	56.64	100,206.20	100,262.84
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	111,046.55	111,082.39
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	91,266.56	91,300.76
<b>ABS</b>			<b>3,177,365.11</b>			<b>3,176,875.40</b>	<b>1,032.73</b>	<b>3,103,889.96</b>	<b>3,104,922.69</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	637.85	259,046.43	259,684.27
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	32.34	106,954.49	106,986.83
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	759.11	259,939.90	260,699.01
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	397.22	257,999.78	258,397.00
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	103.13	255,980.45	256,083.58
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	550.00	256,267.83	256,817.83
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	215.28	242,108.00	242,323.28
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	418.23	270,855.48	271,273.70
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	181.42	269,246.73	269,428.15
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	255.21	326,438.00	326,693.21
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	205.56	780,024.80	780,230.36
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	54.31	331,136.88	331,191.19
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	73.47	448,008.72	448,082.19
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	45.83	511,128.75	511,174.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	148.96	251,972.76	252,121.72
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	276.91	266,661.45	266,938.36
<b>AGCY BOND</b>			<b>5,325,000.00</b>			<b>5,313,158.74</b>	<b>4,354.83</b>	<b>5,093,770.42</b>	<b>5,098,125.25</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	2253CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	7,094.65	250,017.25	257,111.90
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	49.17	197,084.40	197,133.57
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	1,870.00	275,755.15	277,625.15
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	480.49	275,763.13	276,243.61
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	483.08	275,774.13	276,257.21
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	393.75	249,837.75	250,231.50
<b>CD</b>			<b>1,525,000.00</b>			<b>1,525,000.00</b>	<b>10,371.14</b>	<b>1,524,231.80</b>	<b>1,534,602.94</b>

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	425.69	235,482.24	235,907.93
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,566.67	248,393.00	249,959.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,203.13	263,105.98	264,309.10
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,041.67	248,579.75	249,621.42
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	56.15	52,511.42	52,567.56
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	255.21	138,083.25	138,338.46
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	747.43	187,585.80	188,333.23
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	862.13	191,599.40	192,461.53
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	1,573.09	409,693.20	411,266.29
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	408.89	391,465.20	391,874.09
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	765.00	189,515.20	190,280.20
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	32.81	85,702.32	85,735.13
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	196.88	67,252.85	67,449.73
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	433.13	265,294.44	265,727.57
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	2,219.10	253,904.50	256,123.60
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	4.50	19,968.74	19,973.24
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	27.21	97,181.00	97,208.21
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	563.07	195,643.19	196,206.25
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	266.71	97,264.40	97,531.11
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	168.75	58,037.04	58,205.79
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	1,652.78	253,653.00	255,305.78
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	75.83	99,777.41	99,853.24
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	453.94	358,143.48	358,597.41
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	23.02	82,242.77	82,265.79
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	157.14	58,158.60	58,315.74
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	127.02	33,868.38	33,995.40
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	300.00	121,397.63	121,697.63
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	120.00	48,559.05	48,679.05
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	60.00	24,279.53	24,339.53
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	868.89	186,055.40	186,924.29
<b>CORP</b>			<b>5,115,000.00</b>			<b>5,120,426.85</b>	<b>16,655.81</b>	<b>4,962,398.14</b>	<b>4,979,053.94</b>

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	214,382.79	06/25/2021	06/01/2035	230,997.45	625.28	220,405.07	221,030.35
FHLMC	3133L7LB1	FH RC1222	252,704.38	10/19/2021	12/01/2034	271,657.20	737.05	258,816.91	259,553.97
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	175,665.00	176,111.54
FHLMC	3137BM6P6	FHMS K-721 A2	95,023.48	04/09/2018	08/25/2022	95,832.67	244.69	95,394.08	95,638.76
FHLMC	3137F62S5	FHMS K-J31 A1	85,363.96	10/29/2020	05/25/2026	85,362.26	40.48	81,353.56	81,394.04
FHLMC	3137FKK39	FHMS K-P05 A	3,547.99	12/17/2018	07/25/2023	3,547.98	9.47	3,576.27	3,585.74
FHLMC	3137FQ3V3	FHMS K-J27 A1	18,768.42	11/26/2019	07/25/2024	18,767.96	32.72	18,748.90	18,781.62
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,535.45	12/16/2021	12/25/2026	33,535.31	36.27	31,754.38	31,790.66
<b>FHLMC</b>			<b>878,326.47</b>			<b>923,368.80</b>	<b>2,172.51</b>	<b>885,714.17</b>	<b>887,886.68</b>

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	196,921.73	11/30/2020	05/25/2033	199,414.02	164.10	185,943.59	186,107.69
<b>FHLMC CMO</b>			<b>196,921.73</b>			<b>199,414.02</b>	<b>164.10</b>	<b>185,943.59</b>	<b>186,107.69</b>

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	219,790.31	05/18/2021	03/01/2035	235,519.05	549.48	222,366.11	222,915.59
FNMA	3140Q9FM0	FN CA1971	238,760.92	01/18/2022	06/01/2033	251,930.07	696.39	245,740.77	246,437.16
FNMA	3140QGKN6	FN CA8400	235,254.17	03/22/2021	12/01/2035	257,382.76	686.16	242,881.56	243,567.72
FNMA	3140X92C8	FN FM6170	205,540.40	06/25/2021	07/01/2035	222,754.41	685.13	212,688.02	213,373.16
FNMA	3140X9K46	FN FM5714	145,933.15	03/25/2021	11/01/2035	158,975.92	486.44	149,358.51	149,844.95
FNMA	3140XALC4	FN FM6622	266,389.45	03/29/2021	02/01/2036	280,125.16	554.98	264,212.07	264,767.05
FNMA	3140XC4K1	FN FM8925	259,877.48	11/16/2021	08/01/2034	281,804.65	866.26	272,020.64	272,886.90
<b>FNMA</b>			<b>1,571,545.87</b>			<b>1,688,492.02</b>	<b>4,524.83</b>	<b>1,609,267.68</b>	<b>1,613,792.52</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	77,721.93	---	03/31/2022	77,721.93	0.00	77,721.93	77,721.93
<b>MMFUND</b>			<b>77,721.93</b>			<b>77,721.93</b>	<b>0.00</b>	<b>77,721.93</b>	<b>77,721.93</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	203.09	54,530.30	54,733.39
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	269.38	69,531.75	69,801.13
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	210.10	59,272.80	59,482.90
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	172.98	52,219.20	52,392.18
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	235.88	71,208.00	71,443.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	408.85	123,427.20	123,836.05
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	148.16	106,475.05	106,623.21
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	89.25	79,522.60	79,611.85
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	143.96	51,282.00	51,425.96
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	106.33	257,644.75	257,751.08
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	146.25	119,426.25	119,572.50
<b>MUNI</b>			<b>1,105,000.00</b>			<b>1,105,886.10</b>	<b>2,134.22</b>	<b>1,044,539.90</b>	<b>1,046,674.12</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	1,550,000.00	01/10/2019	12/31/2022	1,527,658.20	8,279.87	1,557,750.00	1,566,029.87
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	4,540.57	854,250.00	858,790.57
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	1,089.29	199,343.75	200,433.04
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,995.54	548,195.31	551,190.85
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	5,799.72	843,226.56	849,026.29
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	4,264.50	620,019.53	624,284.03
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	5,279.01	1,041,140.63	1,046,419.63
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,136.74	421,414.06	423,550.80
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	628.45	123,945.31	124,573.77
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	879.83	173,523.44	174,403.27
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	2,262.43	446,203.13	448,465.56
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,099.79	245,195.31	246,295.11
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	141.40	138,656.25	138,797.65
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	494.91	485,296.88	485,791.78
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	1,038.46	576,750.00	577,788.46
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	1,102.21	326,375.00	327,477.21
<b>US GOV</b>			<b>8,725,000.00</b>			<b>8,709,244.15</b>	<b>42,032.73</b>	<b>8,601,285.16</b>	<b>8,643,317.88</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>27,696,881.10</b>			<b>27,839,588.01</b>	<b>83,442.89</b>	<b>27,088,762.74</b>	<b>27,172,205.63</b>

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

**CLEARWATER**

ANALYTICS

Report: Trade Activity  
Account: SAM Transit District Agg (136232)  
Date: 03/01/2022 - 03/31/2022  
Base Currency: USD

\* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMERUS TRS MM Y	1,506,734.45	0.000	Buy	---	---	03/31/2022	1,506,734.45	0.00	(1,506,734.45)
31846V534	FIRST AMERUS TRS MM Y	(1,774,782.68)	0.000	Sell	---	---	03/31/2022	(1,774,782.68)	0.00	1,774,782.68
31846V534	FIRST AMERUS TRS MM Y	222,350.60	0.000	Buy	---	---	03/31/2022	222,350.60	0.00	(222,350.60)
31846V534	FIRST AMERUS TRS MM Y	(320,692.37)	0.000	Sell	---	---	03/31/2022	(320,692.37)	0.00	320,692.37
89237VAB5	TAOT 2020-C A3	(58,351.11)	0.440	Principal Paydown	03/15/2022	03/15/2022	10/15/2024	(58,351.10)	0.00	58,351.10
89237VAB5	TAOT 2020-C A3	(6,207.56)	0.440	Principal Paydown	03/15/2022	03/15/2022	10/15/2024	(6,207.56)	0.00	6,207.56
362590AC5	GMCAK 2020-3 A3	(40,135.03)	0.450	Principal Paydown	03/16/2022	03/16/2022	04/16/2025	(40,135.03)	0.00	40,135.03
09661RAD3	BMWOT 2020-A A3	(18,453.27)	0.480	Principal Paydown	03/25/2022	03/25/2022	10/25/2024	(18,453.27)	0.00	18,453.27
09661RAD3	BMWOT 2020-A A3	(5,272.36)	0.480	Principal Paydown	03/25/2022	03/25/2022	10/25/2024	(5,272.36)	0.00	5,272.36
47787NAC3	JDOT 2020-B A3	(16,773.31)	0.510	Principal Paydown	03/15/2022	03/15/2022	11/15/2024	(16,773.31)	0.00	16,773.31
47787NAC3	JDOT 2020-B A3	(4,025.59)	0.510	Principal Paydown	03/15/2022	03/15/2022	11/15/2024	(4,025.59)	0.00	4,025.59
65479CAD0	NAROT 2020-B A3	(24,599.77)	0.550	Principal Paydown	03/15/2022	03/15/2022	07/15/2024	(24,599.77)	0.00	24,599.77
65479CAD0	NAROT 2020-B A3	(6,764.94)	0.550	Principal Paydown	03/15/2022	03/15/2022	07/15/2024	(6,764.94)	0.00	6,764.94
3137F62SS	FHMS K-131 A1	(23,209.72)	0.569	Principal Paydown	03/01/2022	03/01/2022	05/25/2026	(23,209.72)	0.00	23,209.72
3137F62SS	FHMS K-131 A1	(5,473.99)	0.569	Principal Paydown	03/01/2022	03/01/2022	05/25/2026	(5,473.99)	0.00	5,473.99
14315FAD9	CARMX 2020-3 A3	(28,191.24)	0.620	Principal Paydown	03/15/2022	03/15/2022	03/17/2025	(28,191.24)	0.00	28,191.24
14315FAD9	CARMX 2020-3 A3	(8,144.14)	0.620	Principal Paydown	03/15/2022	03/15/2022	03/17/2025	(8,144.14)	0.00	8,144.14
3137F7DH5	FHR 5048 B	(15,530.22)	1.000	Principal Paydown	03/01/2022	03/01/2022	05/25/2033	(15,530.22)	0.00	15,530.22
3133Q5GZ3	FHS 370 A3	(40,800.17)	1.000	Principal Paydown	03/01/2022	03/01/2022	09/25/2033	(40,800.17)	0.00	40,800.17
3137F7DH5	FHR 5048 B	(3,285.24)	1.000	Principal Paydown	03/01/2022	03/01/2022	05/25/2033	(3,285.24)	0.00	3,285.24
3137H4RZ5	FHMS K-136 A1	(656.21)	1.298	Principal Paydown	03/01/2022	03/01/2022	12/25/2026	(656.21)	0.00	656.21
3137H4RZ5	FHMS K-136 A1	(104.40)	1.298	Principal Paydown	03/01/2022	03/01/2022	12/25/2026	(104.40)	0.00	104.40
92348TAA2	VZOT 2020-A A1A	(44,812.05)	1.850	Principal Paydown	03/20/2022	03/20/2022	07/22/2024	(44,812.05)	0.00	44,812.05
92348TAA2	VZOT 2020-A A1A	(11,792.64)	1.850	Principal Paydown	03/20/2022	03/20/2022	07/22/2024	(11,792.64)	0.00	11,792.64
3137FQ3V3	FHMS K-127 A1	(16,404.73)	2.092	Principal Paydown	03/01/2022	03/01/2022	07/25/2024	(16,404.73)	0.00	16,404.73
3137FQ3V3	FHMS K-127 A1	(4,260.97)	2.092	Principal Paydown	03/01/2022	03/01/2022	07/25/2024	(4,260.97)	0.00	4,260.97
912828N30	UNITED STATES TREASURY	(1,500,000.00)	2.125	Sell	03/03/2022	03/10/2022	12/31/2022	(1,513,300.78)	(6,075.62)	1,519,376.40
912828N30	UNITED STATES TREASURY	(1,800,000.00)	2.125	Sell	03/15/2022	03/17/2022	12/31/2022	(1,813,781.25)	(8,030.39)	1,821,811.64
912828N30	UNITED STATES TREASURY	(100,000.00)	2.125	Sell	03/03/2022	03/10/2022	12/31/2022	(100,886.72)	(405.04)	101,291.76
912828N30	UNITED STATES TREASURY	(350,000.00)	2.125	Sell	03/15/2022	03/17/2022	12/31/2022	(352,679.69)	(1,561.46)	354,241.15
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	2.132	Buy	03/03/2022	03/10/2022	03/10/2025	2,330,000.00	0.00	(2,330,000.00)
771196BT8	ROCHE HOLDINGS INC	365,000.00	2.132	Buy	03/03/2022	03/10/2022	03/10/2025	365,000.00	0.00	(365,000.00)
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	2.300	Buy	03/15/2022	03/17/2022	03/15/2027	2,649,348.00	345.00	(2,649,693.00)
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	2.300	Buy	03/15/2022	03/17/2022	03/15/2027	392,496.00	51.11	(392,547.11)
3140XALC4	FN FM6622	(22,303.22)	2.500	Principal Paydown	03/01/2022	03/01/2022	02/01/2036	(22,303.22)	0.00	22,303.22
3140XALC4	FN FM6622	(4,181.85)	2.500	Principal Paydown	03/01/2022	03/01/2022	02/01/2036	(4,181.85)	0.00	4,181.85
437076CM2	HOME DEPOT INC	140,000.00	2.700	Buy	03/24/2022	03/28/2022	04/15/2025	139,755.00	0.00	(139,755.00)
437076CM2	HOME DEPOT INC	20,000.00	2.700	Buy	03/24/2022	03/28/2022	04/15/2025	19,965.00	0.00	(19,965.00)
69371RP75	PACCAR FINANCIAL CORP	(325,000.00)	2.850	Maturity	03/01/2022	03/01/2022	03/01/2022	(325,000.00)	0.00	325,000.00
69371RP75	PACCAR FINANCIAL CORP	(100,000.00)	2.850	Maturity	03/01/2022	03/01/2022	03/01/2022	(100,000.00)	0.00	100,000.00
3140K7XA6	FN BP0672	(29,157.24)	3.000	Principal Paydown	03/01/2022	03/01/2022	03/01/2035	(29,157.24)	0.00	29,157.24
3140K7XA6	FN BP0672	(5,145.40)	3.000	Principal Paydown	03/01/2022	03/01/2022	03/01/2035	(5,145.40)	0.00	5,145.40
362551AD6	GMCAK 2018-3 A3	(3,351.85)	3.020	Principal Paydown	03/16/2022	03/16/2022	05/16/2023	(3,351.82)	0.00	3,351.82
362551AD6	GMCAK 2018-3 A3	(1,005.58)	3.020	Principal Paydown	03/16/2022	03/16/2022	05/16/2023	(1,005.58)	0.00	1,005.58
3137BM6P6	FHMS K-721 A2	(9,969.12)	3.090	Principal Paydown	03/01/2022	03/01/2022	08/25/2022	(9,969.12)	0.00	9,969.12
3137BM6P6	FHMS K-721 A2	(2,879.97)	3.090	Principal Paydown	03/01/2022	03/01/2022	08/25/2022	(2,879.97)	0.00	2,879.97
14313FAD1	CARMX 2018-3 A3	(9,159.82)	3.130	Principal Paydown	03/15/2022	03/15/2022	06/15/2023	(9,159.80)	0.00	9,159.80
14313FAD1	CARMX 2018-3 A3	(2,399.00)	3.130	Principal Paydown	03/15/2022	03/15/2022	06/15/2023	(2,398.98)	0.00	2,398.98
3137FKK39	FHMS K-P05 A	(38.77)	3.203	Principal Paydown	03/01/2022	03/01/2022	07/25/2023	(38.77)	0.00	38.77
3137FKK39	FHMS K-P05 A	(11.02)	3.203	Principal Paydown	03/01/2022	03/01/2022	07/25/2023	(11.02)	0.00	11.02
3132CWMM3	FH SB0364	(29,047.33)	3.500	Principal Paydown	03/01/2022	03/01/2022	06/01/2035	(29,047.33)	0.00	29,047.33
3140QGN6	FN CA8400	(40,090.58)	3.500	Principal Paydown	03/01/2022	03/01/2022	12/01/2035	(40,090.58)	0.00	40,090.58
3133L7LB1	FH RC1222	(27,419.73)	3.500	Principal Paydown	03/01/2022	03/01/2022	12/01/2034	(27,419.73)	0.00	27,419.73
3140Q9FM0	FN CA1971	(39,129.80)	3.500	Principal Paydown	03/01/2022	03/01/2022	06/01/2033	(39,129.80)	0.00	39,129.80
3132CWMM3	FH SB0364	(5,391.62)	3.500	Principal Paydown	03/01/2022	03/01/2022	06/01/2035	(5,391.62)	0.00	5,391.62
3140QGN6	FN CA8400	(7,846.92)	3.500	Principal Paydown	03/01/2022	03/01/2022	12/01/2035	(7,846.92)	0.00	7,846.92
3133L7LB1	FH RC1222	(4,935.55)	3.500	Principal Paydown	03/01/2022	03/01/2022	12/01/2034	(4,935.55)	0.00	4,935.55
3140Q9FM0	FN CA1971	(5,869.47)	3.500	Principal Paydown	03/01/2022	03/01/2022	06/01/2033	(5,869.47)	0.00	5,869.47
110122DC9	BRISTOL-MYERS SQUIBB CO	(472,000.00)	3.875	Sell	03/01/2022	03/04/2022	08/15/2025	(501,001.97)	(965.31)	501,967.28
3140X9K46	FN FM5714	(24,627.55)	4.000	Principal Paydown	03/01/2022	03/01/2022	11/01/2035	(24,627.55)	0.00	24,627.55
3140X92C8	FN FM6170	(10,819.12)	4.000	Principal Paydown	03/01/2022	03/01/2022	07/01/2035	(10,819.12)	0.00	10,819.12
3140X94K1	FN FM8925	(32,174.13)	4.000	Principal Paydown	03/01/2022	03/01/2022	08/01/2034	(32,174.13)	0.00	32,174.13
3140X9K46	FN FM5714	(4,397.78)	4.000	Principal Paydown	03/01/2022	03/01/2022	11/01/2035	(4,397.78)	0.00	4,397.78
3140X92C8	FN FM6170	(2,028.59)	4.000	Principal Paydown	03/01/2022	03/01/2022	07/01/2035	(2,028.59)	0.00	2,028.59
3140X94K1	FN FM8925	(6,032.65)	4.000	Principal Paydown	03/01/2022	03/01/2022	08/01/2034	(6,032.65)	0.00	6,032.65
---	---	228,947.73	1.706	---	---	---	06/15/2024	110,861.35	(16,641.71)	(94,219.64)

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

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

## Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR MARCH 2022

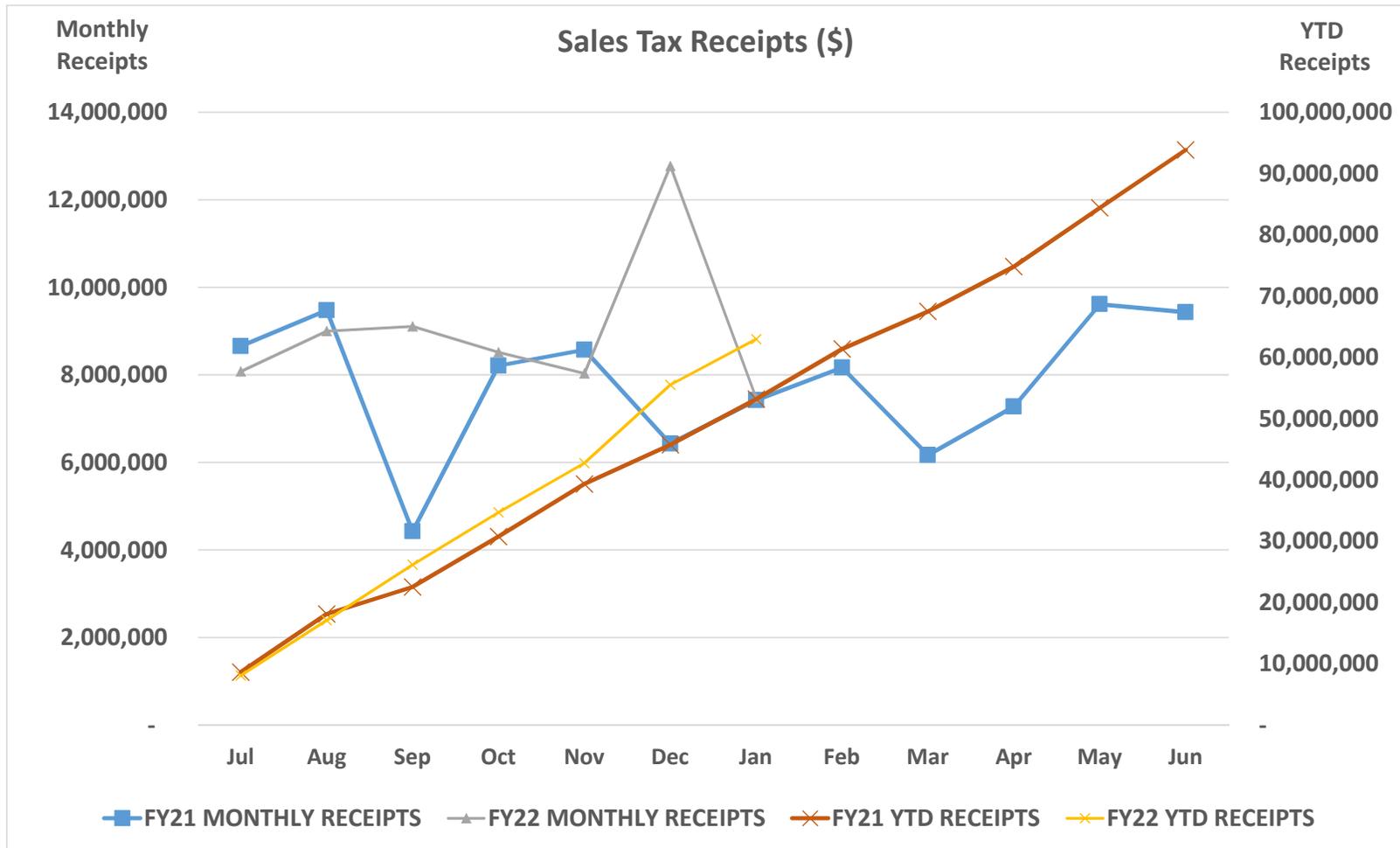
BUDGET AMENDMENTS

Amount	Line Item	Description
		Line
Mar-22		No Budget Amendments for MARCH 2022
<u>\$ -</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
Mar-22		No Budget Revisions for MARCH 2022
<u>\$ -</u>	Total	<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2022  
Measure A Sales Tax  
March 2022**



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

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**Monthly Sales Tax Receipts**  
**FY2022**  
**MARCH 2022**

	<b>FY21 MONTHLY RECEIPTS</b>	<b>FY22 MONTHLY RECEIPTS*</b>	<b>MONTHLY % Change</b>	<b>FY21 YTD RECEIPTS</b>	<b>FY22 YTD RECEIPTS</b>	<b>YTD % Change</b>
<b>Jul</b>	8,652,560	8,073,453	(6.7%)	8,652,560	8,073,453	(6.7%)
<b>Aug</b>	9,475,233	8,998,280	(5.0%)	18,127,793	17,071,733	(5.8%)
<b>Sep</b>	4,423,442	9,104,933	105.8%	22,551,235	26,176,665	16.1%
<b>Oct</b>	8,212,521	8,516,856	3.7%	30,763,756	34,693,522	12.8%
<b>Nov</b>	8,570,674	8,032,736	(6.3%)	39,334,430	42,726,257	8.6%
<b>Dec</b>	6,428,114	12,772,114	98.7%	45,762,544	55,498,371	21.3%
<b>Jan</b>	7,420,385	7,468,855	0.7%	53,182,929	62,967,226	18.4%
<b>Feb</b>	8,162,508		(100.0%)	61,345,438		(100.0%)
<b>Mar</b>	6,167,874		(100.0%)	67,513,312		(100.0%)
<b>Apr</b>	7,276,146		(100.0%)	74,789,458		(100.0%)
<b>May</b>	9,612,109		(100.0%)	84,401,567		(100.0%)
<b>Jun</b>	9,431,782		(100.0%)	93,833,349		(100.0%)
<b>Total</b>	<u>93,833,349</u>	<u>62,967,226</u>				

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting CFO  
Subject: **Quarterly Investment Report and Fixed Income Market Review and Outlook**

**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 March 31, 2022.

**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 may be 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 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 10, 11, 12, 13, 14, and 15. 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.

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**

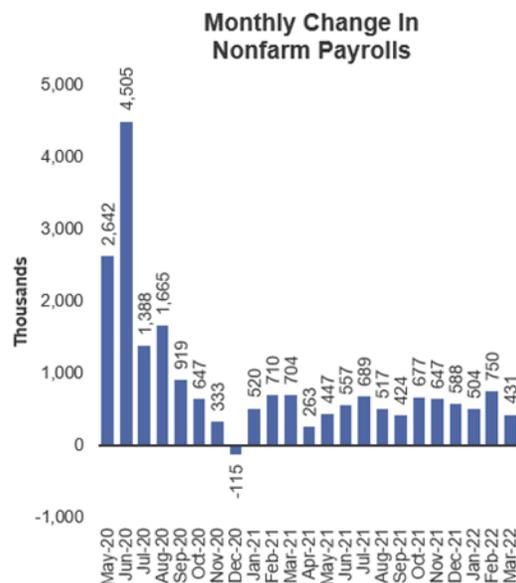
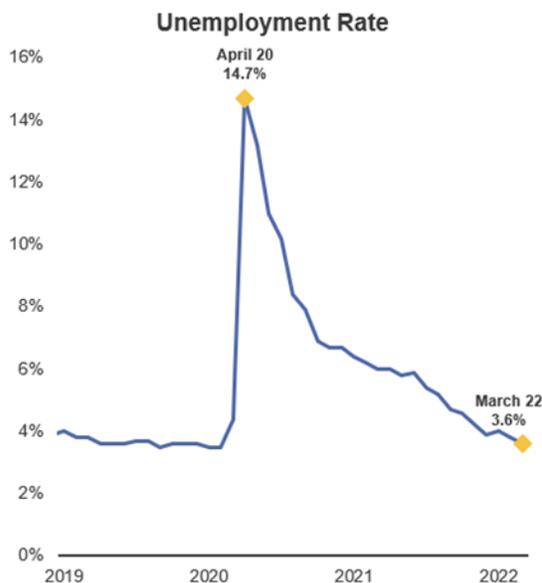
### **Market Conditions**

As we wrap up the third quarter of FY 2022, the U.S. economy faces numerous forms of uncertainty by way of heightened market volatility, realignment of global trade, strong job growth and rising wages amid weak consumer confidence:

- Equity markets sold off on a combination of an expected slowdown in economic growth, looming Fed rate hikes, and the Russia-Ukraine conflict. The S&P 500 and the Dow Jones Industrial Average declined nearly 5%, while the tech-heavy Nasdaq fell 9%.
- Consumer inflation climbed to its fastest annual rate since 1982 amid strong demand with ongoing supply constraints. Food, transportation, apparel and shelter costs have begun to increase at more alarming rates.
- The U.S. labor market continued to tighten this quarter as the March jobs report marked the eleventh straight month of job gains above 400,000. The unemployment rate fell to

3.6% while the labor force participation rate reached the highest level of the pandemic recovery period.

- At the March Federal Open Market Committee meeting, the Committee decided to raise the target range for the federal funds rate at  $\frac{1}{4}$  to  $\frac{1}{2}$  percent and anticipated that ongoing increases in the target range will be appropriate. The Committee expects to begin reducing its holdings of Treasury securities and agency debt and agency mortgage-backed securities at the coming meeting.



## Portfolio Recap

Our strategy for FY2022 Q3 encompassed the following:

- Strategic themes for the quarter were led by risk mitigation efforts against rapidly rising interest rates, while many headline risks remained at the forefront of economic headwinds, widening credit spreads, and equity market sell-off including lingering pandemic conditions, inflation pressures, a more hawkish Fed, and geopolitical uncertainty in Ukraine.
  - Position portfolio durations short of benchmarks with a defensive posture aimed at combating rising rates,
  - Begin to rotate out of larger than average portfolio liquidity positions (US Treasury allocations) and into spread sectors that experienced attractive spread widening, and

- Carefully manage credit risk, with a keen eye on issuer selectivity and limiting exposure to corporations with potential adverse impact from the war in Ukraine.
- The federal agency sector remained unattractive given the historically tight spreads and minimal pickup compared to Treasuries. Throughout the quarter, positions were trimmed further as we continued to reduce allocations where opportunities existed. Longer dated bullets remained near their widest levels over the past year, however limited supply essentially capped any notable opportunity for portfolio additions. While volatility pushed spreads wider on callable structures, spreads remained unattractive on a longer-term historical basis.
- Investment grade corporate credit spreads widened drastically in the second half of the quarter, driven by rising global tensions and a less certain macro environment. Valuations were generally cheap, while corporate fundamentals remained stable. As a result, portfolio allocations broadly increased corporate exposure at more attractive spreads relative to the value in the sector over past 18 months.
- Asset-backed securities (ABS) allocations were also increased as AAA-rated auto and credit card spreads increased towards 18-month wides. Highlighting the relative value in the sector, the spread between ABS and investment grade corporates remained on the wider side of their historical range.
- Mortgage-backed securities (MBS) underperformed and remained volatile, as the Fed looks to begin reducing their MBS holdings in June which would lift spreads off their narrow lows. Prepayments have continued to decline back towards historical averages, as nominal longer-term Treasury yields have quickly increased over the quarter. Agency CMBS valuations remained below historical averages relative to Treasuries as spreads remained tight. Our focus in the sector has remained on limiting exposure to faster prepaying structures and those with higher levels of rate sensitivity such as high premium bonds.
- Taxable municipal deals remained heavily oversubscribed throughout the quarter. We remained cautious on the sector as a whole and quite selective on new issue buying, while evaluating expensive current holdings as opportunistic sale candidates. Until the sector widens off historically tight valuation levels, we will likely continue to trim our most expensive exposures.
- Short-term credit (negotiable CDs and commercial paper) saw continued cheapening in credit greater than six months as issuers sought longer-term funding in response to Fed rate hike expectations. Selective additions and extensions throughout the quarter, where appropriate, help provide incremental benefits and earnings potential for shorter-mandated funds.

## Investment Strategy Outlook

While the economic recovery continues on a positive path, several “big ticket” wild cards loom including pandemic variant uncertainty, record inflation driving tighter Fed monetary policy, and the Russian-Ukraine war. Expectations for inflation spiked and GDP decreased over the short run, while both metrics are projected to normalize to lower levels over the long run. In the balance is a stronger-than-ever labor market and a supportive consumer sitting on pent-up demand.

- We expect short-term interest rates to rise in line with the Fed’s monetary policy shift following the conclusion of their asset purchase tapering, and for longer-term rates to gradually increase closer to longer term inflation expectations.
- As a result of the expectation for continued upward pressure on rates across the yield curve, regardless of tenor, we will likely maintain a modestly defensive duration bias relative to benchmarks.

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

- **Treasuries:** On the heels of Q1 reduction of Treasuries in favor of other opportunities, portfolio liquidity and dry powder in the form of Treasury allocations remain at or above historical averages. As a result, should spreads widen further in other sectors or remain elevated, portfolios are positioned to benefit from market volatility and pounce on opportunities as they arise.
- **Agencies:** Agency spreads are expected to trade range bound for the remainder of the year with a narrowing bias. We will likely continue to reduce allocations to this sector and trim holdings that have approached maturity to within one year. Net issuance supply is expected to remain light for the year, which will likely limit attractive buying opportunities. For government-focused accounts, spreads on callable structures have widened closer to historically fair values recently and may begin to improve their value proposition.
- **Corporates:** Spreads have tightened from Q1 wides; but remain attractive on a nearer-term historical basis. Corporate fundamentals are expected to peak this year and remain stable. We believe there is a low risk of a recession and corporate spreads are at justifiable and attractive levels. As a result, we will likely continue to put portfolio liquidity (in the form of US Treasury allocations) to work. New issue supply remains steady, but concessions have started to level off. We will remain selective in new buying and continue to take an issue-by-issue approach.
- **Asset-Backed Securities (ABS):** New issue volume was elevated towards the end of the quarter and is expected to remain so, as some deals had been postponed coming to market. Supply chain disruptions are likely to remain throughout 2022, which is supportive of elevated used car values. While the consumer remains in good condition

and credit performance is expected to remain firm, delinquency rates and net losses have begun to creep upwards. ABS spreads are at multiyear highs and are likely to outperform Treasuries. Given this environment in the ABS sector, we plan to increase allocations in the sector through participation in new issues and secondary offerings.

- **Agency MBS:** The sector is likely going to experience an elevated level of volatility and remain under pressure in the near term as the Fed has indicated they will begin to reduce their MBS holdings within the next few months. As a result, we will largely remain defensive in the sector and patient when looking for new buying opportunities. More specifically, we will look to avoid lower coupon securities, which are more vulnerable to duration extensions, with a preference for higher coupon 30- and 15-years securities, as well as stable 3- to 5-year WAL CMOs in order to maintain strategic target allocations.
- **Taxable Municipals:** The recent trend of opportunistic selling, selective additions and caution surrounding new issuance will likely persist throughout the remainder of 2022. With deals remaining heavily oversubscribed, we look to reduce slightly allocations to the sector.

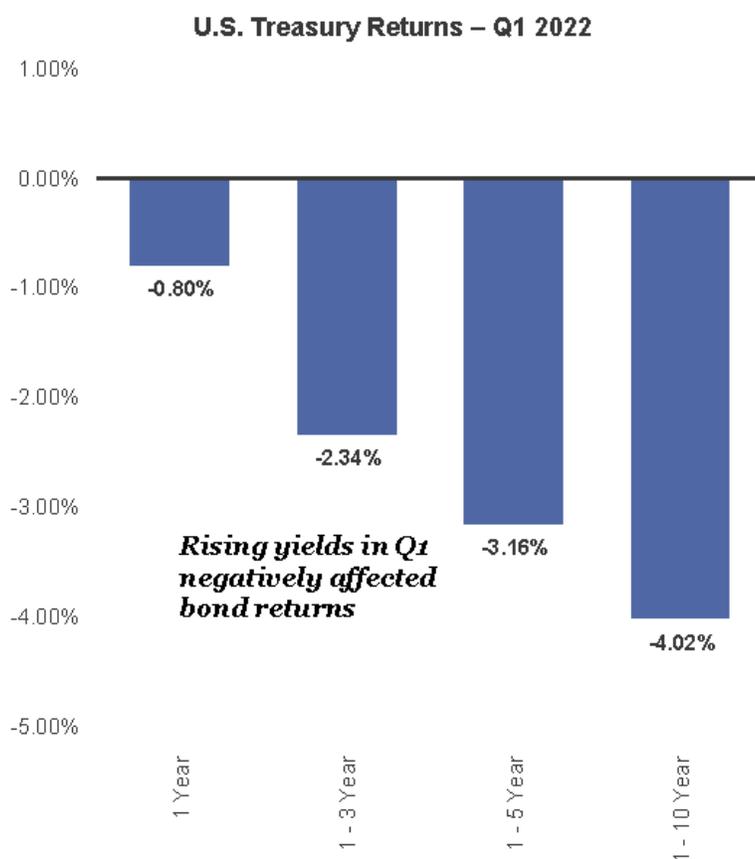
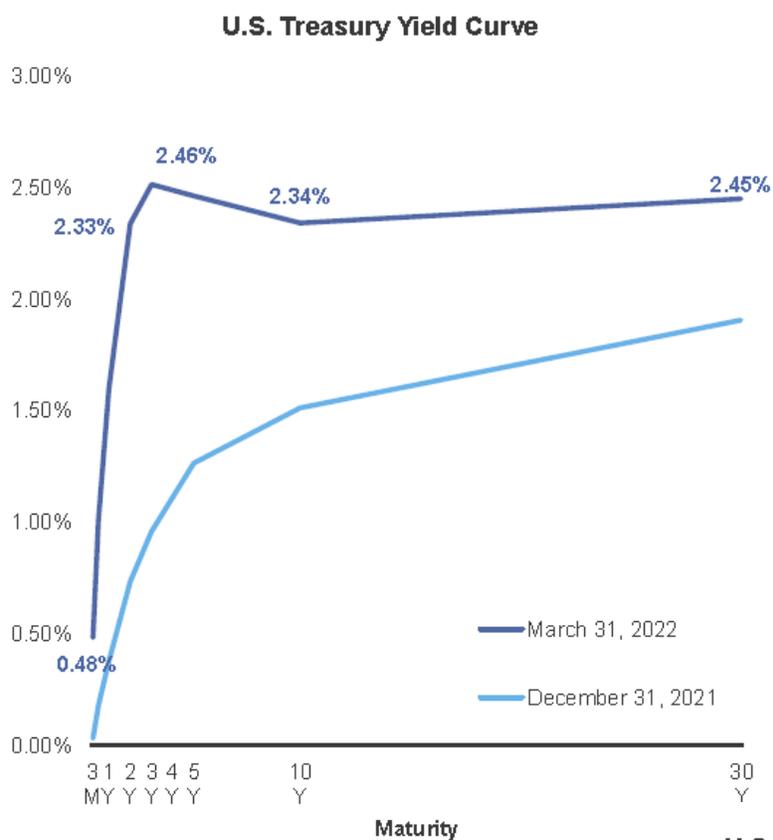
### **Budget Impact**

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 March 31, the total return of the Reserve Fund portfolio was **-2.61 percent** and the total return of the Paratransit Fund portfolio was **-2.56 percent**. This compares to the benchmark return of **-2.53 percent** for both funds. The Performance graph on page 16 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 for the Reserve Fund was **1.17 percent** and for the Paratransit Fund was **1.43 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 March 31, the portfolio's market yield to maturity for the Reserve Fund was **2.21 percent** and for the Paratransit Fund was **2.24 percent**.

Prepared By:	Ashok Deshmukh	Acting Manager, Treasury	650-508-6405
	Connie Mobley-Ritter	Director, Treasury	650-508-7765



## 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 MARCH 31, 2022**

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
05591RAD6	BMWLT 2021-1 A4	370,000.00	07/25/2024	369,985.31	360,917.45	360,940.27
05591RAD6	BMWLT 2021-1 A4	65,000.00	07/25/2024	64,997.42	63,404.42	63,408.43
09661RAD3	BMWOT 2020-A A3	227,795.35	10/25/2024	227,778.16	225,934.11	225,952.33
09661RAD3	BMWOT 2020-A A3	65,084.39	10/25/2024	65,079.48	64,552.60	64,557.81
14041NFU0	COMET 2019-2 A	1,660,000.00	09/15/2022	1,659,582.01	1,662,662.07	1,663,931.05
14041NFU0	COMET 2019-2 A	475,000.00	09/15/2022	474,880.40	475,761.74	476,124.85
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,402,927.52	1,403,288.07
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	242,540.01	242,602.34
14041NFY2	CAPITAL ONE MULTI TR ABS SER 2021	1,145,000.00	11/16/2026	1,144,842.22	1,096,440.70	1,096,969.94
14041NFY2	CAPITAL ONE MULTI TR ABS SER 2021	215,000.00	11/16/2026	214,970.37	205,881.88	205,981.26
14044CAC6	COPAR 2021-1 A3	460,000.00	09/15/2026	459,991.31	439,970.35	440,127.78
14044CAC6	COPAR 2021-1 A3	80,000.00	09/15/2026	79,998.49	76,516.58	76,543.96
14315FAD9	CARMX 2020-3 A3	385,404.52	03/17/2025	385,338.46	382,029.42	382,135.62
14315FAD9	CARMX 2020-3 A3	111,339.08	03/17/2025	111,320.00	110,364.06	110,394.74
14316HAC6	CARMX 2020-4 A3	425,000.00	08/15/2025	424,906.46	417,220.44	417,314.89
14316HAC6	CARMX 2020-4 A3	100,000.00	08/15/2025	99,977.99	98,169.52	98,191.74
14316NAC3	CARMX 2021-1 A3	255,000.00	12/15/2025	254,949.61	248,750.98	248,789.51
14316NAC3	CARMX 2021-1 A3	45,000.00	12/15/2025	44,991.11	43,897.23	43,904.03
254683CP8	DCENT 2021-1 A	890,000.00	09/16/2024	889,809.45	843,981.00	844,210.42
254683CP8	DCENT 2021-1 A	155,000.00	09/16/2024	154,966.81	146,985.45	147,025.41
362554AC1	GMCAR 2021-4 A3	385,000.00	09/16/2026	384,990.18	367,783.40	367,892.48
362554AC1	GMCAR 2021-4 A3	65,000.00	09/16/2026	64,998.34	62,093.30	62,111.72
362569AD7	GMALT 2020-3 A4	300,000.00	10/21/2024	299,958.00	297,136.95	297,179.45
362569AD7	GMALT 2020-3 A4	65,000.00	10/21/2024	64,990.90	64,379.67	64,388.88
362590AC5	GMCAR 2020-3 A3	637,421.91	04/16/2025	637,276.07	629,576.73	629,696.24
36260KAC8	GMCAR 2020-4 A3	400,000.00	08/18/2025	399,914.52	393,787.18	393,850.52
36260KAC8	GMCAR 2020-4 A3	85,000.00	08/18/2025	84,981.84	83,679.78	83,693.23
36261RAD0	GMALT 2021-1 A4	410,000.00	02/20/2025	409,938.09	401,085.95	401,127.30
36261RAD0	GMALT 2021-1 A4	70,000.00	02/20/2025	69,989.43	68,478.09	68,485.15
380140AC7	GMCAR 213 A3	610,000.00	06/16/2026	609,962.30	591,037.37	591,159.37
380140AC7	GMCAR 213 A3	105,000.00	06/16/2026	104,993.51	101,735.94	101,756.94
43815GAC3	HAROT 2021-4 A3	460,000.00	01/21/2026	459,903.03	445,440.03	445,552.48
43815GAC3	HAROT 2021-4 A3	85,000.00	01/21/2026	84,982.08	82,309.57	82,330.35
44891RAC4	HART 2020-C A3	1,250,000.00	05/15/2025	1,249,712.13	1,225,792.06	1,226,003.17
44891RAC4	HART 2020-C A3	275,000.00	05/15/2025	274,936.67	269,674.25	269,720.70
44933LAC7	HART 2021-A A3	335,000.00	09/15/2025	334,964.76	326,391.33	326,447.90
44933LAC7	HART 2021-A A3	65,000.00	09/15/2025	64,993.16	63,329.66	63,340.64
44935FAD6	HART 2021-C A3	355,000.00	05/15/2026	354,920.76	340,921.56	341,038.31
44935FAD6	HART 2021-C A3	60,000.00	05/15/2026	59,986.61	57,620.55	57,640.28
47787NAC3	JDOT 2020-B A3	207,423.39	11/15/2024	207,391.78	205,338.63	205,385.64
47787NAC3	JDOT 2020-B A3	49,781.61	11/15/2024	49,774.03	49,281.27	49,292.55
50117TAC5	KCOT 2021-1 A3	355,000.00	08/15/2025	354,927.37	340,840.13	340,937.95
65479CAD0	NAROT 2020-B A3	272,738.19	07/15/2024	272,730.72	270,994.37	271,061.04
65479CAD0	NAROT 2020-B A3	75,003.00	07/15/2024	75,000.95	74,523.45	74,541.79
65480BAC1	NAROT 2021-A A3	1,455,000.00	10/15/2025	1,454,975.41	1,407,408.66	1,407,622.06
89237VAB5	TAOT 2020-C A3	808,056.47	10/15/2024	807,994.25	800,063.83	800,221.85
89237VAB5	TAOT 2020-C A3	85,963.45	10/15/2024	85,956.84	85,113.17	85,129.98
89238EAD8	TLOT 2021-A A4	335,000.00	08/20/2025	334,930.02	325,422.35	325,473.53
89238EAD8	TLOT 2021-A A4	65,000.00	08/20/2025	64,986.42	63,141.65	63,151.58
92290BAA9	VZOT 2020-B A	1,030,000.00	02/20/2025	1,029,783.70	1,015,832.78	1,015,980.70
92290BAA9	VZOT 2020-B A	150,000.00	02/20/2025	149,968.50	147,936.81	147,958.35
92348TAA2	VZOT 2020-A A1A	380,735.55	07/22/2024	380,690.97	380,783.56	380,998.78

92348TAA2	VZOT 2020-A A1A	100,193.57	07/22/2024	100,181.83	100,206.20	100,262.84
92868KAC7	VALET 2021-1 A3	685,000.00	06/22/2026	684,973.15	661,451.20	661,664.70
92868KAC7	VALET 2021-1 A3	115,000.00	06/22/2026	114,995.49	111,046.55	111,082.39
98163KAC6	WOART 2021-D A3	560,000.00	10/15/2026	559,923.73	537,992.35	538,193.95
98163KAC6	WOART 2021-D A3	95,000.00	10/15/2026	94,987.06	91,266.56	91,300.76
<b>Subtotal</b>		<b>21,701,940.50</b>		<b>21,698,859.58</b>	<b>21,149,804.42</b>	<b>21,156,069.99</b>

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/14/2025	995,040.00	941,987.00	944,306.44
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/14/2025	273,636.00	259,046.43	259,684.27
3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/04/2025	548,350.00	511,521.45	511,676.14
3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/04/2025	114,655.00	106,954.49	106,986.83
3134GVJ66	FED HOME LOAN MORTGAGE CORP	10,000,000.00	06/08/2022	10,004,000.00	9,994,200.00	10,002,047.22
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	04/22/2025	997,940.00	945,236.00	947,996.42
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	04/22/2025	274,433.50	259,939.90	260,699.01
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	06/17/2025	997,930.00	938,181.00	939,625.44
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	06/17/2025	274,430.75	257,999.78	258,397.00
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	1,300,000.00	08/25/2025	1,293,916.00	1,210,089.40	1,210,576.90
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	08/25/2025	273,713.00	255,980.45	256,083.58
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	1,200,000.00	11/07/2025	1,195,704.00	1,118,259.60	1,120,659.60
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	11/07/2025	274,015.50	256,267.83	256,817.83
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	1,150,000.00	11/27/2023	1,148,689.00	1,113,696.80	1,114,687.08
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	250,000.00	11/27/2023	249,715.00	242,108.00	242,323.28
3137EAER6	FEDERAL NATIONAL MORTGAGE ASSN	950,000.00	05/05/2023	949,601.00	935,682.55	937,127.34
3137EAER6	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	05/05/2023	274,884.50	270,855.48	271,273.70
3137EAES4	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	06/26/2023	997,080.00	979,079.00	979,738.72
3137EAES4	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	06/26/2023	274,197.00	269,246.73	269,428.15
3137EAEU9	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	07/21/2025	1,592,032.00	1,492,288.00	1,493,454.67
3137EAEU9	FEDERAL NATIONAL MORTGAGE ASSN	350,000.00	07/21/2025	348,257.00	326,438.00	326,693.21
3137EAUV7	FEDERAL NATIONAL MORTGAGE ASSN	2,500,000.00	08/24/2023	2,497,450.00	2,437,577.50	2,438,219.86
3137EAUV7	FEDERAL NATIONAL MORTGAGE ASSN	800,000.00	08/24/2023	799,184.00	780,024.80	780,230.36
3137EAUV5	FEDERAL NATIONAL MORTGAGE ASSN	1,100,000.00	09/08/2023	1,100,200.87	1,071,325.20	1,071,500.89
3137EAUV5	FEDERAL NATIONAL MORTGAGE ASSN	1,500,000.00	09/08/2023	1,499,505.00	1,460,898.00	1,461,137.58
3137EAUV5	FEDERAL NATIONAL MORTGAGE ASSN	340,000.00	09/08/2023	340,062.09	331,136.88	331,191.19
3137EAUV5	FEDERAL NATIONAL MORTGAGE ASSN	460,000.00	09/08/2023	459,848.20	448,008.72	448,082.19
3137EAEX3	FEDERAL NATIONAL MORTGAGE ASSN	1,300,000.00	09/23/2025	1,296,087.00	1,208,122.50	1,208,230.83
3137EAEX3	FEDERAL NATIONAL MORTGAGE ASSN	550,000.00	09/23/2025	548,344.50	511,128.75	511,174.58
3137EAUY1	FEDERAL NATIONAL MORTGAGE ASSN	1,200,000.00	10/16/2023	1,195,524.00	1,162,951.20	1,163,638.70
3137EAUY1	FEDERAL NATIONAL MORTGAGE ASSN	260,000.00	10/16/2023	259,030.20	251,972.76	252,121.72
3137EAZ8	FEDERAL NATIONAL MORTGAGE ASSN	1,300,000.00	11/06/2023	1,298,830.00	1,260,581.40	1,261,890.43
3137EAZ8	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	11/06/2023	274,752.50	266,661.45	266,938.36
3137EAFA2	FEDERAL NATIONAL MORTGAGE ASSN	8,000,000.00	12/04/2023	8,007,360.00	7,743,256.00	7,749,756.00
<b>Subtotal</b>		<b>42,975,000.00</b>		<b>42,928,397.61</b>	<b>41,618,703.02</b>	<b>41,654,395.52</b>

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, NY	900,000.00	04/01/2022	900,000.00	900,062.10	925,602.85
22535CDV0	Credit Agricole Corp & Investment Bank, NY	250,000.00	04/01/2022	250,000.00	250,017.25	257,111.90
22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/17/2023	1,200,000.00	1,182,506.40	1,182,801.40
22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/17/2023	200,000.00	197,084.40	197,133.57
23341VZT1	DNB Bank ASA - New York Branch	950,000.00	12/02/2022	950,000.00	952,608.70	959,068.70
23341VZT1	DNB Bank ASA - New York Branch	275,000.00	12/02/2022	275,000.00	275,755.15	277,625.15
65558TLL7	Nordea ABP - New York Branch	950,000.00	08/26/2022	950,000.00	952,636.25	954,296.11
65558TLL7	Nordea ABP - New York Branch	275,000.00	08/26/2022	275,000.00	275,763.13	276,243.61
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	950,000.00	08/26/2022	950,000.00	952,674.25	954,343.08
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	275,000.00	08/26/2022	275,000.00	275,774.13	276,257.21
86565CKU2	Sumitomo Mitsui Banking Corporation - NY	900,000.00	07/08/2022	900,000.00	899,415.90	900,833.40
86565CKU2	Sumitomo Mitsui Banking Corporation - NY	250,000.00	07/08/2022	250,000.00	249,837.75	250,231.50

Subtotal 7,375,000.00 7,375,000.00 7,364,135.40

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	914,085.90	924,370.90
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,263,914.88	1,266,199.69
023135BW5	AMAZON.COM INC	245,000.00	05/12/2024	244,642.30	235,482.24	235,907.93
02665WC22	AMERICAN HONDA FINANCE CORP	900,000.00	06/27/2024	898,776.00	894,214.80	899,854.80
02665WC22	AMERICAN HONDA FINANCE CORP	250,000.00	06/27/2024	249,660.00	248,393.00	249,959.67
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	956,749.00	961,124.00
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	956,749.00	961,124.00
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	669,724.30	672,786.80
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	263,105.98	264,309.10
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	894,887.10	898,637.10
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	248,579.75	249,621.42
05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2024	324,970.75	310,294.73	310,626.50
05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2024	54,995.05	52,511.42	52,567.56
05565EBW4	BMW US CAPITAL LLC	850,000.00	08/12/2026	849,745.00	782,471.75	783,917.93
05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2026	149,955.00	138,083.25	138,338.46
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	820,017.60	825,184.27
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	06/19/2026	1,105,049.00	1,031,721.90	1,035,832.78
06051GJD2	BANK OF AMERICA CORP	200,000.00	06/19/2026	200,918.00	187,585.80	188,333.23
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	383,198.80	384,923.07
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	191,599.40	192,461.53
06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/26/2027	2,694,006.00	2,602,756.80	2,612,750.55
06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/26/2027	424,056.50	409,693.20	411,266.29
084664C22	BERKSHIRE HATHAWAY FINANCE CO	2,700,000.00	03/15/2027	2,649,348.00	2,642,390.10	2,645,150.10
084664C22	BERKSHIRE HATHAWAY FINANCE CO	400,000.00	03/15/2027	392,496.00	391,465.20	391,874.09
14913R2U0	CATERPILLAR FINANCIAL SERVICES CO	1,350,000.00	01/08/2027	1,343,182.50	1,279,227.60	1,284,391.35
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/08/2027	198,990.00	189,515.20	190,280.20
166764BW9	CHEVRON CORP	900,000.00	05/11/2025	934,353.00	868,293.90	873,732.90
20030NBL4	COMCAST CORP	850,000.00	02/15/2025	946,611.00	863,266.80	866,932.43
24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2024	484,684.75	461,840.28	462,017.10
24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2024	89,941.50	85,702.32	85,735.13
24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2025	464,781.45	446,751.08	448,058.89
24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2025	69,967.10	67,252.85	67,449.73
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	933,443.40	934,967.36
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	265,294.44	265,727.57
30231GBC5	EXXON MOBIL CORP	900,000.00	08/16/2024	945,567.00	890,967.60	893,238.98
38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/08/2024	941,922.00	914,056.20	922,044.95
38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/08/2024	261,645.00	253,904.50	256,123.60
437076CM2	HOME DEPOT INC	140,000.00	04/15/2025	139,755.00	139,781.18	139,812.68
437076CM2	HOME DEPOT INC	20,000.00	04/15/2025	19,965.00	19,968.74	19,973.24
46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	461,650.95	465,355.95
46647PAP1	JPMORGAN CHASE & CO	900,000.00	04/23/2024	967,887.00	908,747.10	922,805.15
46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2024	100,000.00	97,181.00	97,208.21
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	553,527.06	555,120.13
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	195,643.19	196,206.25
46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2026	750,000.00	729,483.00	731,483.31
46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2026	100,000.00	97,264.40	97,531.11
63743HFC1	NAT'L RURAL UTILITIES COOP FINANCE	390,000.00	02/07/2025	389,988.30	377,240.76	378,337.64
63743HFC1	NAT'L RURAL UTILITIES COOP FINANCE	60,000.00	02/07/2025	59,998.20	58,037.04	58,205.79
693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	01/23/2024	906,408.00	913,150.80	919,100.80
693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	01/23/2024	251,780.00	253,653.00	255,305.78
69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2023	394,482.55	384,458.64	384,650.65
69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2024	634,657.10	603,415.74	603,874.35
69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2024	104,943.30	99,777.41	99,853.24
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2025	2,330,000.00	2,286,230.95	2,289,128.69
771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2025	365,000.00	358,143.48	358,597.41
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	478,943.19	479,077.25

808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	82,242.77	82,265.79
857477BR3	STATE STREET CORP	400,000.00	02/06/2026	400,000.00	387,724.00	388,771.60
857477BR3	STATE STREET CORP	60,000.00	02/06/2026	60,000.00	58,158.60	58,315.74
87612EBM7	TARGET CORP	240,000.00	01/15/2027	239,592.00	232,240.32	233,111.32
87612EBM7	TARGET CORP	35,000.00	01/15/2027	34,940.50	33,868.38	33,995.40
89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	02/13/2025	454,396.50	437,031.45	438,111.45
89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	02/13/2025	141,367.80	135,965.34	136,301.34
89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	02/13/2025	136,879.20	131,109.44	131,433.44
89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	02/13/2025	126,221.25	121,397.63	121,697.63
89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	02/13/2025	50,488.50	48,559.05	48,679.05
89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	02/13/2025	25,348.00	24,279.53	24,339.53
89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	06/18/2026	259,422.80	241,017.92	241,854.80
904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2024	280,000.00	267,043.84	267,282.42
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,789,473.60	1,796,793.60
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,069,818.55	1,074,814.66
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	186,055.40	186,924.29
<b>Subtotal</b>		<b>40,325,000.00</b>		<b>40,979,879.65</b>	<b>39,271,475.46</b>	<b>39,424,141.59</b>

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3132CWMM3	FH SB0364	1,154,987.27	06/01/2035	1,244,498.79	1,187,432.32	1,190,801.03
3132CWMM3	FH SB0364	214,382.79	06/01/2035	230,997.45	220,405.07	221,030.35
3133L7LB1	FH RC1222	1,403,913.18	12/01/2034	1,509,206.67	1,437,871.70	1,441,966.45
3133L7LB1	FH RC1222	252,704.38	12/01/2034	271,657.20	258,816.91	259,553.97
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	652,470.00	654,128.58
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	175,665.00	176,111.54
3137BM6P6	FHMS K-721 A2	328,927.45	08/25/2022	331,728.47	330,210.26	331,057.25
3137BM6P6	FHMS K-721 A2	95,023.48	08/25/2022	95,832.67	95,394.08	95,638.76
3137F62S5	FHMS K-J31 A1	361,943.21	05/25/2026	361,935.97	344,939.11	345,110.74
3137F62S5	FHMS K-J31 A1	85,363.96	05/25/2026	85,362.26	81,353.56	81,394.04
3137FKK39	FHMS K-P05 A	12,488.93	07/25/2023	12,488.90	12,588.47	12,621.81
3137FKK39	FHMS K-P05 A	3,547.99	07/25/2023	3,547.98	3,576.27	3,585.74
3137FQ3V3	FHMS K-J27 A1	72,258.40	07/25/2024	72,256.66	72,183.25	72,309.22
3137FQ3V3	FHMS K-J27 A1	18,768.42	07/25/2024	18,767.96	18,748.90	18,781.62
3137H4RZ5	FHMS K-J36 A1	210,794.25	12/25/2026	210,793.40	199,598.96	199,826.97
3137H4RZ5	FHMS K-J36 A1	33,535.45	12/25/2026	33,535.31	31,754.38	31,790.66
<b>Subtotal</b>		<b>5,073,639.15</b>		<b>5,348,472.96</b>	<b>5,123,008.25</b>	<b>5,135,708.72</b>

Identifier	FHLMC CMO	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3133Q5GZ3	FHS 370 A3	1,540,501.63	09/25/2033	1,562,285.29	1,481,309.63	1,482,593.38
3137F7DH5	FHR 5048 B	930,902.73	05/25/2033	942,684.46	879,006.04	879,781.80
3137F7DH5	FHR 5048 B	196,921.73	05/25/2033	199,414.02	185,943.59	186,107.69
<b>Subtotal</b>		<b>2,668,326.09</b>		<b>2,704,383.77</b>	<b>2,546,259.26</b>	<b>2,548,482.86</b>

Identifier	FNMA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3140K7XA6	FN BP0672	1,245,478.41	03/01/2035	1,334,607.96	1,260,074.63	1,263,188.33
3140K7XA6	FN BP0672	219,790.31	03/01/2035	235,519.05	222,366.11	222,915.59
3140Q9FM0	FN CA1971	1,591,739.44	06/01/2033	1,679,533.82	1,638,271.81	1,642,914.38
3140Q9FM0	FN CA1971	238,760.92	06/01/2033	251,930.07	245,740.77	246,437.16
3140QGKN6	FN CA8400	1,201,933.13	12/01/2035	1,314,989.97	1,240,902.14	1,244,407.78
3140QGKN6	FN CA8400	235,254.17	12/01/2035	257,382.76	242,881.56	243,567.72
3140X92C8	FN FM6170	1,096,215.46	07/01/2035	1,188,023.50	1,134,336.13	1,137,990.18
3140X92C8	FN FM6170	205,540.40	07/01/2035	222,754.41	212,688.02	213,373.16
3140X9K46	FN FM5714	817,225.61	11/01/2035	890,265.15	836,407.63	839,131.72
3140X9K46	FN FM5714	145,933.15	11/01/2035	158,975.92	149,358.51	149,844.95
3140XALC4	FN FM6622	1,420,743.74	02/01/2036	1,494,000.84	1,409,131.03	1,412,090.91
3140XALC4	FN FM6622	266,389.45	02/01/2036	280,125.16	264,212.07	264,767.05

3140XC4K1	FN FM8925	1,386,013.23	08/01/2034	1,502,958.10	1,450,776.75	1,455,396.80
3140XC4K1	FN FM8925	259,877.48	08/01/2034	281,804.65	272,020.64	272,886.90
<b>Subtotal</b>		<b>10,330,894.89</b>		<b>11,092,871.36</b>	<b>10,579,167.80</b>	<b>10,608,912.60</b>

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	8,441,379.92	03/31/2022	8,441,379.92	8,441,379.92	8,441,379.92
31846V534	FIRST AMER:US TRS MM Y	403,449.74	03/31/2022	403,449.74	403,449.74	403,449.74
31846V534	FIRST AMER:US TRS MM Y	77,721.93	03/31/2022	77,721.93	77,721.93	77,721.93
SM - LAIF	Local Agency Investment Fund	74,843,042.92	03/31/2022	74,843,042.92	74,843,042.92	74,843,042.92
<b>Subtotal</b>		<b>83,765,594.51</b>		<b>83,765,594.51</b>	<b>83,765,594.51</b>	<b>83,765,594.51</b>

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	07/01/2023	255,000.00	252,822.30	253,763.89
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	07/01/2023	55,000.00	54,530.30	54,733.39
13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	11/01/2025	430,000.00	398,648.70	400,193.12
13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	11/01/2025	75,000.00	69,531.75	69,801.13
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	08/01/2024	230,000.00	227,212.40	228,017.78
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	08/01/2024	60,000.00	59,272.80	59,482.90
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	07/01/2025	352,320.50	332,304.00	333,404.75
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	07/01/2025	650,000.00	617,136.00	619,180.25
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	07/01/2025	251,767.50	237,360.00	238,146.25
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	07/01/2025	55,388.85	52,219.20	52,392.18
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	07/01/2025	75,497.25	71,208.00	71,443.88
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	07/01/2025	130,000.00	123,427.20	123,836.05
54438CYK2	LA CALIF CMNTY COLLEGE DIST	550,000.00	08/01/2025	550,000.00	509,228.50	509,937.08
54438CYK2	LA CALIF CMNTY COLLEGE DIST	115,000.00	08/01/2025	115,000.00	106,475.05	106,623.21
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	717,457.50	718,095.00
60412AVJ9	MINNESOTA ST	405,000.00	08/01/2025	405,000.00	378,901.80	379,327.05
60412AVJ9	MINNESOTA ST	85,000.00	08/01/2025	85,000.00	79,522.60	79,611.85
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	01/01/2026	330,000.00	307,692.00	308,555.78
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	01/01/2026	55,000.00	51,282.00	51,425.96
650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	03/15/2025	1,600,000.00	1,499,024.00	1,499,642.67
650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	03/15/2025	275,000.00	257,644.75	257,751.08
798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	08/01/2024	575,000.00	549,360.75	550,033.50
798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	08/01/2024	125,000.00	119,426.25	119,572.50
<b>Subtotal</b>		<b>7,480,000.00</b>		<b>7,484,764.10</b>	<b>7,071,687.85</b>	<b>7,084,971.23</b>

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128286R6	UNITED STATES TREASURY	4,000,000.00	04/30/2024	4,185,312.50	3,991,875.00	4,029,665.06
912828N30	UNITED STATES TREASURY	4,675,000.00	12/31/2022	4,607,614.26	4,698,375.00	4,723,348.15
912828N30	UNITED STATES TREASURY	3,000,000.00	12/31/2022	2,952,421.87	3,015,000.00	3,031,025.55
912828N30	UNITED STATES TREASURY	1,550,000.00	12/31/2022	1,527,658.20	1,557,750.00	1,566,029.87
912828N30	UNITED STATES TREASURY	850,000.00	12/31/2022	836,519.53	854,250.00	858,790.57
912828R69	UNITED STATES TREASURY	2,900,000.00	05/31/2023	2,794,761.72	2,890,484.38	2,906,279.02
912828R69	UNITED STATES TREASURY	950,000.00	05/31/2023	924,134.77	946,882.81	952,056.92
912828R69	UNITED STATES TREASURY	1,700,000.00	05/31/2023	1,659,093.75	1,694,421.88	1,703,680.80
912828R69	UNITED STATES TREASURY	200,000.00	05/31/2023	194,554.69	199,343.75	200,433.04
912828R69	UNITED STATES TREASURY	550,000.00	05/31/2023	536,765.62	548,195.31	551,190.85
912828T91	UNITED STATES TREASURY	2,950,000.00	10/31/2023	2,924,417.97	2,926,492.19	2,946,620.64
912828T91	UNITED STATES TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,281,671.88	2,297,365.25
912828T91	UNITED STATES TREASURY	850,000.00	10/31/2023	842,628.91	843,226.56	849,026.29
912828T91	UNITED STATES TREASURY	625,000.00	10/31/2023	628,588.87	620,019.53	624,284.03
912828XX3	UNITED STATES TREASURY	5,000,000.00	06/30/2024	5,101,171.88	4,957,812.50	4,982,950.62
912828XX3	UNITED STATES TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,462,554.69	1,469,970.43
912828XX3	UNITED STATES TREASURY	650,000.00	06/30/2024	659,572.27	644,515.63	647,783.58
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	462,216.80	446,203.13	448,465.56

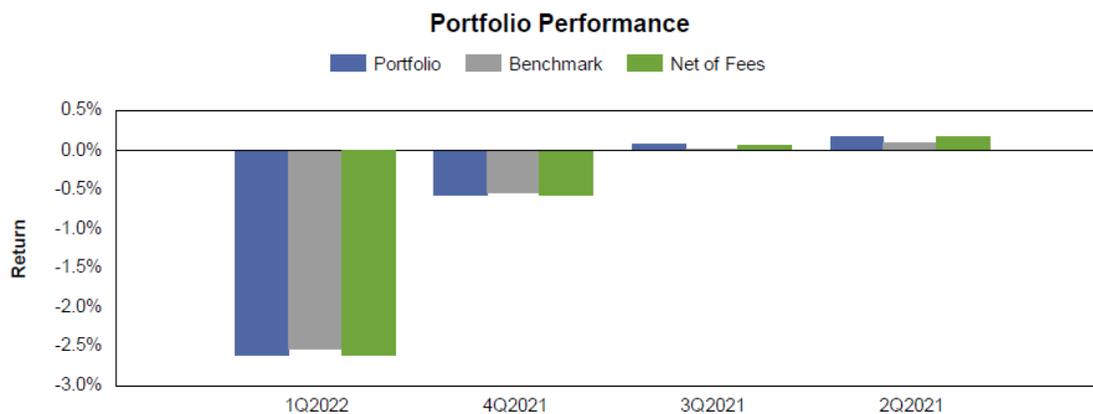
912828XX3	UNITED STATES TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,338,609.38	1,345,396.67
912828XX3	UNITED STATES TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,041,140.63	1,046,419.63
912828XX3	UNITED STATES TREASURY	425,000.00	06/30/2024	431,375.00	421,414.06	423,550.80
912828XX3	UNITED STATES TREASURY	125,000.00	06/30/2024	126,840.82	123,945.31	124,573.77
912828XX3	UNITED STATES TREASURY	175,000.00	06/30/2024	179,750.98	173,523.44	174,403.27
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	471,919.92	446,203.13	448,465.56
912828YY0	UNITED STATES TREASURY	850,000.00	12/31/2024	908,503.91	833,664.06	837,403.36
912828YY0	UNITED STATES TREASURY	250,000.00	12/31/2024	267,207.03	245,195.31	246,295.11
912828ZW3	UNITED STATES TREASURY	2,500,000.00	06/30/2025	2,490,820.31	2,325,000.00	2,326,571.13
91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/15/2023	1,498,066.41	1,447,734.38	1,448,285.54
91282CBC4	UNITED STATES TREASURY	350,000.00	12/31/2025	344,859.38	323,531.25	323,861.19
91282CBC4	UNITED STATES TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,109,250.00	1,110,381.22
91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,655,500.00	6,662,287.29
91282CBC4	UNITED STATES TREASURY	150,000.00	12/31/2025	147,304.69	138,656.25	138,797.65
91282CBC4	UNITED STATES TREASURY	525,000.00	12/31/2025	510,665.04	485,296.88	485,791.78
91282CBV2	UNITED STATES TREASURY	18,000,000.00	04/15/2024	17,842,500.00	17,302,500.00	17,333,653.85
91282CBV2	UNITED STATES TREASURY	600,000.00	04/15/2024	594,750.00	576,750.00	577,788.46
91282CBW0	UNITED STATES TREASURY	350,000.00	04/30/2026	341,468.75	326,375.00	327,477.21
	<b>Subtotal</b>	<b>71,725,000.00</b>		<b>71,441,475.62</b>	<b>69,893,363.28</b>	<b>70,170,369.71</b>
	<b>Grand Total</b>	<b>293,420,395.14</b>		<b>294,819,699.17</b>	<b>288,383,199.25</b>	<b>288,960,195.22</b>

## EXHIBIT 2

For the Quarter Ended March 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT RESERVE

Portfolio Performance

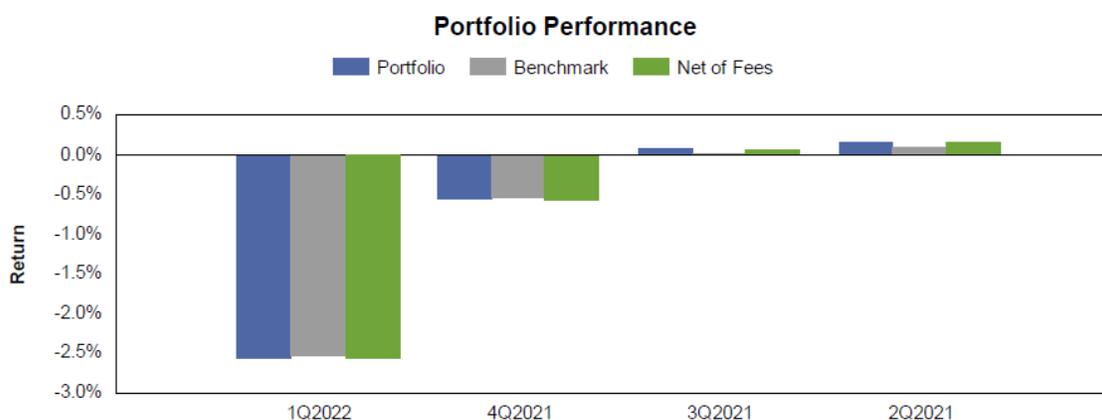


Market Value Basis Earnings	1Q2022	4Q2021	3Q2021	2Q2021
Interest Earned <sup>1</sup>	\$561,033	\$539,043	\$497,180	\$494,005
Change in Market Value	(\$5,345,299)	(\$1,479,667)	(\$389,141)	(\$222,454)
<b>Total Dollar Return</b>	<b>(\$4,784,266)</b>	<b>(\$940,624)</b>	<b>\$108,039</b>	<b>\$271,551</b>
<b>Total Return<sup>2</sup></b>				
Portfolio	-2.61%	-0.57%	0.07%	0.17%
Benchmark <sup>3</sup>	-2.53%	-0.55%	0.00%	0.09%
<b>Basis Point Fee</b>	<b>0.01%</b>	<b>0.01%</b>	<b>0.01%</b>	<b>0.01%</b>
<b>Net of Fee Return</b>	<b>-2.62%</b>	<b>-0.58%</b>	<b>0.06%</b>	<b>0.16%</b>

For the Quarter Ended March 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT PARATRANSIT

Portfolio Performance



Market Value Basis Earnings	1Q2022	4Q2021	3Q2021	2Q2021
Interest Earned <sup>1</sup>	\$98,609	\$101,738	\$101,882	\$103,159
Change in Market Value	(\$813,583)	(\$260,591)	(\$81,132)	(\$59,729)
<b>Total Dollar Return</b>	<b>(\$714,974)</b>	<b>(\$158,853)</b>	<b>\$20,750</b>	<b>\$43,430</b>
<b>Total Return<sup>2</sup></b>				
Portfolio	-2.56%	-0.57%	0.07%	0.16%
Benchmark <sup>3</sup>	-2.53%	-0.55%	0.00%	0.09%
<b>Basis Point Fee</b>	<b>0.01%</b>	<b>0.01%</b>	<b>0.01%</b>	<b>0.01%</b>
<b>Net of Fee Return</b>	<b>-2.57%</b>	<b>-0.58%</b>	<b>0.06%</b>	<b>0.15%</b>

EXHIBIT 3

SAN MATEO COUNTY TRANSIT DISTRICT

For the Quarter Ended March 31, 2022

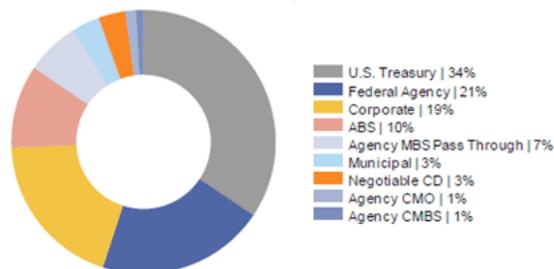
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE<sup>1</sup>

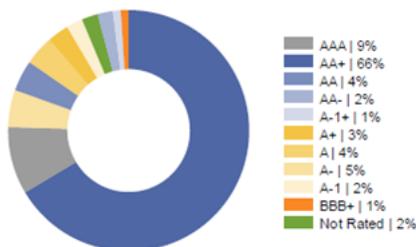
Portfolio Statistics

<b>Total Market Value</b>	\$178,431,897.06
Securities Sub-Total	\$177,535,079.96
Accrued Interest	\$493,367.36
Cash	\$403,449.74
<b>Portfolio Effective Duration</b>	2.14 years
<b>Benchmark Effective Duration</b>	2.07 years
<b>Yield At Cost</b>	1.17%
<b>Yield At Market</b>	2.21%
<b>Portfolio Credit Quality</b>	AA

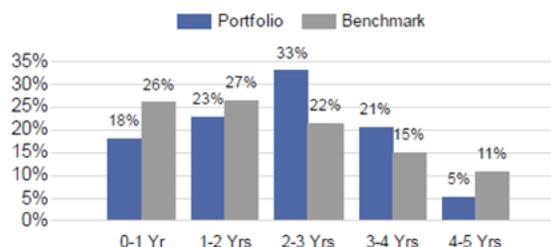
Sector Allocation



Credit Quality - S&P



Duration Distribution



SAN MATEO COUNTY TRANSIT DISTRICT

For the Quarter Ended March 31, 2022

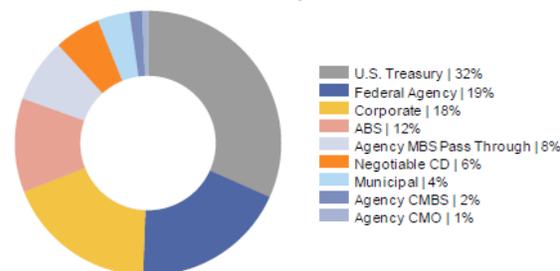
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT<sup>1</sup>

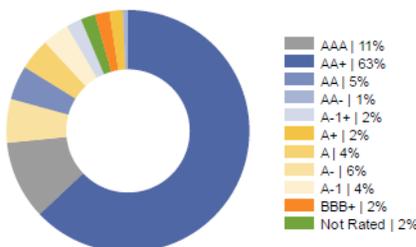
Portfolio Statistics

<b>Total Market Value</b>	\$27,165,934.56
Securities Sub-Total	\$27,004,823.32
Accrued Interest	\$83,389.31
Cash	\$77,721.93
<b>Portfolio Effective Duration</b>	2.14 years
<b>Benchmark Effective Duration</b>	2.07 years
<b>Yield At Cost</b>	1.43%
<b>Yield At Market</b>	2.24%
<b>Portfolio Credit Quality</b>	AA

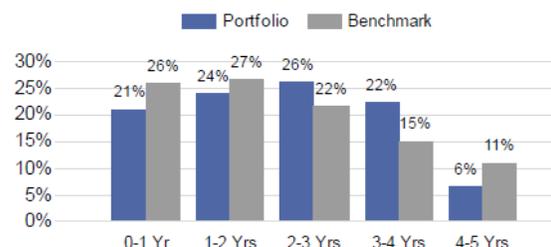
Sector Allocation



Credit Quality - S&P



Duration Distribution



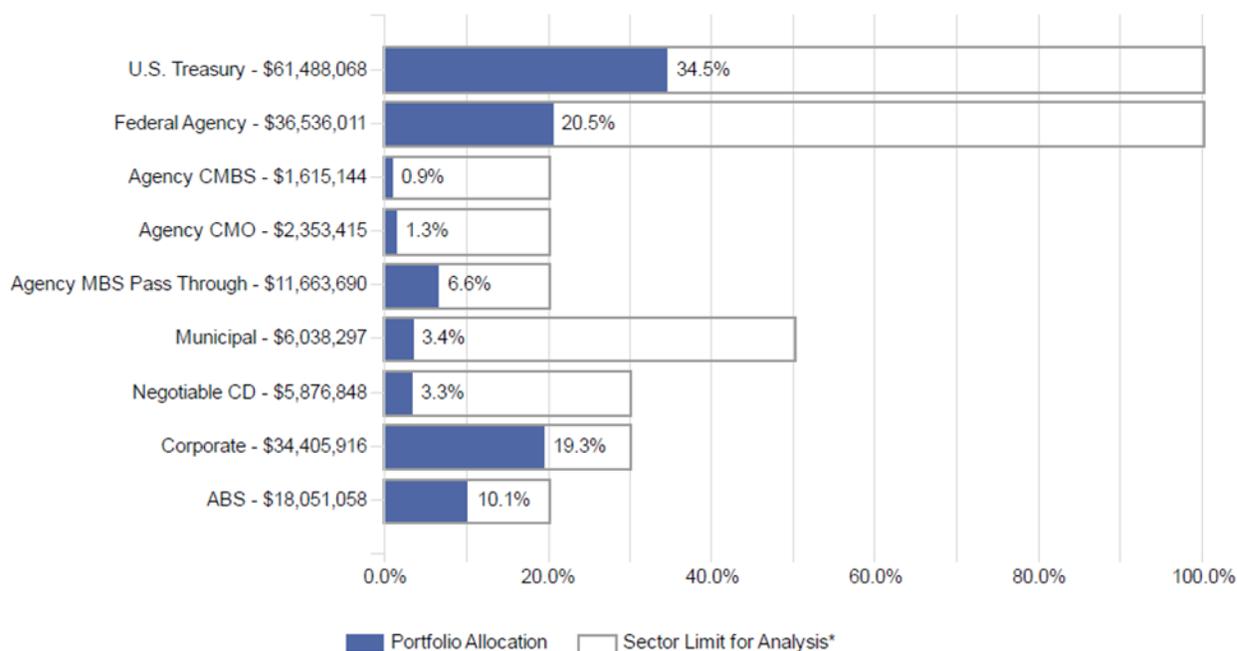
**EXHIBIT 4**

For the Quarter Ended March 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT RESERVE

Account Summary

**Sector Allocation Analytics**

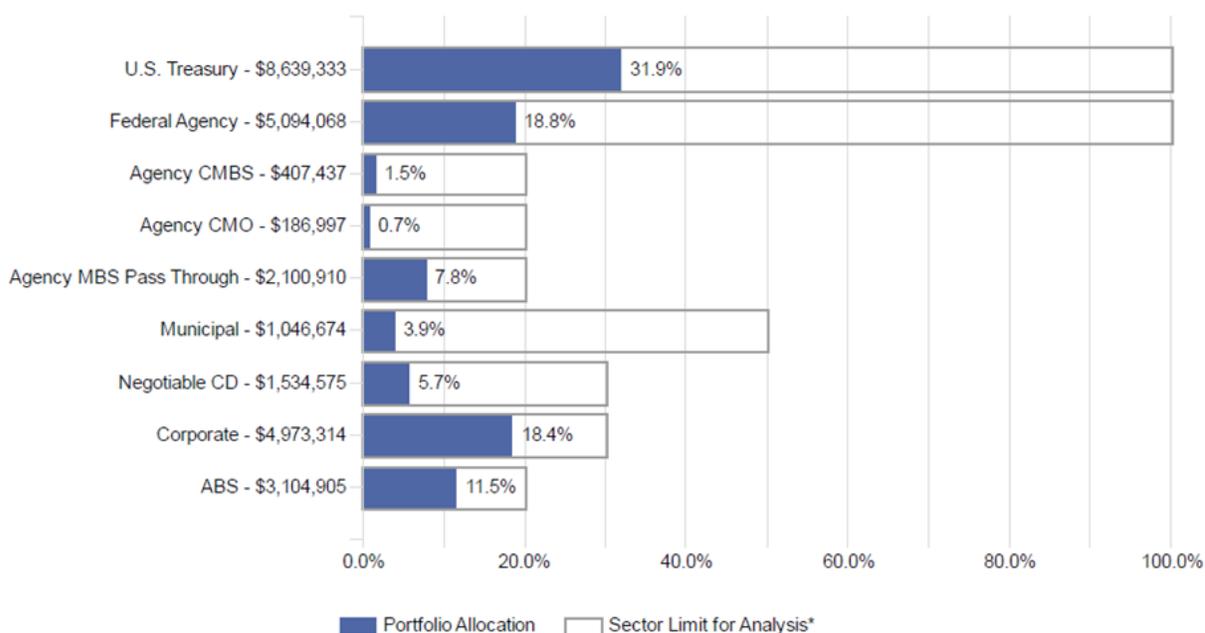


For the Quarter Ended March 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT PARATRANSIT

Account Summary

**Sector Allocation Analytics**



### Certificate of Compliance

During the reporting period for the quarter ended March 31, 2022, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: Carter Mau  
Acting General Manager/CEO

From: Grace Martinez April Chan  
Acting Chief Financial Officer Acting Deputy General Manager/CEO

Subject: **Award of Contracts to Provide Real Estate and Other Legal Services**

**Action**

Staff recommends the Board of Directors of the San Mateo County Transit District (District):

1. Award contracts to Bergman Dacey Goldsmith (BDG) Law Group, Inc. of Los Angeles, CA, and Nossaman, LLP of Irvine, CA to provide real estate and other legal services (Services) to the District, when the District's General Legal Counsel has a conflict of interest, for a not-to-exceed amount of \$500,000 for a five-year term, to be shared in the aggregate amongst the two firms.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with each firm in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, in a form approved by legal counsel.

**Significance**

Approval of the above actions will provide the District a “bench” of legal firms with the requisite depth of experience and qualifications to deliver real estate and other legal services (including but not limited to, real property, litigation and contracts; condemnation-related matters; insurance law; and construction law) on an as-needed basis to the District, when the District's General Legal Counsel, Hanson Bridgett LLP, is unable to represent the District due to a conflict of interest.

**Budget Impact**

Funds for the Services are available under the approved District Fiscal Year 2022 operating budget, and will be included in future operating budgets.

**Background**

On February 8, 2022, staff issued a joint Request for Proposals (RFP) 22-S-T-P-023 with the San Mateo County Transportation Authority (TA) for provision of the Services. Staff advertised the

RFP on the District and TA e-procurement websites and conducted outreach to local and regional law firms. The District and TA received proposals from three firms:

- Atkinson, Andelson, Loya, Ruud & Romo of Cerritos, CA
- Bergman Dacey Goldsmith (BDG) Law Group, Inc. of Los Angeles, CA
- Nossaman, LLP of Irvine, CA

BDG Law Group is a Small Business Enterprise (SBE) certified by the Los Angeles Unified School District and verified by the District.

A selection committee comprised of qualified District and TA staff (Selection Committee) evaluated and scored the proposals in accordance with the following weighted criteria:

- |   |               |
|---|---------------|
| • Approach to Providing Services  | 0 - 25 points |
| • Company Qualifications and Qualifications and Experience of Key Personnel | 0 - 45 points |
| • Quality Control Plan  | 0 - 15 points |
| • Reasonableness of Cost  | 0 - 15 points |
| • SBE Preference  | 0 - 5 points  |

After review, evaluation, and ranking of proposals, the Selection Committee determined that two of the three firms, BDG Law Group and Nossaman, were in the competitive range and therefore continued in the evaluation and selection process. The Selection Committee further determined that both firms possess the requisite depth of experience and qualifications to perform successfully the Services as required and detailed in the RFP. Given the depth of experience, qualifications of the firms and key individuals, the Selection Committee determined interviews were not necessary, and that each firm possesses strengths in different areas such that it is in the best interest of the District and TA to award contracts to both firms. Each firm will provide the Services on an on-call, as-needed basis (when Hanson Bridgett has a conflict of interest) in the areas where the District will benefit most from each firm's area of expertise.

Staff completed a value and price analysis of the two firms' proposed fees, and determined the fees are within market rates for similar services and compare favorably with the fees charged to the District by incumbents for similar services. Therefore, staff deems the proposed fees to be fair and reasonable, and recommends award of a contract to each of these firms, BDG Law Group and Nossaman, who will serve on a "bench" to provide the Services.

When Hanson Bridgett has a conflict of interest, the District may request that the firms provide legal and strategic advice and support, and represent the District on real estate and other legal matters, including but not limited to, real property, litigation and contracts; condemnation-related matters; insurance law; and construction law.

Hanson Bridgett has provided real estate and other legal services to the District and will continue to provide these services to the District under its existing contract, unless otherwise conflicted.

Prepared By: Deborah Cordova, Procurement Administrator 650-678-8152  
Project Manager: Brian Fitzpatrick, Director, Real Estate & Property Development 650-508-7781

**Resolution No. 2022-**

**Board of Directors, San Mateo County Transit District  
State of California**

\* \* \*

**Awarding Contracts to Bergman, Dacey, Goldsmith (BDG) Law Group, Inc.  
and Nossaman, LLP for an Aggregate Not-to-Exceed Amount of  
\$500,000 for a Five-Year Term**

**Whereas**, the San Mateo County Transit District (District), in conjunction with the San Mateo County Transit Authority (TA), issued a joint Request for Proposals (RFP) 22-S-T-P-023 for real estate and other legal services (Services); and

**Whereas**, the Services primarily consist of legal and strategic advice and support, when the District's General Legal Counsel is unable to represent the District due to a conflict of interest, for matters related to litigation, condemnation, insurance law, and construction law; and

**Whereas**, in response to the RFP, the District and the TA received three proposals; and

**Whereas**, a Selection Committee comprised of qualified District and TA staff evaluated and ranked the written proposals according to the evaluation criteria set forth in the RFP, and determined that two of the three firms were in the competitive range; and

**Whereas**, BDG Law Group, Inc. is a certified Small Business Enterprise; and

**Whereas**, the Selection Committee completed its evaluation and determined that the two firms possess the necessary qualifications and requisite experience to successfully perform the Services, and further determined it is to the District's benefit to award a contract to each of the two firms; and

**Whereas**, staff conducted successful negotiations with both firms, and each firm has agreed to perform the Services at fair and reasonable prices in accordance with the terms and conditions as set forth in the negotiated agreements; and

**Whereas**, staff and legal counsel have reviewed these firms' proposals and have determined they comply with the requirements of the solicitation documents; and

**Whereas**, staff recommends the Board of Directors award contracts for provision of real estate and other legal services for a five-year term to Bergman Dacey Goldsmith (BDG) Law Group, Inc. of Los Angeles, California, and Nossaman, LLP of Irvine, California.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards contracts to provide real estate and other legal services, when the District's General Legal Counsel has a conflict of interest, to BDG Law Group, Inc. and Nossaman, LLP for a five-year term for a not-to-exceed total of \$500,000, to be shared in aggregate; and

**Be It Further Resolved** that the Acting General Manager/CEO or designee is authorized to execute contracts on behalf of the District with BDG Law Group, Inc. and Nossaman, LLP in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.

Regularly passed and adopted this 4<sup>th</sup> day of May, 2022 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary



- a) incorporating the scopes of services of MV's current shuttle services contracts with all three Shuttle Partners so that current District, JPB and Commute.org shuttles are all operated under a single District-MV contract;
- b) exercising the three remaining one-year option terms of the MV Contract, including pre-negotiated annual rate increases based on revised baseline terms and expanded services due to consolidation of the three separate shuttle services contracts; and
- c) increasing the MV Contract contingency by \$1,580,540, from \$235,848 to \$1,816,388.

Following execution of the Fourth Amendment, the JPB and Commute.org contracts with MV will expire.

**Budget Impact**

Funds to support this contract will be included in the future fiscal year operating budget(s). The Fourth Amendment initially will be funded primarily with operating revenues for which the District will be reimbursed pursuant to the District's contracts with Commute.org, the City of Daly City, the City of Menlo Park, and/or additional partners.

**Background**

In the Fall of 2019, the District and JPB, in partnership with Commute.org, the San Mateo County Transportation Authority, and the City/County Association of Governments of San Mateo County, commissioned the Peninsula Shuttle Study “to consider the past, present, and future of the Peninsula Shuttle Program, a multi-agency public-private partnership of first/last mile and community transit operations in San Mateo and Santa Clara Counties.” The results of the study were presented to the Board at its September 2021 meeting. The Board adopted the study and included recommendations at its November 2021 meeting.

The study provided multiple recommendations for improvements to the Shuttle Program, including the simplification of “Core Management Roles.” It further recommended that cities and Commute.org lead the planning and coordination of all shuttles, while the District operates most shuttles via a consolidated vendor contract. The proposed Fourth Amendment will implement this Board-approved recommendation and increase peak-hour vehicles under the District's MV Contract from up to two to over 30 peak-hour vehicles, as detailed in Attachment 1.

The District intends to procure and implement a new shuttle services contract for the consolidated shuttle services by Fiscal Year 2026.

Prepared By:	Luis F. Velásquez	Sr. Contract Officer/PAIII	650-622-8099
	Michael Stevenson	Bus Contracts – Ops Contract Analyst	650-508-7979

**San Mateo County Transit District  
Attachment 1, Contract Summary  
May 4, 2022**

<b>CONTRACT SUMMARY</b>					
<b>DISTRICT-MV TRANSIT CONTRACT 14-SAMTR-S-054</b>	<b>Base Years</b>	<b>Amend #1</b>	<b>Amend #2</b>	<b>Amend #3</b>	<b>Proposed Amend #4</b>
Awarded five-year contract term: FY 2016-FY 2020	\$1,487,097		\$1,487,097	\$1,487,097	\$1,487,097
Amendment 1 – Vehicle Requirement Revisions		\$0			
Amendment 2 – Exercised two one-year options.			\$904,500	\$904,500	\$904,500
Amendment 3 – Adjustment to reflect a decrease in base rate compensation.				\$(33,118)	\$(33,118)
Amendment 4 – A) Exercise remaining three option years at previously agreed annual increases (5.95%, 1.15%, and 1.87% respectively) for FY 2023-FY 2025; and B) Consolidate JPB and Commute.org MV shuttle contracts under a single, District-MV contract per Board-adopted Peninsula Shuttle Study recommendations.					\$15,805,402

Authorized Contract Subtotal	\$1,487,097		\$2,391,597	\$2,358,479	\$18,163,881
Authorized 10% GM Contingency	\$148,710	\$0	\$239,160	\$235,848	\$1,816,388
Maximum Authorized Contract – NTE (Not-to-Exceed) Amount	<b>\$1,635,807</b>		<b>\$2,630,757</b>	<b>\$2,594,327</b>	<b>\$19,980,269</b>
Contracted Shuttle Vehicle Quantity	2	2	2	2	>30

**Resolution No. 2022-**

**Board Of Directors, San Mateo County Transit District  
State of California**

\* \* \*

**Authorizing an Amendment to Contract 14-SAMTR-S-054 with  
MV Transportation, Inc. for Contracted Shuttle Services to  
Consolidate Services Under a Single Contract and Increase the Total  
Not-to-exceed Contract Amount to \$19,980,269**

**Whereas**, in March 2015, the Peninsula Traffic Congestion Relief Alliance (Commute.org), the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transit District (District), collectively referred to as the "Shuttle Partners," each entered into separate contracts with MV Transportation, Inc. of Dallas, Texas (MV) to provide contracted shuttle services in San Mateo and Santa Clara Counties (Peninsula Shuttle Program); and

**Whereas**, pursuant to Resolution 2015-09, the District entered into contract 14-SAMTR-S-054 with MV for a five-year, four-month base term with up to five, one-year options terms, for an aggregate not-to-exceed amount of \$1,626,567 (MV Contract); and

**Whereas**, the District amended the MV Contract to exercise two of the five options terms and to increase the not-to-exceed compensation to \$2,594,327 (including a contingency of 10% or \$235,848); and

**Whereas**, in the Fall of 2019, the District and JPB, in partnership with Commute.org, the San Mateo County Transportation Authority, and the City/County Association of Governments of San Mateo County, commissioned the Peninsula Shuttle Study to consider the past, present, and future of the Peninsula Shuttle Program; and

**Whereas**, the study provided multiple recommendations for improvements to the Peninsula Shuttle Program, including (1) the simplification of “Core Management Roles” across the Shuttle Partners, (2) consolidation of shuttle planning by Commute.org, and (3) use of a single, consolidated shuttle services contract to be held by the District; and

**Whereas**, the findings and recommendations of the study were presented to the District's Board of Directors (Board) at its September 2021 meeting; and

**Whereas**, at its November 2021 meeting, the Board adopted the study and recommendations, including consolidation of the Shuttle Partners' contracts with MV; and

**Whereas**, the respective Boards of the JPB and Commute.org also approved consolidation of the Shuttle Partners' contracts with MV; and

**Whereas**, MV has agreed to consolidate contracts with the Shuttle Partners in accordance with the previously negotiated terms, conditions and pricing of each contract; and

**Whereas**, three Board-authorized, one-year option terms remain available for exercise in the MV Contract, and District staff has determined it is in the best interest of the District to exercise the remaining three, one-year option terms to ensure the provision of the consolidated shuttle services from July 1, 2022 through June 30, 2025; and

**Whereas**, the Acting General Manager/CEO recommends, and the Finance Committee concurs, the Board authorize a fourth amendment to the MV Contract to:

1. Consolidate shuttle services currently provided under separate contracts between MV and both the JPB and Commute.org; and
2. Increase the total not-to-exceed compensation amount of the MV Contract by \$15,805,402, from \$2,594,327 to \$19,980,269 (including contingency of \$1,816,388).

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby authorizes the Acting General Manager/CEO or designee to execute a Fourth Amendment to the Agreement with MV Transportation, Inc. to consolidate the shuttle services from the Shuttle Partners' separate contracts with MV Transportation, Inc., and to increase the total not-to-exceed compensation amount to \$19,980,269 (including contingency of \$1,816,388), the actions enumerated above; and

**Be It Further Resolved** that the Board hereby authorizes the Acting General Manager/CEO or designee to execute the Fourth Amendment in a form approved by legal counsel.

Regularly passed and adopted this 4th day of May, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**Resolution No. 2022 -**

**Board of Directors, San Mateo County Transit District  
State of California**

\* \* \*

**Resolution Honoring Asian/Pacific-American Heritage Month**

**Whereas**, the San Mateo County Transit District (District) pays tribute to the many contributions of generations of Asian-Americans and Pacific Islanders who have enriched the history of the United States; and

**Whereas**, Asian/Pacific-Americans helped develop our nation in countless ways, including those that are recognized, unrecognized, and unrecorded; and

**Whereas**, the Asian-American and Pacific Islander community is an inherently diverse population, composed of more than 45 different ethnicities and more than 100 languages; and

**Whereas**, the month of May was selected for Asian/Pacific-American Heritage Month because the first Japanese immigrants arrived in the United States on May 7, 1843, and the first transcontinental railroad was completed on May 10, 1869, with substantial contributions from Chinese immigrants; and

**Whereas**, bus survey results show that Asian-Americans and Pacific Islanders make up 36 percent of SamTrans' ridership; and

**Whereas**, in May 2021, the Board of Directors adopted a resolution in support of diversity, equity, inclusivity and anti-racism; and

**Whereas**, in May 2021, the District also held a panel and listening session with Tsuru for Solidarity on racism in Asian-American and African-American communities, and held a Diversity Day event that will be celebrated again this year on May 20; and

**Whereas**, in June 2021, the District partnered with the Millbrae Anti-Racist Coalition and three Asian-American artists to launch anti-racism artwork on buses and shelters throughout San Mateo County; and

**Whereas**, the District believes every person has the freedom to feel valued and respected, and condemns racism in rhetoric and in action.

**Now, therefore, be it resolved** that the Board of Directors of the San Mateo County Transit District does hereby recognize May as Asian/Pacific-American Heritage Month and celebrate the immense contributions that Asian-Americans and Pacific Islanders have made in San Mateo County and the United States.

Regularly passed and adopted this 4<sup>th</sup> day of May, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO



## Memorandum

**Date:** April 27, 2022  
**To:** SamTrans Board of Directors  
**From:** Carter Mau, Acting General Manager/CEO  
**Subject:** General Manager/CEO Report

---

### **COVID-19**

On April 13, 2022, the Biden administration extended the mask requirement from April 18, 2022 to May 3, 2022 for all public transit vehicles. On Monday April 18, 2022, a U.S. District Judge ruled the U.S. Centers for Disease Control and Prevention (CDC) failed to justify its decision and did not follow proper rulemaking procedures.

On Wednesday April 20, 2022, SamTrans notified the Bus Operators that passengers will no longer be required to wear face masks while riding SamTrans buses. SamTrans strongly recommended all bus operators to wear a face mask while operating a SamTrans bus; furthermore, masks will remain available for any passenger requesting a mask.

SamTrans continues its sanitary protocols with enhanced cleaning and sanitation, plexiglass barriers remain in place onboard the buses and free masks are available upon request. In addition, the offices at Central headquarters remain closed to the public.

### **Clipper START FY2022 Quarter 3 Ridership Update**

Clipper START is a fare-discount pilot program for riders with lower incomes. Launched in July 2020, with SamTrans joining in Jan 2021, the 36-month long program offers 50% single-ride fare discount to eligible low-income adults for travel on SamTrans.

There were 4,027 trips in January and in the short month of February there were 3,967 trips. In March 2022, SamTrans saw its highest recorded monthly total, with 5,055 trips, which is an increase of approximately 25 percent over previous months. During the third quarter of FY 2022, Clipper START delivered 13,049 total trips, an increase of six percent over the second quarter. Staff will continue to monitor the program and provide quarterly updates to the Board of Directors.

**Clipper 2.0 Update**

Clipper 2.0 is an initiative among MTC and member agencies to upgrade current Clipper systems and equipment. Upgrades should improve accuracy and availability of data, reduce time for requested system changes, and provide flexibility for new fare products. Current work is focused on finalizing business rules documentation and preparing for new equipment installation. SamTrans equipment replacements are tentatively expected to begin in the August 2022 -September 2022 timeframe.

**SamTrans Reimagine Implementation Update**

The implementation of the network changes is underway with the first phase of changes taking effect on August 7, 2022, as follows:

- All school related changes will be implemented
- Most route eliminations/consolidations will be implemented
- Most low-ridership deviations will be eliminated
- Initiate new service into Oyster Point (South San Francisco)

The Reimagine interdepartmental task force (Task Force) meets to review tasks and timelines. Currently, high focus is in evaluating new stop locations and to apply for encroachment permits with various cities. There are over 50 new stops needed as a part of the phase 1 changes, and there are service changes that impact over 700 existing bus stops. The Marketing and Communications team is working on implementation branding, bus stop notification templates, and developing a school communications plan.

Staff will present the detailed changes for phase 1 to the Board at the June meeting.

**Ridership Recovery**

SamTrans monthly ridership for the month of February 2022 was 60.9 percent of its ridership compared to February 2020 (pre-pandemic). SamTrans’ ridership recovery compares favorably against local peer agencies and with out-of-state bus agencies. The national bus ridership monthly average recovery rate was 52.8 percent compared to pre-pandemic, February 2020. The ridership recovery rate from January to February improved for most agencies. The February 2022 data are preliminary and are the latest data available from the NTD.

<b>Total Trips</b>	<u>Feb. 2020</u>	<u>Feb. 2022</u>	<u>February Recovery Rate</u>	<u>January Recovery Rate</u>
<b>Bus Service:</b>				
SamTrans	893,726	544,571	60.9%	58.5%
AC Transit	4,536,769	2,330,802	51.3%	46.1%
SFMTA	16,024,833	8,787,284	54.8%	48.9%
VTA	2,189,792	1,227,616	56.1%	54.2%

Dallas	2,901,053	1,271,741	43.8%	53.3%
Seattle - King	9,760,049	4,227,262	43.3%	41.7%
Chicago	19,030,116	9,684,827	50.9%	44.2%
Atlanta	3,741,306	2,012,383	53.8%	47.9%
New York MTA	56,342,567	33,971,521	60.3%	53.3%
National bus only	365,124,158	192,903,650	52.8%	48.8%

**BART Extension Ridership**

The total BART system ridership recovery rate in March 2022 was 33.8 percent compared to March 2019 ridership. The table below reflects the recovery rate for individual stations within the San Mateo County. The recovery rate for the 5-station extension is 34.0 percent.

<b>BART San Mateo County:</b>	<u>March 2019</u>	<u>March 2022</u>	<u>Recovery Rate</u>
Daly City	443,153	166,992	37.7%
Colma	195,003	63,668	32.6%
South San Francisco	155,973	52,392	33.6%
San Bruno	173,391	58,952	34.0%
SFO Airport	295,330	144,120	48.7%
Millbrae	<u>293,649</u>	<u>58,951</u>	20.1%
6 Stations	1,556,499	545,075	35.0%
5-Station Extension	1,113,346	378,083	34.0%

**Human Capital Investment**

	<u>March 2022</u>		<u>YTD FY 2022</u>		<u>YTD FY 2021</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	3,304	413	23,220	2,903	6,095	762
VTT/DMV mandated training	288	36	2,229	279	2,116	265
Bus Operator retraining	105	13	1,070	134	1,766	221
Maintenance training	320	40	2,773	347	2,829	353
Other	<u>32</u>	<u>4</u>	<u>105</u>	<u>13</u>	<u>136</u>	<u>17</u>
Total Hours	4,049	506	29,397	3,675	12,942	1,618

Class #170 began on March 30, 2022, with a new training strategy aimed at maintaining smaller class sizes and improving the instructor-student ratio and interaction. Classes will increase in frequency with a maximum of eight students per class and condensing the previous 10-week training schedule to 6-weeks while improving the behind the wheel experience and overall instruction. The new classes will run concurrent every four weeks aimed at meeting staffing demands and to improve retention. Two additional Transit Instructors were added in March to meet the training frequency and to provide 7-day coverage for other ongoing operational training needs.

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

The S.O.S. committee members continue to identify potential hazards on the roads and ways to keep our passengers and Operators safe. Safety and Security will research the possibility of implementing an emergency alert system to notify Bus Operators and District employees of a pending or existing emergency.

At the February CAC meeting, a committee member suggested having announcements and/or signs to help keep passengers safe while riding SamTrans. The Maintenance, Marketing, and Communications Departments are developing a safety campaign with reminders for passengers on how to ride the bus safely and comfortably, and how to avoid “slips and falls”.



## Agenda

### Community Relations Committee Committee of the Whole (Accessibility, Senior Services, and Community Issues)

### San Mateo County Transit District

Wednesday, May 4, 2022 – 2:30 pm

- |        |   |               |
|--------|---|---------------|
| 8.a.1. | Call to Order   |               |
| 8.a.2. | Approval of Minutes of Community Relations Committee Meeting of April 6, 2022                       | Motion        |
| 8.a.3. | Proclamation Declaring May as Older Americans Month   | Motion        |
| 8.a.4. | Appointment of Christopher Carey, Representing Community Riders, to the Citizens Advisory Committee | Motion        |
| 8.a.5. | Accessible Services Update  | Informational |
| 8.a.6. | Paratransit Coordinating Council Update   |               |
| 8.a.7. | Citizens Advisory Committee Update  |               |
| 8.a.8. | Monthly Performance Report - March 2022   | Informational |
| 8.a.9. | Adjourn   |               |

Committee Members: Rose Guilbault (Chair), Marina Fraser, Rico E. 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 Community Relations Committee Meeting /  
Committee of the Whole**

**April 6, 2022**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

**9.a.1 Call to Order**

Committee Chair Rose Guilbault called the meeting to order at 2:41 pm.

**9.a.2 Approval of Minutes of Committee Meeting of March 2, 2022**

Motion/Second: Fraser/Medina

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

Noes: None

Absent: Groom

**9.a.3 Appointment of Denise Seibert, Representing Community Riders, to the Citizens Advisory Committee**

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: Groom

**9.a.4 Accessible Services Update**

Tina Dubost, Manager, Accessible Transit Services, said they had a quarterly meeting with their paratransit mobility contractor.

**9.a.5 Paratransit Coordinating Council Update**

Ben McMullan, PCC Chair, said they had submitted a letter of support regarding Senate Bill (SB) 917 on seamless transit.

**9.a.6 Citizens Advisory Committee Update**

Meredith Park, CAC Vice Chair, provided a summary of the March 30 meeting,

**9.a.7 Quarterly Dashboard Report - October-December 2021**

David Olmeda, Chief Operating Officer, Bus, provided details of the report.

**9.a.8 Monthly Performance Report – February 2022**

Ana Rivas, Director of Bus Transportation, said the report was in the packet and provided a brief summary. Director Dave Pine said that he was impressed that bus ridership was now up to 88 percent of pre-pandemic levels.

**9.a.9 New SamTrans Website Launch**

Jeremy Lipps, Digital Communications Manager, provided the presentation.

Director Josh Powell said he was excited to use the new site. Chair Peter Ratto said he was happy that the trip planner was not agency-specific so could be used anywhere. Director Charles Stone said he appreciated the mobile optimization and increased connectivity with other agencies and parts of the region. Committee Chair Guilbault congratulated Mr. Lipps and his team for creating a more user-friendly site.

**9.a.10 Adjourn**

The meeting adjourned at 3:02 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: David Olmeda, Chief Operations Officer, Bus  
Subject: **Proclamation Declaring May as Older Americans Month**

**Action**

Staff proposes that the Committee recommend the Board adopt the proclamation designating May as “Older Americans Month”.

**Significance**

The proclamation for “Older Americans Month” is a reaffirmation of the SamTrans commitment to provide quality transit service to senior citizens in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by senior citizens throughout the SamTrans service area; to reflect on measures that are being extended to assist them; and to increase public awareness of new opportunities that meet their needs.

**Budget Impact**

There is no impact to the budget.

**Background**

Over the past year, the District has:

- Provided high quality fixed-route and paratransit service, despite the pandemic.
- Enhanced accessibility of bus stops for the convenience of seniors
- Engaged the community in Senior Mobility Action Plan projects
- Made presentations and worked with seniors and organizations that serve seniors to familiarize them with public transportation

Prepared By: Tina Dubost

Manager, Accessible  
Transit Services

650-508-6247

# Proclamation

## In Honor of Older Americans Month

**Whereas**, transportation enables individuals to access needed social and recreational resources, as well as medical and social services; and

**Whereas**, SamTrans supports the need for and provision of transportation to seniors through its fixed-route system and Redi-Wheels and RediCoast, specialized paratransit services for those with mobility impairments; and

**Whereas**, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their independence; and

**Whereas**, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

**Whereas**, May has been officially designated as Older Americans Month throughout the United States of America.

**Now, Therefore Be It Resolved**, that the Board of Directors and staff of the San Mateo County Transit District salute the seniors in San Mateo County, support their personal independence and dignity in the provision of service, and do hereby proclaim the month of May as *OLDER AMERICANS MONTH*.

Regularly passed and adopted this 4th day of May, 2022

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Chair, San Mateo County Transit District



**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: David Olmeda, Chief Operations 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 March 2022 PAL and PCC meetings are attached to this report.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

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

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of March 8, 2021 Meeting

**ATTENDANCE:**

Members:

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

(Member attendance = 10/13, Quorum = Yes)

Guests:

Amy Linehan, SamTrans; Jeremy Lipps, SamTrans; Charles Posejpal, First Transit/Redi-Wheels; Kelley Shanks, SamTrans; Henry Silvas, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Mark Templo, SamTrans; Richard Weiner, Nelson\Nygaard

Absentees:

Dao Do, Rosener House; Alex Madrid, Consumer; Scott McMullin, CoA

**WELCOME/INTRODUCTIONS:**

Chair Ben McMullan called the meeting to order at 1:31 pm. The meeting was held via Zoom conference call service and a roll call taken.

**APPROVAL OF FEBRUARY MINUTES:**

Sandra Lang moved to approve the January meeting minutes; Mike Levinson seconded the motion; the minutes were approved.

**PUBLIC COMMENTS:**

None.

**COMMITTEE REPORTS:**

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

See page 10.

**Grant/Budget Review – Sammi Riley, Chair**

There were no updates.

**Education – Sammi Riley, Chair**

The Education Committee met on March 4<sup>th</sup> and finalized the video on negative comments. The video will be presented at the April 12<sup>th</sup> PCC meeting. The next committee meeting will be on May 6<sup>th</sup>.

### **Executive – Ben McMullan, Chair**

The committee met on March 1<sup>st</sup> and discussed:

- The schedule of upcoming presentations. A presentation by UberWAV (possibly in addition to LYFT) and one by Rich Hedges on station accessibility will be scheduled for the April meeting.
- A Google doc has been set up to gather talking points when talking to possible new members.
- A letter in support of SB 917
- The agenda and attendees at the regional PCC conference taking place early in June and setting up a region-wide planning committee.

Richard will contact Drennen Shelton, MTC, about inviting people to be on the planning committee.

### **Nominations/Membership – TBD, Chair**

No report. The Nominations/Membership committee chair is currently vacant.

### **OPERATIONAL REPORTS**

Tina reported that the no-show letters have been revised. Also Lighthouse for the Blind in SF is applying for a grant to make tactile braille maps available at the San Jose/Diridon Station. They have maps of some other transit facilities.

*Reimagine SamTrans* is wrapping up. The SamTrans Board of Directors approved the final service plan as well as the Title VI and CEQA evaluation and environmental review. Details can be found at [www.reimaginesamtrans.com](http://www.reimaginesamtrans.com). The first stages of the changes will occur in August 2022. The Customer Service team will be able to help riders understand the changes taking place in multiple phases happening over the next 18 months.

There is a competition to replace the international symbol of accessibility, currently the wheelchair logo. The purpose is to graphically recognize diversity in the disability community beyond mobility disabilities.

### **PERFORMANCE REPORT**

Tina reviewed preliminary data for February.

- Ridership is up compared to February 2021, from 8K to 11K; average weekday ridership is up about 40%.
- Ridership is a little lower than January 2022, due primarily to the Omicron surge.
- Advance reservations, agency trips, and subscription trips are consistent.
- Taxi trips were approximately 9% of total trips.

- The percentage of late cancels and same day cancels are good.
- On time performance is excellent.

Dinae commented that IVR had not been operating correctly for three weeks. Tina thought that it had now been fixed, but to let her know if there are any more problems.

### **COMMENT STATISTICS REPORT**

Tina reviewed the data for February. There were more compliments than policy-related comments. There are fewer comments than pre-COVID, most were consumer reports rather than comment cards. There are two requests related to a specific pickup location.

### **SAFETY REPORT**

Lyn Spicer reported three non-preventable incidents in February.

### **LIAISON REPORTS**

#### **Agency – Dao Do & Marie Violet**

Marie reported that she's looking into locations for the Education Committee to give presentations.

#### **ERC – Mike Levinson**

Mike reported that the late cancel and no-show letters had been revised. Tina reported that they are continuing to negotiate with the selected paratransit scheduling software vendor.

#### **Commission on Disabilities (CoD) – Ben McMullan**

They had a presentation on meeting regulations and policies for boards and commissions.

#### **Center for Independence (CID) – Ben McMullan**

No major update.

#### **Commission on Aging (CoA) – Kathy Uhl/Scott McMullin**

CoA also received the training for boards and commissions in the County. They will be planning their goals for this next year.

#### **Coastside Transportation Committee (CTC) – Tina Dubost**

The upcoming meeting will be replaced with an email update.

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

The Citizens Advisory Committee of the Transit Authority met on March 1, 2022. The meeting included:

- An acceptance of revenue and expenditures for the period.
- An acceptance of the capital projects quarterly status report. This included a status on the SSF Station Improvement Project that replaced the existing station. It began in 2017 and was substantially completed in 2021. There will be a ribbon cutting ceremony on April 5<sup>th</sup>.
- The Citizens Oversight Committee for Measure W received a thorough audit report.

## **OTHER BUSINESS**

Sandra mentioned that she was a delegate to the Democratic Convention held last weekend and attended the Disability Caucus where the FAA wheelchair situation on airplanes was raised. The caucus expressed great concern on how people with wheelchairs are treated. The next meeting will be on April 12th at 1:30pm. The meeting adjourned at 3:17pm.

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

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

### **Legislative Update**

Amy Linehan from SamTrans' Public Affairs department gave an update.

#### **Federal**

Congress and the administration are focused on the mid-term elections in November, so there may not be any specific legislation proposed although there is much talk about plans and accomplishments. President Biden presented his first State of the Union address in which he talked about domestic policy issues, the impact of the Infrastructure Bill that passed last year, and what's being done to address inflation. He also spoke about a Building a Better America plan to address a wide range of issues. This would be paid for by an increase in the corporate tax rate.

On Capitol Hill, the government is operating under a third continuing resolution that ends on March 11<sup>th</sup>. There is a \$1.5T omnibus spending bill under negotiation that needs to pass the House and Senate before going to President Biden. They might pass another continuing resolution bill, but that would operate under 2020-21 spending limits, so there would be no increase in funding.

#### **State**

Legislature has been focused on hearings for the 2023 budget proposals. The deadline for bill introduction was February 18<sup>th</sup> and they are tracking those bills.

Ben asked what Amy knew about HR 1697, Disability Access to Transportation Act, that had been referred to the House Sub-committee on Highways and Transit. This would establish a one-stop paratransit pilot program that would allow people with disabilities an additional stop, as part of an ongoing paratransit trip, to take care of errands. This program would receive \$375M in funding over 5 years. It would also require the Department of Transportation to set up procedures to allow individuals to submit discrimination complaints by phone, mail-in form, or online to the Federal Transit Administration. Amy wasn't aware of this bill and will look into it. Richard Weiner asked if Ben would forward the information to the PCC members.

Sandra asked about the impact of the Federal government's continuing resolutions on the State budget planning process. Amy thought that this would impact any Federal money coming into State programs as they would only be funded at the 2020-21 level. State funding levels would be revealed in June or July.

Mike had heard that Governor Newsom was thinking of eliminating the gas tax temporarily and funding it through the surplus. He asked if there is anything transit or paratransit related that the Governor might be able to fund through the surplus. Amy said she wasn't aware of anything but will check into it.

### **Advocacy**

#### **SamTrans Website**

Jeremy Lipps and Mark Templo gave a high-level presentation on the new SamTrans website and addressed PCC concerns about ADA web accessibility. The new site will launch at the end of March.

- Staff are trained and checking to make sure that everything works smoothly.
- There will be trip planning and maps similar to Google maps.
- A much-improved events and meeting calendar.
- Moving to Drupal.
- Documents are being converted to be ADA accessible on a priority basis.
- Minimize creation of non-ADA accessible documents by staff; webpages or forms instead of PDFs
- Agendas will be accessible.
- The site is optimized for mobile phones.

Mike asked if the options include keyboard strokes instead of using a mouse. Mark Templo said that popular software like JAWS or Dragon Speaking will work.

Sandra asked if the improvements will accommodate people with disabilities when operating their mobile phones. Mark said there are two accessibility versions for the desktop and mobile phones that follow the new guidelines for the Web and Mobile Accessibility Initiative. The user can input the necessary functionality.

Mike asked that if a route has been changed, how would someone who cannot see the map determine what the changes are, i.e. if you need to get from point A to point B, is there a text description for the steps. Mark responded that the trip planning will give html directions which are accessible for screen readers. All map images will have html code so will have alternative text.

Mike thanked Jeremy and Mark and offered the PCC's help in testing. Jeremy will send a link to the new website ahead of the launch.

### **SB 917**

Following a request from Seamless Bay Area, the PCC had prepared a letter for approval by the PCC in support of SB 917 and upgrades to paratransit. The letter was read and comments requested prior to voting. Kathy Uhl and Marie Violet thought the legislation and the support letter were a good idea but suggested adding more descriptive information about the PCC.

Amy Linehan commented that SamTrans had not taken a position on the bill. They have some questions in relation to transit and how it will work from an operational standpoint. They are working with MTC to get answers. She wasn't aware of any other agencies that had endorsed the bill.

Mike commented that letters were requested before March 14<sup>th</sup> in time for committee hearings. We can then withdraw our support if anything negative happens.

Sandra stated that the letter was in support of the bill and not an endorsement.

Tina clarified that the bill is separate from the Blue Ribbon Task Force. She questioned inclusion of same day service in the letter as it was not mentioned in the bill. Amy thought it best to only include items consistent with the bill's content. After discussion, it was agreed to remove same day service from the list of priorities.

Mike made a motion that the PCC send the letter to Senator Becker on SB 917 with the following edits:

- Adding a description of the PCC.
- Correct any minor typos.
- Removing same day service from the list of priorities.
- Adding a sentence indicating our advocacy in same day service, although it's not currently part of this legislation.
- Adding PCC member names; subsequently, it was agreed that the letter only be signed by Ben and not to list PCC member names.

Sandra Lang seconded the motion; Tina Dubost abstained; the motion passed.

**Transit Recovery Update – Tina Dubost**

More locations are starting to reopen. People are encouraged to follow CDC and San Mateo County Health guidelines. The TSA mandate to wear face masks on public transit continues through March 18, 2022, so everyone should continue to wear face masks to protect themselves and others. They are continuing to offer free rides to vaccination sites although there haven't been many lately.

**Policy Issues:**

None.

The next PAL meeting will be on April 12<sup>th</sup>, 2022.



**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	Mar-20	Mar-21	Mar-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Bus	23,721	13,987	24,187	72.9%	35,216	12,872	21,499	67.0%
Paratransit	583	386	593	53.6%	1,052	374	534	42.7%
Shuttles	5,658	709	1,500	111.6%	10,925	1,170	1,298	11.0%
<b>Total</b>	<b>29,962</b>	<b>15,082</b>	<b>26,280</b>	<b>74.2%</b>	<b>47,193</b>	<b>14,417</b>	<b>23,331</b>	<b>61.8%</b>

SAMTRANS   Total Ridership								
Mode	Mar-20	Mar-21	Mar-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Bus	569,018	399,901	655,408	63.9%	7,962,918	3,200,008	5,056,081	58.0%
Paratransit	15,040	10,433	15,938	52.8%	234,724	86,731	123,904	42.9%
Shuttles	114,725	16,433	34,758	111.5%	2,090,297	223,061	249,257	11.7%
<b>Total</b>	<b>698,783</b>	<b>426,767</b>	<b>706,104</b>	<b>65.5%</b>	<b>10,287,939</b>	<b>3,509,800</b>	<b>5,429,242</b>	<b>54.7%</b>

CALTRAIN   Average Weekday Ridership								
Mode	Mar-20	Mar-21	Mar-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Caltrain	49,276	3,965	12,539	216.2%	66,465	3,544	10,598	199.1%

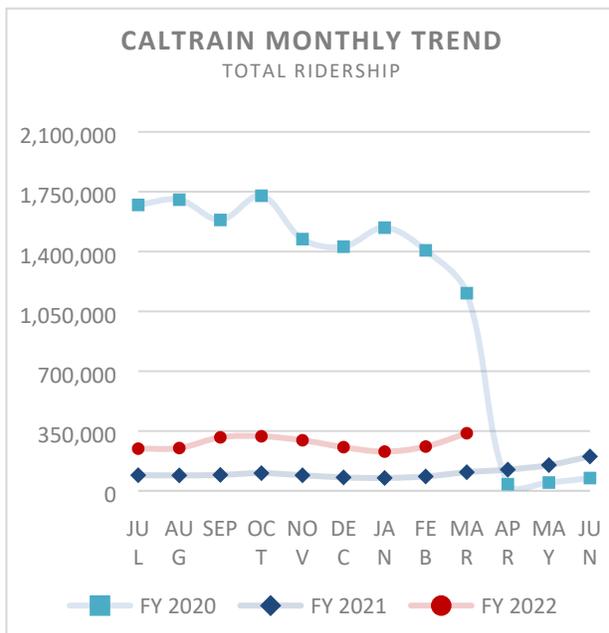
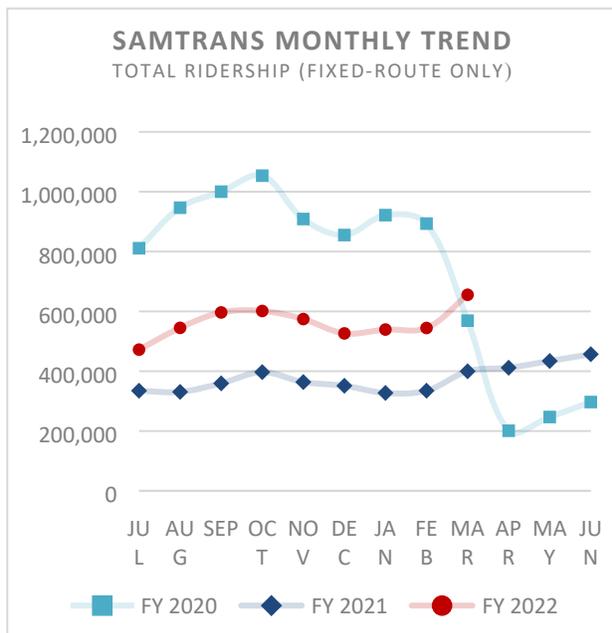
CALTRAIN   Total Ridership								
Mode	Mar-20	Mar-21	Mar-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Caltrain	1,156,388	109,519	337,078	207.8%	13,691,336	819,559	2,507,378	205.9%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Mar-20	Mar-21	Mar-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Dumbarton	68	40	64	60.6%	132	46	55	17.5%
BART (San Mateo County)	17,780	4,998	13,561	171.3%	42,162	4,556	11,287	147.7%

OTHER MODES in San Mateo County   Total Ridership								
Mode	Mar-20	Mar-21	Mar-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Dumbarton	1,498	928	1,477	59.2%	25,110	8,938	10,494	17.4%
BART (San Mateo County)	433,427	136,888	378,083	176.2%	9,279,723	1,051,665	2,757,213	162.2%

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



**FARES**

SAMTRANS (BUS)   Fare Usage			
Fare Type	Mar-20	Mar-21	Mar-22
Adult	326,934	247,277	369,825
Youth	100,948	21,821	121,083
Eligible Discount	141,026	130,667	164,280
<b>Total</b>	<b>568,908</b>	<b>399,765</b>	<b>655,188</b>

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded).

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Mar-20	Mar-21	Mar-22
On-Time Performance	86.5%	87.9%	80.8%
Preventable Accidents	8	3	9
Service Calls	30	23	20
Trips Scheduled	42,908	37,130	39,926
Did Not Operate DNOs	26	3	569

SamTrans' OTP goal is 85.0 percent. On-Time Performance (OTP) is calculated by evaluating 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	Mar-20	Mar-21	Mar-22
Revenue Hours (Sched.)	52,384	50,013	47,977
Revenue Miles (Sched.)	569,399	520,928	536,695
Total Fleet Miles (Actual)	781,672	707,152	744,002

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 82,667 Miles between Preventable Accidents this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	Mar-20	Mar-21	Mar-22
On-Time Performance (RW)	95.1%	98.0%	94.9%
On-Time Performance (RC)	97.3%	95.9%	96.0%
Preventable Accidents (RW)	0	0	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	5	4	2
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 37,200 Miles between Service Calls this month.

Notes: KPIs include participating contractors' performance.

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

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Mar-20	Mar-21	Mar-22
Revenue Miles (RW)	111,349	90,410	130,051
Revenue Miles (RC)	18,933	12,848	14,310
Fleet Miles (RW)	124,297	105,740	146,365
Fleet Miles (RC)	23,047	15,418	19,773

RW = Redi-Wheels  
RC = RediCoast

**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Mar-20	Mar-21	Mar-22
Complaints	102	64	82
Accessibility	10	11	6
Compliments	15	17	16
Service Requests	17	22	34
<b>Reports Total</b>	<b>144</b>	<b>114</b>	<b>138</b>

The table is a detailed summary of SamTrans Consumer Reports received by the Customer Experience Department.

The total number of reports for SamTrans decreased from February (143) to March (138).

**SAMTRANS YOUTH UNLIMITED PILOT PROGRAM**

SAMTRANS (BUS)   Pass Usage			
KPI	Jan-22	Feb-22	Mar-22
Ridership	4,165	26,977	44,982

This table depicts pass monthly usage for the SamTrans Youth Unlimited Pilot Program.

**COMMUNICATIONS & MARKETING**

The following is a list of the Communications Division’s marketing and promotional efforts in **March 2022**:

- “Drive with Us” Bus Operator Recruitment Campaign
- WiFi on Buses
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans Names 2021 Operator and Maintenance Employees of the Year"
- Press Release: "SamTrans Board Adopts Reimagine SamTrans"
- Press Release: "SamTrans to Hold Virtual Public Hearing on FY2021 Measure W Audit"

**Digital Communications Report:**

As a result of the Caltrain accident that occurred on March 10th, SamTrans provided assistance to Caltrain with bus bridge services in Millbrae, San Bruno, and South San Francisco.

March 2022 Highlights:

- Bus Bridge
- Transit Drivers Appreciation Day
- International Women’s Day – Featuring women from the District with dedicated profiles on LinkedIn
- Announced Operator and Maintenance Employees of the Year

**Website Replacement Project:**

The new website was launched on April 26<sup>th</sup>, 2022. Staff/Power Users have been trained to review and edit the content on the website. Highlights of the new site include a trip planner, live maps, improved calendar features for meetings and events, mobile-friendly, etc.

Prepared By:	Alex Lam	Principal Planner (Operations Planning)	650-508-6227
	Robert Casumbal	Director (Marketing/Market Research)	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845



BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## Agenda

### Finance Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, May 4, 2022 – 2:45 pm**

or immediately following the Community Relations Committee meeting

- |        |  |               |
|--------|--|---------------|
| 8.b.1. | Call to Order  |               |
| 8.b.2. | Approval of Minutes of Finance Committee Meeting of April 6, 2022  | Motion        |
| 8.b.3. | Preliminary Fiscal Year 2023 Operating and Capital Budgets   | Informational |
| 8.b.4. | Adoption of a Resolution to Express a Willingness and Desire to Contribute Funds to the Fiscal Year 2023 Caltrain Capital Budget | Motion        |
| 8.b.5. | Caltrain Electrification Project Update  | Informational |
| 8.b.6. | Adjourn  |               |

**Committee Members: Marina Fraser (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**

**April 6, 2022**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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

**9.b.1 Call to Order**

Committee Chair Marina Fraser called the meeting to order at 3:02 pm.

**9.b.2 Approval of Minutes of Committee Meeting of March 2, 2022**

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: Groom

**9.b.3 Amendment of Contract with MV Transportation for Contracted Urban Bus Services**

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

Committee Member Jeff Gee asked how long the procurement process normally takes. Mr. Yin said about 12 months to get to the contract and another three to four months for the transition. Director Charles Stone asked why they were going this route. David Olmeda, Chief Operating Officer, Bus, said the contract provides the opportunity for the District to provide an additional 30 percent of bus service, and includes maintenance and provision of Owl service. Director Stone said he would appreciate frequent updates on the procurement process.

Motion/Second: Medina/Gee

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

Noes: None

Absent: Groom

#### **9.b.4 Acceptance of Fuel Hedge Update Since Inception**

Connie Mobley-Ritter, Director of Treasury, introduced Jeff LeMunyon, Principal, Linwood Capital, who provided the presentation.

Committee Member Gee asked when the hedging program needed to be renewed. Ms. Mobley-Ritter said it is an ongoing program and after they get into electrification, they will work on diesel hedging. Director Dave Pine asked how they arrive at price projections. Mr. LeMunyon said prices are based on a forward pricing curve.

#### Public Comment:

Aleta Dupree expressed her support for monthly fuel hedging, not more than 80 percent.

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: Groom

#### **9.b.5 Receive Measure W Citizens' Oversight Committee Report for Fiscal Year 2020 and Annual Audit of Measure W Funds for Fiscal Year 2021**

Grace Martinez, Acting Chief Financial Officer, provided the presentation on the Fiscal Year 2020 report.

Committee Member Gee asked if the funding partners split the cost of the audit, and Ms. Martinez said yes. Director Stone said he was appreciative of the passage of Measure W.

Ms. Martinez introduced Nathan Edelman, Partner, Eide Bailly, LLC, who provided the presentation on the annual audit.

Motion/Second: Gee/Pine

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

Noes: None

Absent: Groom

#### **9.b.6 Adjourn**

The meeting adjourned at 3:33 pm.

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



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

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

SOURCES OF FUNDS: \$ in Millions	FY2021	FY2022	FY2023	FY2023 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
	A	B	C	D	E
Operating Revenues				D = C - B	E = D / B
1 Passenger Fares	\$5.6	\$8.6	\$9.7	\$1.2	13.5%
2 Local TDA and STA Funds	43.4	42.5	65.9	23.4	55.0%
3 Pass Through to Other Agencies	0.4	0.6	0.6	-	0.0%
4 CARES ACT and CRRSAA and ARPA	58.1	15.6	-	(15.6)	-100.0%
5 Operating Grants	3.5	4.4	3.9	(0.5)	-10.5%
6 SMCTA Measure A	10.6	3.8	4.3	0.5	14.4%
7 AB434, TA Funded Shuttles & Other	0.4	0.3	0.1	(0.2)	-64.4%
8 <b>Subtotal - Operating Revenues</b>	<b>\$122.1</b>	<b>\$75.8</b>	<b>\$84.6</b>	<b>\$8.8</b>	<b>11.6%</b>

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

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

Passenger Fares include farebox receipts for both Motor Bus fixed route and Paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). The FY2022 Forecast reflects a stepped improvement over fares during the height of pandemic-related shutdowns in FY2021 and the gradual re-openings in FY2022. For the FY2023 Preliminary Budget, Staff is projecting that collection of the District farebox receipts will increase to 60% of pre-pandemic levels, with paratransit fares stay at 50%. Passenger Fares for the FY2023 Preliminary Budget is \$9.7 million, which is higher than FY2022 Forecast by \$1.2 million or 13.5%. For further details on Passenger Fare Revenue, please reference Motor Bus Passenger Fares on page 2, line 1 of Attachment A and ADA Passenger Fares on page 2, line 22 of Attachment A.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
1 Passenger Fares	\$ 5,614.7	\$ 8,583.0	\$ 9,739.0	\$ 1,156.0	13.5%

**LOCAL TDA and STA FUNDS (Summary Page 1, line 2)**

Transportation Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services with allocation based

on estimates provided by the Metropolitan Transportation Commission (MTC) on a population-based formula. State Transit Assistance (STA) funds are derived from a tax on diesel fuel and allocated in accordance with MTC estimates on a population-based formula and a revenue-based formula.

The Preliminary FY2023 Budget is based on MTC’s February 2022 estimates, including \$13 million carryforward from prior years. Revenues in the Preliminary Operating Budget are \$65.9 million, which is higher by \$23.4 million or 55.0% compared to FY2022 Forecast. These funds are discussed in further detail as referenced on page 2 of Attachment A, lines 3 and 5 for Motor Bus and, lines 23 and 24 for ADA.

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM	
				BUDGET vs FY2022 FORECAST	Percent Change
2 Local TDA and STA Funds	\$ 43,439.3	\$ 42,499.9	\$ 65,886.5	\$ 23,386.5	55.0%

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

Pass Through revenues reflect funding for the City of Daly City’s Bayshore Shuttle, City of Menlo Park’s Shuttle Program, City of San Mateo’s Get Around Senior Transportation program, and for the City of South San Francisco’s Free South San Francisco Outreach Enhancement Project. As these are pass-through revenues, the corresponding expense can be seen on page 1, line 25 of Attachment A.

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM	
				BUDGET vs FY2022 FORECAST	Percent Change
3 Pass Through to Other Agencies	\$ 380.3	\$ 597.4	\$ 597.4	\$ -	0.0%

**CARES ACT and CRRSAA and ARPA (Summary Page 1, line 4)**

The FY2023 Budget reflects no Federal funds for Coronavirus pandemic relief. The FY2022 Forecast includes American Rescue Plan Act (ARPA) funding.

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM	
				BUDGET vs FY2022 FORECAST	Percent Change
4 CARES ACT and CRRSAA and ARPA	\$ 58,146.2	\$ 15,633.4	\$ -	\$ (15,633.4)	-100.0%

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

Operating Grants include funding from the Federal Transit Administration (FTA), state, and local agencies for funding specific projects. The FY2023 Preliminary Budget includes funds from FTA Operating Grants, various state sources, and Regional Measure 2, which is funding derived from bridge toll revenues. Operating Grants are typically earmarked for specific Motor Bus and ADA related project expense. Operating Grants for the FY2023 Preliminary Operating Budget are \$3.9 million, which is 10.5% lower compared to the FY2022 Forecast. The Forecast includes a \$1.0 million in FTA Section 5311 grants related to COVID relief that will be reprogrammed in FY2023 and FY2024. Details of these grants are further described under the Operating Revenue

section, page 2 of Attachment A (see line 7 for Motor Bus Operating Grants and line 25 for ADA Operating Grants).

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs	
				FY2022 FORECAST	Percent Change
5 Operating Grants	\$ 3,508.9	\$ 4,393.0	\$ 3,931.1	\$ (461.9)	-10.5%

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

The San Mateo County Transportation Authority (TA) provides 4% of its Measure A tax revenues to the District for Paratransit operating expenses.

TA Measure A funds are projected to be \$4.3 million in FY2023, which is higher by \$0.5 million or 14.4% compared to the FY2022 Forecast. Further details are discussed below with reference to Operating Revenue: SMCTA Measure A Redi-Wheels (page 2, line 28 of Attachment A).

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs	
				FY2022 FORECAST	Percent Change
6 SMCTA Measure A	\$ 10,597.3	\$ 3,785.6	\$ 4,330.9	\$ 545.3	14.4%

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

This revenue line item includes the AB434 California Clean Air Act funding from Bay Area Air Quality Management District, TA contributions for shuttle programs, and employers' shares of the cost of operating shuttle services between the employers' work sites and Bay Area Rapid Transit (BART) stations within San Mateo County. Revenues in the FY2023 Preliminary Operating Budget are lower than the FY2022 Forecast; see further details with reference to page 2, line 35 of Attachment A.

\$'s in Thousands	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs	
				FY2022 FORECAST	Percent Change
7 AB434, TA Funded Shuttles & Other	\$ 404.4	\$ 315.9	\$ 112.5	\$ (203.4)	-64.4%

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

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

SOURCES OF FUNDS: \$ in Millions	FY2021	FY2022	FY2023	FY2023 PRELIM	Percent
	ACTUALS	FORECAST	PRELIMINARY	BUDGET vs FY2022	Change
	A	B	C	D	E
				D = C - B	E = D / B
9 <b>Other Revenue Sources</b>					
10 District Sales Tax	\$93.8	\$106.9	\$108.3	\$1.4	1.3%
11 Measure W Sales Tax	46.6	53.5	54.1	0.7	1.3%
12 Investment Income	3.1	2.8	2.8	-	0.0%
13 Other Interest, Rent & Other Income	8.2	6.6	9.2	2.6	38.9%
14 Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	23.3	33.8	46.2	12.4	36.6%
15 <b>Subtotal - Other Revenues</b>	<b>\$175.0</b>	<b>\$203.6</b>	<b>\$220.6</b>	<b>\$17.0</b>	<b>8.3%</b>
16					
17 <b>Total Sources of Funds</b>	<b>\$297.1</b>	<b>\$279.4</b>	<b>\$305.2</b>	<b>\$25.8</b>	<b>9.2%</b>

**DISTRICT SALES TAX REVENUES (SUMMARY PAGE 1, LINE 10)**

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

The FY2023 Preliminary Budget assumes the sales tax projections continue to improve as the District moves beyond the pandemic and related restrictions are lifted. There is a lot of pent-up demand for travel, eating out, and overall activities returning to normal, which is helping to drive improvements in many of the sectors hardest hit during the pandemic, such as Restaurants & Hotels, Fuel & Service Stations, and Autos & Transportation. Other contributing factors to the anticipated sales tax increases include the highest inflation since 1982 and extreme volatility of fuel prices due to the Ukraine/Russia crisis. The District Sales Tax Revenues in the FY2023 Preliminary Budget is \$108.3 million, which is higher by \$1.4 million or 1.3% than FY2022 Forecast.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023 PRELIM	Percent
	ACTUALS	FORECAST	PRELIMINARY	BUDGET vs FY2022	Change
			BUDGET	FORECAST	
10 District Sales Tax	\$ 93,833.3	\$ 106,900.0	\$ 108,272.0	\$ 1,372.0	1.3%

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

Measure W, approved by County voters in November 2018, authorized a half-cent sales tax for a 30-year term, to be collected starting from July 1, 2019 through June 30, 2049. As with the District Sales tax, Measure W Sales Tax revenue for the FY2023 Preliminary Budget is \$54.1 million, which is higher by 1.3% or \$0.7 million compared to FY2022 Forecast.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023 PRELIM	Percent
	ACTUALS	FORECAST	PRELIMINARY	BUDGET vs FY2022	Change
			BUDGET	FORECAST	
11 Measure W Sales Tax	\$ 46,577.4	\$ 53,450.0	\$ 54,136.0	\$ 686.0	1.3%

**INVESTMENT INTEREST INCOME (Summary Page 1, line 12)**

The District’s investable fund balances are invested by the District’s investment manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2023 Preliminary Budget is flat compared to the FY2022 Forecast. Interest income comes from sources such as U.S. Treasury and coupon bonds where the rate is fixed.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
12 Investment Income	\$ 3,094.0	\$ 2,840.0	\$ 2,840.0	\$ -	0.0%

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

This line includes Motor Bus Rental Income, Advertising Income, County Measure M revenues provided to the District for paratransit, Employer Shuttle Funds, Dumbarton Corridor Rentals, and Other income such as Late Night Owl airport service. The FY2023 Preliminary Budget reflects an increase of \$2.6 million or 38.9% mainly due to a consolidation of Caltrain’s share of revenue under the District. Starting FY2023, the shuttles previously under Caltrain will now be managed and budgeted with the District. Details are further explained below with reference to Other Revenue Sources, (page 2, lines 13-17), Measure M Paratransit (page 2, line 29), and Multi-Modal programs (page 2, lines 36 and 37).

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
13 Other Interest, Rent & Other Income	\$ 8,213.3	\$ 6,605.6	\$ 9,173.1	\$ 2,567.5	38.9%

**DUE FROM PCJPB, SMCTA, SMCEL-JPA & SAMTR CAPITAL W&B (Summary Page 1, line 14)**

This line item accounts for the recovery of costs associated with the District’s managing agency role. Though the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA) are legally separate and independent entities, the District serves as their managing agency. The District also provides certain staff support for the San Mateo County Express Lane Joint Powers Authority (SMCEL-JPA). The District’s FY2023 Preliminary Operating Budget identifies costs for staff members' wages and benefits (W&B) as well as their associated CalPERS and Retiree Medical Benefits that are wholly or partially attributable to the JPB, TA, SMCEL-JPA and/or the District's Capital Programs. Those costs are subject to full reimbursement by the JPB, TA and SMCEL-JPA, and/or the District's Capital Programs. Federal rules and regulations permit the recovery of overhead expenses and indirect costs if they are part of an approved Cost Allocation Plan. The FTA approved the District's current plan and overhead amounts to address support functions that benefit the other agencies such as Human Resources and Payroll.

The Preliminary FY2023 Budget is \$46.2 million, which is higher by \$12.4 million or 36.6%, due mostly to New Full Time Equivalent (FTE) requests and increased labor costs.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
14	Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	\$ 23,308.4	\$ 33,829.2	\$ 46,198.0	\$ 12,368.8	36.6%

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

USE OF FUNDS: \$ in Millions						
	FY2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
	A	B	C	D D = C - B	E E = D / B	
20	PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	\$23.3	\$33.8	\$46.2	\$12.4	36.6%
21	Motor Bus	127.0	139.5	159.5	20.0	14.4%
22	A.D.A. Programs	15.1	17.7	18.7	1.1	6.0%
23	Caltrain	8.9	-	-	-	0.0%
24	Multi-Modal Programs	2.0	2.8	5.8	3.0	106.2%
25	Pass Through to Other Agencies	0.4	0.6	0.6	-	0.0%
26	Land Transfer Interest Expense	0.1	0.1	0.1	-	0.0%
27	<b>Total Operating Expenses</b>	<b>\$176.7</b>	<b>\$194.4</b>	<b>\$230.9</b>	<b>\$36.4</b>	<b>18.7%</b>

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

Connected to line item 14 discussed above, this line reflects the costs incurred by the District on behalf of the JPB, TA, SMCEL-JPA and District Capital Programs. The FY2023 Preliminary Operating Budget has accounted for all staff members' W&B that are wholly or partially attributable to the JPB, TA, SMCEL-JPA and/or the District's Capital Programs. Those costs are subject to full reimbursement, as discussed above, and are equal to line 14 on the summary, page 1, of Attachment A.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
20	PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	\$ 23,308.4	\$ 33,829.2	\$ 46,198.0	\$ 12,368.8	36.6%

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

Total funding required for the District's Motor Bus Operations reflected in the Preliminary Operating Budget for FY2023 is \$159.5 million, which is \$20.0 million or 14.4% higher compared to FY2022 Forecast. Each line item that comprises the Motor Bus operating expense will be discussed in more detail below in reference to page 3 of Attachment A.

\$'s in Thousands						
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
21	Motor Bus	\$ 126,991.6	\$ 139,460.1	\$ 159,508.8	\$ 20,048.7	14.4%

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

Total funding required for the District’s ADA Programs in the Preliminary Operating Budget for FY2023 is \$18.7 million, which is \$1.1 million or 6.0% higher compared to FY2022 Forecast. Each line item comprising the ADA Programs is detailed on page 4 of Attachment A.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
22 A.D.A. Programs	\$ 15,080.1	\$ 17,660.6	\$ 18,712.3	\$ 1,051.7	6.0%

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

This is the District's share of member contributions for Caltrain operations. The FY2023 Preliminary Budget assumes no Member Agency Contribution.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
23 Caltrain	\$ 8,876.9	\$ -	\$ -	\$ -	0.0%

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

Multimodal programs include the Dumbarton Inter-County Corridor, the District Shuttle Service, station support for multimodal transit in San Mateo County, and other multimodal programs. The FY2023 Preliminary Budget reflects an increase of \$3.0 million or 106.2% higher compared to FY2022 Forecast. Each line item comprising the Multi-Modal Program is detailed on page 4 of Attachment A.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
24 Multi-Modal Programs	\$ 1,956.4	\$ 2,790.3	\$ 5,754.4	\$ 2,964.1	106.2%

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

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

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
25 Pass Through to Other Agencies	\$ 373.8	\$ 597.4	\$ 597.4	\$ -	0.0%

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

The District acquired land located in San Carlos along the Caltrain right of way from the TA for a promissory note. Under the term of the transaction, the District is permitted to pay the purchase price over time subject to the payment of interest prospectively at the current rate of return earned by the TA on its investment portfolio until the principal is paid in full before

December 1, 2033. The FY2023 Preliminary Budget for Land Transfer Interest expense is flat compared to the FY2022 Forecast.

\$'s in Thousands		FY2023 PRELIM				Percent Change
		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
26	Land Transfer Interest Expense	\$ 96.9	\$ 95.4	\$ 95.4	\$ 0.0	0.0%

**PROJECTED SURPLUS / (DEFICIT): SUMMARY (Page 1, Attachment A)**

PROJECTED SURPLUS / (DEFICIT) \$ in Millions	FY2021	FY2022	FY2023	FY2023 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
	A	B	C	D	E
				D = C - B	E = D / B
29 Total Operating Surplus / (Deficit)	\$120.4	\$85.0	\$74.4	(\$10.6)	-12.5%
30					
31 District Sales Tax Capital	5.6	3.6	3.5	(0.2)	-4.6%
32 Measure W Sales Tax Capital	1.0	6.8	23.5	16.7	245.6%
33 Reserves for Future Capital Allocation	48.3	-	-	-	0.0%
34 Sales Tax Allocation - Capital Programs	54.9	10.5	27.0	16.6	158.4%
35					
36 Total Debt Service	19.1	19.1	19.1	(0.0)	0.0%
37					
38 Operating Reserve	17.3	41.2	27.8	(13.4)	-32.6%
39 Sales Tax Stabilization Fund	14.0	14.5	8.1	(6.4)	-43.9%
40 Pension	-	-	21.0	21.0	100.0%
41					
42 TOTAL USES OF FUNDS	282.0	279.7	334.0	54.2	19.4%
43					
44 PROJECTED SURPLUS/(DEFICIT)	15.1	(0.3)	(28.7)	(28.4)	8967.8%
45 Draw from Prior Years' Surplus	-	0.3	28.7	28.4	8967.8%
46 ADJUSTED PROJECTED SURPLUS/(DEFICIT)	15.1	-	-	-	0.0%

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

The FY2023 Preliminary Capital Budget will require \$3.5 million of District Sales Tax and \$23.5 million of Measure W Sales Tax. The FY2023 Preliminary Capital Budget needs to utilize more of District sales tax and Measure W. Typically the Revenue-Vehicle replacement projects are eligible for Federal and State funding of which non are requested in FY2023. See Attachment B for descriptions of the FY2023 Preliminary Budget Capital projects and their funding sources.

\$'s in Thousands		FY2023 PRELIM				Percent Change
		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
31	District Sales Tax Capital	\$ 5,594.2	\$ 3,642.2	\$ 3,475.4	\$ (166.8)	-4.6%
32	Measure W Sales Tax Capital	\$ 1,000.0	\$ 6,810.7	\$ 23,536.0	\$ 16,725.3	245.6%
33	Reserves for Future Capital Allocation	\$ 48,257.1	\$ -	\$ -	\$ -	0.0%
34	Sales Tax Allocation - Capital Programs	\$ 54,851.2	\$ 10,452.9	\$ 27,011.4	\$ 16,558.5	158.4%

**DEBT SERVICE (Summary Page 1, line 36)**

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

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
36 Total Debt Service	\$ 19,148.9	\$ 19,149.9	\$ 19,144.6	\$ (5.3)	0.0%

**OPERATING RESERVE, STABILIZATION FUND, AND PENSION (Summary Page 1, lines 38, 39, & 40)**

The Financial Reserve Policy adopted by the Board on June 2, 2021 (Resolution 2021-24), ensures the District will maintain a prudent level of reserves to ensure that sufficient funds are available in the event of either unanticipated revenue shortfalls or unavoidable expenditure needs.

Operating Reserve will be contributed to the unrestricted fund balance to accommodate normal fluctuations in the timing of revenues and unforeseen operating costs. If the Operating Reserve balance falls below the established level, replenishment will be budgeted in the following fiscal year.

The Sales Tax Stabilization funds are reserves to mitigate the potential impact from the volatility of sales tax revenues, which are relied upon to support service levels and the District’s Operating and Capital Budgets. The District will maintain a minimum of 10% of the total annual sales tax revenues in the first year since adoption of the Financial Reserve Policy, and 5% in subsequent years, until the desired reserve level is met.

In its efforts to address unfunded obligations, the District is reserving \$21 million to address pension obligations. The fund will be set up as a trust fund dedicated to prefunding employer contributions for pension. The fund is a Section 115 trust fund, which is designed to give public agencies who offer defined benefit pensions the opportunity to save money by investing now for their future pension contributions.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
38 Operating Reserve	\$ 17,300.2	\$ 41,240.6	\$ 27,814.1	\$ (13,426.5)	-32.6%
39 Sales Tax Stabilization Fund	\$ 14,041.1	\$ 14,473.5	\$ 8,120.4	\$ (6,353.1)	-43.9%
40 Pension	\$ -	\$ -	\$ 21,000.0	\$ 21,000.0	100.0%
<b>Total</b>	<b>\$ 31,341.3</b>	<b>\$ 55,714.1</b>	<b>\$ 56,934.5</b>	<b>\$ 1,220.4</b>	<b>2.2%</b>

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

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

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
42	Total Uses of Funds	\$ 282,025.6	\$ 279,749.9	\$ 333,956.8	\$ 54,206.9	19.4%

**PROJECTED SURPLUS/(DEFICIT) (Summary Page 1, lines 44, 45 & 46)**

The projected deficit for FY2023 is \$28.7 million. Staff is proposing to draw from prior years' surplus to balance the budget.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
44	PROJECTED SURPLUS/(DEFICIT)	\$ 15,092.2	\$ (316.9)	\$ (28,740.4)	\$ (28,423.5)	8967.8%
45	Draw from Prior Years' Surplus	\$ -	\$ 316.9	\$ 28,740.4	\$ 28,423.5	8967.8%
46	ADJUSTED PROJECTED SURPLUS/(DEFICIT)	\$ 15,092.2	\$ -	\$ -	\$ -	0.0%

**SOURCES OF FUNDS - REVENUE DETAIL (Page 2, Attachment A)**

**MOTOR BUS OPERATING REVENUE DETAIL**

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

As of June 15, 2021, San Mateo County fully aligned with State COVID-19 health and safety guidance, which led to capacity, distancing, and mask mandate restrictions for most businesses and activities, including on-board District vehicles. The FY2022 Forecast reflects ridership levels starting to increase significantly. FY2023 Motor Bus farebox collection assumes 60% of pre-pandemic recovery. The FY2023 Preliminary Budget for Motor Bus Passenger Fare revenues is \$9.3 million, higher by \$1.2 million or 14.2% compared to the FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
1	Passenger Fares	\$ 5,364.7	\$ 8,153.0	\$ 9,309.0	\$ 1,156.0	14.2%

**TRANSPORTATION DEVELOPMENT ACT (TDA) (Page 2, line 3)**

Transportation Development Act (TDA) Article 4.0 funds are derived from a statewide transportation sales tax that was enacted in 1972. In the Bay Area, these funds are allocated to transit operators by the Metropolitan Transportation Commission (MTC), based on a proportionate amount of sales tax generated by each county. TDA revenues have traditionally funded a substantial portion of the motor bus operations; and up to 5 percent are allocated for community and paratransit agencies, under Article 4.5.

The MTC Sales Tax Forecast for FY23 reflects continued improvement given high levels of consumer spending and increased inflation. The budget for FY2023 reflects MTC's February 2022 estimate with carry forwards of \$11.1 million from prior years. The FY2023 Preliminary Budget of \$53.0 million is higher by \$18.6 million, or 53.8% compared to the FY2022 Forecast.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
3 TRANSPORTATION DEVELOPMENT ACT (TDA)	\$ 37,428.0	\$ 34,473.9	\$ 53,028.0	\$ 18,554.1	53.8%

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

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

Revenue Formula Funds: Apportionment to each transit operator is based on the estimated availability of funding as provided in the Governor’s annual budget.

The Population Formula Funds are shown under the American Disabilities Act (ADA) revenue section for State Funding

MTC estimates for FY2023, issued in February 2022, reflect a stronger-than-expected economy that leads to robust diesel consumption and increased inflation. These estimated revenues, together with available carryforwards of \$1.4 million from prior years, results in a FY2023 Preliminary Budget for STA revenues of \$9.1 million, which is higher by \$3.5 million, or 63.1% compared to the FY2022 Forecast.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
5 STATE TRANSIT ASSISTANCE (STA)	\$ 3,565.6	\$ 5,576.0	\$ 9,095.2	\$ 3,519.2	63.1%

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

Motor Bus Operating Grants are \$1.3 million, lower by \$467,500 or 25.8% compared to FY2022 Forecast. The Forecast includes a \$1.0 million FTA section 5311 grants related to COVID relief that is reprogrammed in FY2023 and FY2024. The FY2023 Preliminary Budget for Motor Bus Operating Grants also includes Caltrans funding for specific operational projects, and Regional Measure 2 (RM2) Funds derived from Bridge Toll revenues.

\$'s in Thousands	FY 2021	FY2022	FY2023	FY2023 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
7 Operating Grants	\$ 1,240.7	\$ 1,808.9	\$ 1,341.4	\$ (467.5)	-25.8%

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

The total sales tax revenue needed to fund motor bus operations for the FY2023 Preliminary Budget is \$81.3 million, which is lower by \$2.4 million or 2.8% than the FY2022 Forecast, due to increases in TDA and STA Fund and other revenue sources.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
9 District Sales Tax Revenue	\$ 72,010.9	\$ 83,642.3	\$ 81,273.4	\$ (2,369.0)	-2.8%

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

Portfolio Interest: The District’s investable fund balances are invested by the District’s investment manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2023 Preliminary Budget is flat compared to FY2022 Forecast. Interest income comes from sources such as U.S. Treasury and coupon bonds where the rate is fixed.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
11 Investment Interest Income	\$ 2,508.8	\$ 2,475.0	\$ 2,475.0	\$ -	0.0%

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

The District owns its headquarters building (also known as "Central" or the "Central Office") as well as a number of parcels on the El Camino Real Corridor. This income reflects the rents collected from various tenants using available space related to these properties. Anticipated rental income based on current tenant listings for the FY2023 Preliminary Budget is \$1.6 million, which is lower by \$129,300 or 7.7% compared to FY2022 Forecast.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
14 Rental Income	\$ 2,045.5	\$ 1,684.7	\$ 1,555.4	\$ (129.3)	-7.7%

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

Advertising Income is derived from the District’s advertising contracts with Outfront Media for advertisement on bus shelters and Lamar Advertising for bus exteriors. Advertising income for the FY2023 Preliminary Budget is \$1.2 million, higher by \$500,600 or 67.1% than FY2022 Forecast after lifting a pandemic-related temporary waiver on minimum advertising revenues.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
15 Advertising Income	\$ 277.6	\$ 745.5	\$ 1,246.1	\$ 500.6	67.1%

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

Motor Bus Other Income for the FY2023 Preliminary Budget is projected to be \$185,400 which is lower by \$715,500 or 79.4% compared to the FY2022 Forecast.

The FY2022 Forecast reflects:

1. A reimbursement from BART for bus bridge services provided in FY2019;
2. Proceeds from the sale of District assets such as revenue vehicles, non-revenue vehicles, and paratransit vans;
3. Financial support from the San Francisco Airport for Owl late-night airport bus service; and
4. Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
16 Other Income	\$ 2,549.9	\$ 900.9	\$ 185.4	\$ (715.5)	-79.4%

### AMERICAN DISABILITY ACT (ADA) REVENUES

#### PASSENGER FARES – REDI-WHEELS (Page 2, line 22)

As stated above, the District is projecting paratransit recovery of 50% compared to pre-pandemic ridership, continuing the ridership levels experienced in FY2022. Paratransit fare revenue in FY2023 Preliminary Budget is flat at \$430,000 compared to FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
22 Passenger Fares Redi-Wheels	\$ 250.0	\$ 430.0	\$ 430.0	\$ -	0.0%

#### LOCAL TDA 4.5 – REDI-WHEELS (Page 2, line 23)

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

The FY2023 Preliminary Budget reflects TDA funds for paratransit is based on MTC's February 2022 estimate with carryforwards of \$582,000 from prior years for a combined \$2.8 million, which is higher by \$1.0 million, or 53.8% compared to the FY2022 Forecast.

\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
23 Local TDA 4.5 Redi Wheels	\$ 1,969.9	\$ 1,814.4	\$ 2,790.9	\$ 976.5	53.8%

#### LOCAL STA - PARATRANSIT (Page 2, line 24)

Previously, State Transit Assistance program revenues were derived from the state sales tax on diesel fuel and allocated by the state legislature to the Metropolitan Transportation Commission (MTC) based on the availability of funds for eligible transit operators. Population Formula Funds were allocated for regional paratransit service by the MTC and apportionment

has been to each transit operator based on the estimated availability of funding as provided in the Governor’s annual budget. Starting in FY2019, there was a change in the program and appropriations which now at the county level.

The County Block Grant program will be suspended in FY2023 and will resume in FY2024 as noted in the MTC February 2022 estimates. New revenue, American Rescue Plan Exchange, will instead be programmed directly from MTC to the District. The FY2023 Preliminary Budget reflects MTC’s February 2022 estimates for the new American Rescue Plan Exchange revenue for a total of \$1.0 million, higher by \$0.3 million, or 53.0% compared to the FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
24	Local STA Paratransit	\$ 475.8	\$ 635.7	\$ 972.3	\$ 336.6	53.0%

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

Operating Grants for paratransit are \$2.6 million, which is virtually flat compared to FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
25	Operating Grants	\$ 2,268.3	\$ 2,584.1	\$ 2,589.6	\$ 5.5	0.2%

**DISTRICT SALES TAX REVENUE – ADA (PAGE 2, LINE 26)**

Sales tax revenue provides funds to cover the annual shortfall in operating revenues, local match for Federal operating grants, capital programs, and debt service. Total sales tax revenue needed to fund paratransit activities for the FY2023 Preliminary Budget is \$6.0 million, which is lower by \$0.7 million or 9.9% compared to the FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
26	District Sales Tax Revenue - ADA	\$ 4,713.8	\$ 6,695.7	\$ 6,033.5	\$ (662.3)	-9.9%

**INTEREST INCOME – PARATRANSIT FUND (Page 2, line 27)**

As with the District’s other investable fund balances, paratransit trust funds are invested by the District’s Investment Manager according to the District’s approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment portfolio interest income for the FY2023 Preliminary Budget is flat at \$365,000 compared to the FY2022 Forecast. Interest income comes from sources such as U.S. Treasury and coupon bonds where the rate is fixed.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	
27 Interest Income-Paratransit Fund	\$ 585.2	\$ 365.0	\$ 365.0	\$ -	0.0%

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

The voters of San Mateo County approved a ballot measure known as Measure A and approved a one-half cent sales tax to fund local transportation projects. In accordance with the Measure A Transportation Expenditure Plan approved by the voters, the TA contributes 4% of its Measure A sales tax revenues for projects assisting people with special mobility needs. The FY2023 Preliminary Budget is \$4.3 million, which is higher by \$0.5 million, or 14.4% compared to FY2022 Forecast due to increased sales tax estimates from pandemic based economic recovery.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	
28 SMCTA Measure A Redi-Wheels	\$ 3,200.0	\$ 3,785.6	\$ 4,330.9	\$ 545.3	14.4%

**MEASURE M - PARATRANSIT (Page 2, line 29)**

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds received by the District are used for expenditures relating to paratransit operations and services for seniors and individuals with disabilities. The District is expected to receive \$1.2 million for the FY2023 Preliminary Budget per agreement, which is lower by \$150,000 or 11.1% than FY2022 Forecast.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		Percent Change
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	
29 Measure M Paratransit	\$ 1,617.1	\$ 1,350.0	\$ 1,200.0	\$ (150.0)	-11.1%

**MULTI-MODAL TRANSIT PROGRAMS**

Multi-Modal funding includes the TA’s Measure A funds for Shuttle, employers’ share of Shuttle program costs, and Dumbarton Right-of-Way rental income. Multi-Modal funding has typically included TA Measure A funds for Caltrain operations, but the Caltrain preliminary budget assumes no member agency contributions for FY2023, resulting in a corresponding elimination of associated revenues for the District.

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

The TA typically provides up to 8% of total Measure A revenues for Caltrain operations. For the FY2023 Preliminary Budget, there are no member agency contributions to the JPB; therefore, the TA will retain these funds rather than transferring them to the District.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIM		Percent Change
				FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
33	Transfer from SMCTA for Caltrain	\$ 7,397.3	\$ -	\$ -	\$ -	0.0%
34	District Sales Tax - Caltrain	\$ 1,479.5	\$ -	\$ -	-	0.0%
<b>Total Members' Contribution to Caltrain</b>		<b>\$ 8,876.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>

**OTHER MULTI-MODAL SUMMARY**

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

The Transportation Fund for Clean Air, approved in 1991 through Assembly Bill 434, provides funding for the District Shuttle program. The Bay Area Air Quality Management District, in conjunction with the Department of Motor Vehicles, collects a \$4.00 surcharge on motor vehicle registrations paid within the Air District’s jurisdiction. The funds provide for a variety of clean air programs. The District shuttles connect BART stations to employment sites across the north part of San Mateo County during peak commute periods. For the FY2023 Preliminary Budget, there is no funding available for this “emission based” grant due to the low shuttle ridership during the pandemic and recovery. The TA will continue to support the program providing \$112,500 for the FY2023 Preliminary Budget, which is \$203,400 or 64.4% lower than the FY2022 Forecast.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIM		Percent Change
				FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
35	<b>AB434, TA Funded Shuttles &amp; Other</b>	<b>\$ 404.4</b>	<b>\$ 315.9</b>	<b>\$ 112.5</b>	<b>\$ (203.4)</b>	<b>-64.4%</b>

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

As discussed above, the District Shuttle program provides free rides to employees from BART stations to local employer facilities during commute hours. The employer share of shuttle costs for the FY2023 Preliminary Budget is \$4.8 million, which is higher by \$3.0 million or 172.6% than FY2022 Forecast. Starting FY2023, the shuttles previously under Caltrain will now be managed and budgeted under the District. The large increase is due to addition of the JPB shuttles.

\$'s in Thousands		FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIM		Percent Change
				FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	
36	<b>Employer Shuttle Funds</b>	<b>\$ 1,205.3</b>	<b>\$ 1,762.5</b>	<b>\$ 4,803.8</b>	<b>\$ 3,041.3</b>	<b>172.6%</b>

**DUMBARTON RENTAL INCOME (Page 2, line 37)**

The Revenue for Dumbarton reflects rental income from retailers and offices along the Dumbarton Right-of-Way owned by the District. The FY2023 Preliminary Budget is \$182,400, an increase of \$20,400 or 12.6% compared to the FY2022 Forecast.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
37 Dumbarton Rental Income	\$ 517.9	\$ 162.0	\$ 182.4	\$ 20.4	12.6%

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

Total sales tax revenue needed to fund Multi-Modal program activities for the FY2023 Preliminary Budget is \$655,700, which is higher by 19.2% or \$105,800 than the FY2022 Forecast.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
38 District Sales Tax - Other Multi-Modal	\$ (171.3)	\$ 549.9	\$ 655.7	\$ 105.8	19.2%

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

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

**MOTOR BUS EXPENSE (Page 3, Attachment A)**

The FY2023 Preliminary Budget for Motor Bus Operating Expense is \$159.5 million, up by \$20.0 million or 14.4% compared to the FY2022 Forecast. Motor Bus operations includes District-operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastside routes operated under contract. Below is a description by line item.

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

Wages and benefits are calculated based on the approved Salary Ordinance positions and current salary levels. The following are key assumptions used for the FY2023 Preliminary Budget:

- Wages include a universal wage increase for represented positions and non-represented employees.
- The FY2023 Budget assumes 318 Bus Operators in the first half of the fiscal year and 328 in the remainder of the fiscal year for an average of 323 Bus Operators to implement the Reimagine SamTrans service plan.
- Vacancy assumptions are based on expected hiring dates for all open positions and attrition.
- Fringe Benefit rate is 48.90%, which is down 0.09% from the FY2022 Budget of 48.99%. Fringe benefit costs are applied to actual staff wages as a rate. The District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time off) and then divides that amount by the total projected wages for the upcoming year to

arrive at a fringe benefit rate. These costs are then shared with the JPB, TA and SMCEL-JPA.

- The FY2023 Preliminary Budget for Unfunded Retiree Medical and CalPERS liability payments have increased by \$0.3 million compared to the FY2022 Forecast.
- Agency Indirect Administration (AIA) has increased from \$12.1 million to \$15.6 million per the FY2023 Internal Cost Allocation Plan (ICAP) methodology.

Below is a Summary of Full Time Equivalent (FTE) staff positions for FY2023.

FY2023 FTE's	Finance	Planning	Executive	Comm	Admin	Bus	Rail	Total
Represented								
Bus Operators (Full & Part-time)						323.0		323.0
Bus Transportation Supervisors						16.0		16.0
Mechanics						64.0		64.0
Utility Workers						29.0		29.0
Storekeepers						7.0		7.0
Dispatch						4.0		4.0
Radio Controller						3.0		3.0
Bus Contract Inspector						3.0		3.0
Maintenance Supervisors						8.0		8.0
Maintenance Instructors						2.0		2.0
Transit Instructors						7.0		7.0
Utility Maintenance Supervisors						2.0		2.0
Facilities Technician						5.0		5.0
Customer Service Reps				9.3				9.3
Receptionist				0.5				0.5
Existing Represented Existing Operating FTE's	-	-	-	9.8	-	473.0	-	482.8
Existing Non Repres Existing Operating FTE's	49.8	13.9	3.5	14.9	54.2	50.9	0.1	187.4
New Represented Operating FTE's								-
New Non Represented Operating FTE's	2.3	0.4	0.1	0.8	4.2	-		7.7
<b>Total Operating FTE's</b>	<b>52.1</b>	<b>14.3</b>	<b>3.6</b>	<b>25.4</b>	<b>58.4</b>	<b>523.9</b>	<b>0.1</b>	<b>677.8</b>
Existing Capital FTE's	6.4	2.8	0.3	0.9	0.4	4.2	0.4	15.2
New Capital FTE's	-	0.0	0.1	0.1	1.0	5.0		6.2
<b>Total Capital FTE's</b>	<b>6.4</b>	<b>2.8</b>	<b>0.4</b>	<b>1.0</b>	<b>1.4</b>	<b>9.2</b>	<b>0.4</b>	<b>21.5</b>
<b>Total FTE's</b>	<b>58.4</b>	<b>17.2</b>	<b>4.0</b>	<b>26.4</b>	<b>59.8</b>	<b>533.1</b>	<b>0.5</b>	<b>699.3</b>

Wage & Benefits for the Preliminary FY2023 Budget is \$81.5 million, which is \$7.8 million or 10.6% higher than the FY2022 Forecast primarily due to increases in wages and benefits as a result of new collective bargain agreements, Overhead Recovery, Retiree Medical and CalPERS costs, and the addition of 7.7 new FTE staff positions.

\$'s in Thousands	FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
1 Motor Bus Wages and Benefits	\$ 65,788.1	\$ 73,734.8	\$ 81,516.8	\$ 7,782.0	10.6%

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

Board of Directors expenses includes Board member compensation, offsite meeting, and related expenses.

\$'s in Thousands	FY2023 PRELIM				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	Percent Change
3 Board of Directors	\$ 124.6	\$ 118.7	\$ 118.7	\$ -	0.0%

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

Expenses related to contracted bus operations vehicle maintenance such as towing, contracted welding work, contracted seat repair, contracted oil analysis, rolling stock repairs, state and federal mandated bus services, and other contracted services. This line also includes a Heating, Ventilation and Air Conditioning (HVAC) maintenance contract. The FY2023 Preliminary Budget reflects a decrease of \$111,800 or 8.2% due to a parts shortage and repairs that will be completed in-house.

\$'s in Thousands	FY2023 PRELIM				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	Percent Change
4 Contracted Vehicle Maintenance	\$ 1,276.2	\$ 1,364.2	\$ 1,252.4	\$ (111.8)	-8.2%

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

Expenses relate to North Base and South Base building maintenance including repair of shop equipment, preventive maintenance, repairs to mobile wheel lifts, and removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, etc.). Also included are pest control services and other general repairs for the District’s Central facility, South Base, and North Base. The FY2023 Preliminary Budget is \$2.0 million, which is higher by \$291,200 or 16.7% than in the FY2022 Forecast due to a contractual increase related to increased labor costs and usage.

\$'s in Thousands	FY2023 PRELIM				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	Percent Change
5 Property Maintenance	\$ 1,708.3	\$ 1,744.5	\$ 2,035.7	\$ 291.2	16.7%

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

Professional Services includes legal and professional consulting services for:

- Administrative issues related to mandated grievance and arbitration hearings, substance abuse professionals, and court reporter services
- Executive Legal Services, including the contract with Hanson Bridgett
- Planning initiatives includes project management for implementation of Reimagine SamTrans, the Bus Stop Improvement project, Measure W Strategic Planning, On-Demand services, and El Camino Real (ECR) Bus Speed Study (formerly referred to as the “ECR Pinch Point Study”)
- Legislative Advocacy Services for help with Federal and State legislative efforts
- Financial Services, including for the annual audit, required actuarial reporting for Other Post-Employment Benefits (OPEB), systems contract services, and on-call support

The FY2023 Preliminary Budget is \$7.1 million, which is \$1.9 million or 37.4% higher compared to the FY2022 Forecast. The main driver is implementing the On-Demand microtransit service, as recommended by Reimagine SamTrans.

	\$'s in Thousands		FY2023 PRELIM		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	Percent Change
6 Professional Services	\$ 4,312.1	\$ 5,201.2	\$ 7,147.1	\$ 1,945.9	37.4%

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

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

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

The Preliminary FY2023 Budget is \$11.4 million, which is higher by \$1.7 million or 17.0% than FY2022 Forecast, reflecting increases mostly for the new IT software maintenance subscriptions to meet industry standards and Finance Business Intelligent Solution.

	\$'s in Thousands		FY2023 PRELIM		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	Percent Change
7 Technical Services	\$ 9,031.5	\$ 9,721.7	\$ 11,374.2	\$ 1,652.5	17.0%

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

Other Services includes:

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

The FY2023 Preliminary Budget is \$5.7 million, which is higher by \$1.5 million or 36.2%. The increase is due to IT contract for backlog remediation, cybersecurity consultant and the IT strategic plan, and contract for community relations.

	\$'s in Thousands		FY2023 PRELIM		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	BUDGET vs FY2022 FORECAST	Percent Change
8 Other Services	\$ 3,571.3	\$ 4,160.8	\$ 5,666.3	\$ 1,505.4	36.2%

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

Fuel and Lubricant for motor bus includes diesel expenses for District-owned buses and gasoline for non-revenue support vehicles, i.e., shop trucks and relief cars for bus operators. Also included in this line item is expenses for oil and lubricants, which amount is determined by

the estimated number of deliveries for the fiscal year. The FY2023 Preliminary Budget assumptions for diesel fuel cost per gallon is \$2.93, which is \$0.95 higher than the FY2022 Budget of \$1.98. The diesel fuel cost assumes (a) 65% hedged pricing, and (b) a switch to Renewable Fuel, CARB Ultra Low Sulfur (ULS) No.2 Diesel Fuel<sup>1</sup>. Taxes and fees related to diesel fuel expenses are shown on a separate line item called Taxes and Licenses Fees (line 24 of Attachment A). Gasoline fuel used for Paratransit cutaways and minivans is shown in the ADA section line 49 of Attachment A.

	FY2022	FY2023		
	Forecast	Prelim Budget	Hedged	Unhedged
Hedge %			65%	35%
Price / Gallon	\$1.98	\$2.93	\$2.75	\$3.26
Projected Fuel Consumption - Total Gallons	1,626,530	1,386,728	901,373	485,355
Diesel Fuel Cost	\$3,227,036	\$4,063,113	\$2,480,128	\$1,582,985
Hedging	10,000	10,000		
CAR/GHG Tax	314,801	539,687		
Gasoline	108,000	108,000		
Oil and Lubricants	181,828	260,826		
Total Fuel and Lubricants Cost	\$3,841,665	\$4,981,626		

The FY2023 Preliminary Budget is \$5.0 million, which is higher by \$1.1 million or 29.7% due to higher cost per gallon for renewable fuel and inclusion of the Green House Gas (GHG) tax, which has been reallocated from Taxes & License Fees (Page 3, line 24) to reflect the terms of new renewable fuel contract under which GHG tax is included in the fuel price.

\$'s in Thousands	FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
11 Fuel and Lubricants	\$ 2,082.4	\$ 3,841.7	\$ 4,981.6	\$ 1,140.0	29.7%

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

This expense line includes bus repair and replacement parts, bus maintenance tires, disposition of obsolete / surplus inventory, service and repairs for non-revenue vehicles, small tools, and freight. The FY2023 Preliminary Budget is \$2.5 million, which is higher by \$407,900 or 19.5% than FY2022 Forecast due to a change in the bus parts and materials threshold for capitalization and New Flyer Buses will be out of warranty. Starting FY2023, Bus parts and materials that are under \$5,000 will not be capitalized.

<sup>1</sup> CARB ULS Diesel No.2 is diesel fuel with a sulfur level no higher than 0.0015 percent by weight (15 ppm) and with an aromatic hydrocarbon content limited to ten percent by volume. The conversion is in response to California Air Resources Board (CARB) innovative Clean Transit (ICT) rule that requires all transit agencies to convert 100% of their diesel usage from Ultra-low sulfur diesel to renewable diesel.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
12	Bus Parts and Materials	\$ 2,444.6	\$ 2,095.6	\$ 2,503.5	\$ 407.9	19.5%

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

It is the District’s contractual obligation to supply certain employees with uniforms, including boots or safety shoes for facilities Technicians, plus protective gear for eyes and ears, insulated coveralls, and rain gear. This expense covers bus operators, mechanics, storekeepers, and management staff. Also included are retirement and employee recognition events, i.e., safety breakfasts, staff meetings, and awards. The FY2023 Preliminary Budget is \$0.8 million, which is higher by \$205,600 or 34.6% compared to FY2022 Forecast. The increase reflects uniform allowance increases per current collective bargaining agreement and the return of the Bus Rodeo event.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
13	Uniform and Drivers Expense	\$ 320.1	\$ 593.6	\$ 799.1	\$ 205.6	34.6%

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

This line covers the production and printing of timetables, schedules, tickets, passes, and maps. The FY2023 Preliminary Budget of \$0.2 million is slightly higher than the FY2022 Forecast by \$1,500, or 0.9% due to increased costs of printed materials for timetables, maps, and schedules.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
14	Timetables and Tickets	\$ 11.9	\$ 174.1	\$ 175.6	\$ 1.5	0.9%

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

This includes office furniture, computer equipment including laptops, monitors, tablets, printing, and materials to support training programs, books and reference materials, paycheck stock and envelopes, and other office supplies, i.e., paper, letterhead, and business cards. The FY2023 Preliminary Budget of \$0.4 million is virtually flat from the FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
15	Office Supplies/Printing	\$ 731.2	\$ 405.2	\$ 408.2	\$ 3.0	0.8%

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

Costs for bus operations-related activities involve shop supplies, cleaning supplies, engine coolant, refrigerant, welding supplies and many miscellaneous vehicle items for repairs, such as silicone, gasket sealer, various glues, paints, and canned lubricants used in the Preventive

Maintenance process. Packaging, shipping, banding materials, component bags and related supplies, and other purchases are required to keep a clean and safe stockroom, as is the purchase of storage bins required by heavier parts. The FY2023 Preliminary Budget of \$132,600 is lower by \$14,300 or 9.7% than the FY2022 Forecast.

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
16	<b>Other Materials and Supply</b>	\$ 182.7	\$ 146.8	\$ 132.6	\$ (14.3)	-9.7%

**Telecommunications (Page 3, line 19)**

This expense is for cell phones, data circuits, and telephone services. The FY2023 Preliminary Budget is flat at \$0.7 million compared to FY2022 Forecast

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
19	<b>Telecommunications</b>	\$ 615.8	\$ 669.2	\$ 669.2	\$ -	0.0%

**Other Utilities (Page 3, line 20)**

This line includes costs for gas and electric, water, sewer, and trash / refuse services. The FY2023 Preliminary Budget is \$1.7 million, which is higher by \$37,400 or 2.3% than FY2022 Forecast due to projected rate increase for water, sewer, trash, and refuse services.

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
20	<b>Other Utilites</b>	\$ 1,333.8	\$ 1,639.0	\$ 1,676.4	\$ 37.4	2.3%

**Insurance (Page 3, line 21)**

This line covers general insurance costs for motor bus including premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2023 Preliminary Budget is flat at \$3.0 million pending finalization of the insurance estimates.

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
21	<b>Insurance</b>	\$ 2,202.0	\$ 3,030.9	\$ 3,030.9	\$ -	0.0%

**Claims Reserves and Payments (Page 3, line 22)**

This line includes claim reserves and associated legal fees. The FY2023 Preliminary Budget is flat at \$0.6 million.

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
22	<b>Claims Reserves and Payments</b>	\$ 1,629.8	\$ 600.0	\$ 600.0	\$ -	0.0%

**Worker’s Compensation (Page 3, line 23)**

The District is subject to the State-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles, and legal fees. The FY2023 Preliminary Budget is at \$3.8 million, which is slightly higher by \$34,200 or 0.9% than FY2022 Forecast.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
23 Workers Compensation	\$ 3,143.4	\$ 3,756.3	\$ 3,790.5	\$ 34.2	0.9%

**Taxes & License Fees (Page 3, line 24)**

As noted above, this item covers fuel and lubricant tax expenses, including the Leaking Underground Storage Tank (LUST) tax on diesel fuel. These costs change with fluctuations in fuel consumption. The FY2023 Preliminary Budget is \$0.7 million, which is higher by \$26,500 or 4.1% than the FY2022 Forecast due to higher costs and taxes for renewable fuel offset by reallocate the Green House Gas (GHG) tax from Taxes & License Fees to Fuel & Lubricants (Page 3, line 11) for consistency with the District’s new renewable fuel contract that includes GHG taxes in the fuel price.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
24 Taxes and License Fees	\$ 707.2	\$ 642.3	\$ 668.8	\$ 26.5	4.1%

**Leases and Rentals (Page 3, line 25)**

This expense is primarily for rent of the Pico Boulevard portable restrooms for layover areas at, Linda Mar Park N Ride in Pacifica, and in San Carlos and Palo Alto.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
25 Leases and Rentals	\$ 71.8	\$ 81.9	\$ 81.9	\$ -	0.0%

**Promotional & Legal Advertising (Page 3, line 26)**

This item includes recruitment advertising, promotional advertising for District services and social media campaigns. The FY2023 Preliminary Budget is \$1.3 million, which is higher by \$0.5 million or 62.0% than in the FY2022 Forecast. The increase is attributed to executives search and bus operators recruitment needs.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
26 Promotional and Legal Advertising	\$ 514.7	\$ 802.4	\$ 1,299.8	\$ 497.3	62.0%

**Training and Business Travel (Page 3, line 27)**

This item includes seminars and training, business travel expenses, and employee development classes. This also includes professional development expenses for American Public Transportation Association (APTA), Leadership Programs, and 360-degree employee assessments. The FY2023 Preliminary Budget is \$0.8 million, which is higher by \$0.4 million or 86.0% compared to the FY2022 Forecast due to increased travel and training as the District staff resumes attending in-person seminars and trainings.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
27 Training & Business Travel	\$ 279.5	\$ 425.1	\$ 790.8	\$ 365.7	86.0%

**Dues and Membership (Page 3, line 28)**

Dues and subscriptions include membership in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women’s Transportation Seminar (WTS), International Right of Way Association (IRWA), and National Safety Council (NSC). The FY2023 Preliminary Budget is \$250,000, which is slightly higher by \$61,600 or 32.7% than in the FY2022 Forecast due to a new subscription for Gartner Technical Services to support IT product selections, advice, and strategic decisions.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
28 Dues & Membership	\$ 129.6	\$ 188.5	\$ 250.0	\$ 61.6	32.7%

**Postage and Other (Page 3, line 29)**

Postage expenses covers various mailing activities for the District. This line also includes relocation expenses, and costs related to mandated translation services. The FY2023 Preliminary Budget is \$0.2 million, which is slightly lower by \$10,800 or 4.9 % than the FY2022 Forecast. The reduction is due to bike locker closure notifications included in FY2022 Forecast.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
29 Postage and Other	\$ 107.1	\$ 217.4	\$ 206.7	\$ (10.8)	-4.9%

**CONTRACTED BUS SERVICES**

**Contracted Urban Bus (CUB) (Page 3, line 34)**

This line reflects the cost of contracted service with MV Transportation for Mainline Bus service. The FY2023 Preliminary Budget is \$23.6 million, which is higher by \$4.0 million or 20.5% compared to FY2022 Forecast. The Mainline Bus service revenue mile rate is projected to rise by 8.3% and the associated cost of fuel per gallon is expected to increase from \$1.60 to \$3.00.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
34 Contracted Urban Bus Service	\$ 20,564.1	\$ 19,623.1	\$ 23,638.4	\$ 4,015.3	20.5%

**Coastside Services (Page 3, line 35)**

Contracted services for Coastal communities are budgeted separately and includes Routes 17 and 18 and Flex services provided to residents from Pescadero to Pacifica. The FY2023 Preliminary Budget is \$1.8 million, which is higher by \$127,200 or 7.6% than the FY2022 Forecast.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
35 Coastside Services	\$ 1,603.5	\$ 1,677.8	\$ 1,805.0	\$ 127.2	7.6%

**Redi Coast Non-ADA (Page 3, line 36)**

The District separately accounts for costs of rural non-ADA-required paratransit services from La Honda and Pescadero along the Coastside to Montara for those who do not qualify for ADA services and have no access to fixed-route service. The FY2023 Preliminary Budget is \$212,000, which is lower by \$17,300 or 7.5% than the FY2022 Forecast because demand has not returned as expected.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
36 Redi Coast Non-ADA	\$ 201.8	\$ 229.3	\$ 212.0	\$ (17.3)	-7.5%

**La Honda (Page 3, line 37)**

The District separately accounts for service to rural populations in La Honda and Pescadero. Costs are expected to be flat compares to FY2022.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
37 La Honda - Pescadero	\$ -	\$ 52.6	\$ 52.6	\$ -	0.0%

**SamCoast Pescadero (Page 3, line 38)**

The District's contracted service to rural Pescadero, including for expanded service to bayside medical facilities (over-the-hill trips), family social service centers and educational centers, is expected to increase by \$6,000 or 3.9% over FY2022 Forecast.

	\$'s in Thousands		FY2023 PRELIM BUDGET vs		
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change
38 SamCoast - Pescadero	\$ 80.9	\$ 152.0	\$ 158.0	\$ 6.0	3.9%

**CUB Related Wage & Benefits (Page 3, line 39)**

This line reflects Wage & Benefits for staff managing services including:

- Staff time for managing the contract as well as provider for fixed route service, non-ADA, and FLX Services for Pacifica and San Mateo for Service on the Coastside and Bayside.
- Wage & Benefits for staff managing Coastside service for rural farming communities.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
39	CUB Related Wages & Benefits	\$ 348.2	\$ 505.7	\$ 605.5	\$ 99.8	19.7%

**CUB Related Other Support (Page 3, line 40)**

Additional costs related to the CUB contract include:

- Quarterly inspections for District-owned vehicles operated by the CUB contractor
- CUB-related building maintenance necessary for janitorial, pest control, preventive maintenance, and repairs
- CUB-related utilities including gas and electric, water, sewer, and trash / refuse
- Wheelchair lifts on fixed-route vehicles
- Expanded service for Coastside residents to Bayside medical facilities (over-the-hill trips), and to family social service centers and educational centers

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
40	CUB Related Other Support	\$ 122.0	\$ 143.9	\$ 140.8	\$ (3.2)	-2.2%

**CUB Insurance (Page 3, line 41)**

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2023 Preliminary Budget is flat at \$1.5 million compared to FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
41	CUB Insurance	\$ 901.6	\$ 1,519.7	\$ 1,519.7	\$ -	0.0%

**CUB Claims, Reserves & Payments (Page 3, line 42)**

This includes claim reserves and associated legal fees. The FY2023 Preliminary Budget is flat at \$200,000 compared to FY2022 Forecast.

\$'s in Thousands		FY 2021	FY2022	FY2023	FY2023 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2022	Change
					FORECAST	
42	CUB Claims Reserves & Payments	\$ 849.9	\$ 200.0	\$ 200.0	\$ -	0.0%

**AMERICANS WITH DISABILITIES ACT (ADA) PROGRAMS (Page 4, Attachment A).**

The paratransit/ADA program includes Redi-Wheels service, Sedan and Taxi service, District administration of the program, support of paratransit service on the Coastsides, and a contribution to the Paratransit Coordinating Council (PCC) for administration costs.

**Elderly & Disabled/Redi-Wheels (Page 4, line 46)**

This line reflects contracted paratransit service using District-owned cutaways and minivan vehicles. The FY2023 Preliminary Budget is \$8.3 million, which is higher by \$0.6 million or 7.9% compared to FY2022 Forecast. This reflects a contractual increase and assuming 70% ridership pre-pandemic levels (compared to 50% in FY2022 Forecast).

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
46 Elderly & Disabled/Redi-Wheels	\$ 7,081.3	\$ 7,675.5	\$ 8,285.0	\$ 609.5	7.9%

**ADA Sedan / Taxi Service (Page 4, line 47)**

This line is for Coastsides service that provides ADA service along the coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County using contracted taxi and sedans. The FY2023 Preliminary Budget is \$2.5 million, which is higher by \$0.2 million or 11.1% compared to FY2022 Forecast. This reflects the new contract rate and administrative fee increases.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
47 ADA Sedan/Taxi Service	\$ 1,955.9	\$ 2,212.4	\$ 2,457.0	\$ 244.7	11.1%

**Coastsides ADA (Page 4, line 48)**

Contracted Coastsides Service provides ADA service along the Coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County. The FY2023 Preliminary Budget is \$1.3 million, which is lower by \$114,000 or 8.0% compared to FY2022 Forecast. The decrease is due to the reduction in service hours as demand has not returned as expected.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
48 Coastsides ADA	\$ 1,123.5	\$ 1,420.0	\$ 1,306.0	\$ (114.0)	-8.0%

**ADA Related Wages & Benefits (Page 4, line 49)**

Costs include:

- Wage & benefits for staff managing service for Redi-Wheels support, and
- Wage & benefits for staff managing service for accessibility support for senior mobility and veterans assistance services.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
49 ADA Related Wages & Benefits	\$ 2,697.1	\$ 2,753.8	\$ 2,947.7	\$ 193.9	7.0%

**ADA Related Other Support (Page 4, line 50)**

Redi-Wheels services costs on this line includes the following costs specific to cutaways, minivans, and service providers:

- Fuel and related Taxes, Oil & Lubricants
- Maintenance expenses for parts, tires, and tools
- Employee uniforms
- Telecommunications services
- Consultants for disability awareness and training

The FY2023 Preliminary Budget is \$2.3 million, which is higher by \$117,700 or 5.3% compared to the FY2022 Forecast primarily due to the increase in gasoline prices from \$3.75 per gallon to \$4.85 per gallon.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
50 ADA Related Other Support	\$ 1,415.2	\$ 2,210.3	\$ 2,328.0	\$ 117.7	5.3%

**ADA Insurance (Page 4, line 51)**

This line covers general insurance costs (deductibles, adjustor fees, broker fees and other insurance costs) specific to ADA-required services. The FY2023 Preliminary Budget of \$1.2 million is flat compared to the FY2022.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
51 ADA Insurance	\$ 743.8	\$ 1,188.5	\$ 1,188.5	\$ -	0.0%

**ADA Claims, Reserves & Payments (Page 4, line 52)**

This line covers claim reserves and associated legal fees specific to ADA-required services.

	\$'s in Thousands				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change
52 ADA Claims Reserves & Payments	\$ 63.3	\$ 200.0	\$ 200.0	\$ -	0.0%

**MULTI-MODAL TRANSIT PROGRAMS**

Multi-Modal programs include Caltrain, the Dumbarton Inter-County Corridor, The District Shuttle Service, station support for multi-modal transit in San Mateo County, and multi-modal promotion.

**Peninsula Rail Service (Page 4, line 58)**

The Caltrain service is funded by the three member agencies (The District, City and County of San Francisco and Santa Clara Valley Transportation Authority). The District’s share of the Caltrain operation is funded by the TA, typically accounting for 8% of total Measure A tax revenues. Absent an announcement of planned contributions by the other JPB member agencies, the District’s contribution for Caltrain operations is expected to be \$0 for the FY2023 Preliminary Budget.

The FY2023 Preliminary Budget reflects no member contributions. This matches the revenue shown on page 2, line 33 and line 34 of Attachment A.

	\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
58 Peninsula Rail Service	\$ 8,876.9	\$ -	\$ -	\$ -	0.0%	

**SamTrans Shuttles Service (Page 4, line 62)**

This item reflects expenses related to directly-operated and employer-operated shuttle services. This includes survey services, printing expenses and expenses directly related to contracted shuttle services, including a contractual 1% vendor incentive and 2.6% contingency. The FY2023 Preliminary Budget for Shuttle Service is \$5.1 million, which is \$2.8 million or 119.4% higher than FY2022 Forecast due to a consolidation all Shuttle Partner Operations starting FY2023.

	\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
62 SamTrans Shuttle Service	\$ 1,654.0	\$ 2,331.5	\$ 5,115.7	\$ 2,784.2	119.4%	

**Shuttle Related Wages & Benefits (Page 4, line 63)**

This line reflects District staff time to manage the District Shuttle’s program. FY2023 Preliminary Budget for Shuttle related wages and benefits is \$0.3 million, which is \$0.2 million or 179.2% higher than FY2022 Forecast due to the consolidation of the District’s and Caltrain’s shuttle programs.

	\$'s in Thousands					
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2023 PRELIM BUDGET vs FY2022 FORECAST	Percent Change	
63 Shuttle Related Wages & Benefits	\$ 103.6	\$ 91.8	\$ 256.3	\$ 164.5	179.2%	

**Dumbarton Maintenance of Way (Page 4, line 64)**

This line reflects the District’s costs associated with the Dumbarton Maintenance of Way. The expenses below reflect an increase of \$20,400 as a result of higher landscape maintenance costs.

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
64	Dumbarton M.O.W.	\$ 27.4	\$ 162.0	\$ 182.4	\$ 20.4	12.6%

**Maintenance Multimodal Facilities (Page 4, line 65)**

This line covers support services and utilities for the Colma Park n Ride facility including contract services, building maintenances service and sewer and water.

\$'s in Thousands		FY2023 PRELIM BUDGET vs				
	FY 2021 ACTUALS	FY2022 FORECAST	FY2023 PRELIMINARY BUDGET	FY2022 FORECAST	Percent Change	
65	Maintenance multimodal Facilities	\$ 171.5	\$ 205.0	\$ 200.0	\$ (5.0)	-2.4%

## **FY2023 CAPITAL BUDGET NARRATIVE**

The list below describes the capital projects for FY2023. The total FY2023 Preliminary Budget for Capital Projects is \$28.6 million. The capital projects submitted were reviewed and prioritized based on District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support the District's goals. Please see Attachment B for section reference numbers.

### **Revenue Vehicle Support: \$359,100**

#### 1.1 Maintenance Support Equipment - \$359,100

Provides operational support for the Bus Maintenance Department such as specialty tools and equipment needed to diagnose, troubleshoot, repair, and maintain District rolling stock.

### **Non-Revenue Vehicle Support: \$285,000**

#### 2.1 Replacement Non- Revenue Service Support Vehicles - \$285,000

Replacement of eight Non-Revenue Service Support Vehicles that have reached the end of their useful life. The requested project will replace two 2009 Toyota Priuses, one 2010 Ford F-150, three 2010 Ford Escape Hybrid and two 2016 Ford Fusions.

### **Information Technology: \$8,435,552**

#### 3.1 Enterprise Asset Management (EAM) System - \$5,494,352

The District's current system, SPEAR, is obsolete with no support externally or internally. A new Enterprise Asset Management (EAM) System will be purchased and installed to replace the existing SPEAR system. The EAM system includes a full suite of tools, including asset and inventory management, predictive and preventive maintenance, and work order management.

#### 3.2 Intelligent Transportation System (ITS) - \$228,000

This project provides consulting services to advise staff and develop a detailed scope to replace or refresh of the current Intelligent Transportation System (ITS).

#### 3.3 Multi-Platform Upgrades - \$1,031,700

This project funds the need for assessment, evaluation, planning and implementation of several aging IT systems throughout the District. The projects will span 18 to 24 months in durations and focuses on the following systems: Service Management, Disaster Recovery, Telephony, Learning Management, SharePoint, CAD-AVL, Resource Planning, and Contact Management.

3.4 Cybersecurity Program - \$1,111,500

Cyber threats are evolving at an alarming pace. The project will fund several technology efforts to address emerging threats while keeping the District safe. The cybersecurity efforts are also needed to maintain District's Cyber insurance. The project will assist staff to develop mandated policies, assessments, initial scoping of needed improvement, acquisition and implementation of several cybersecurity tools including hardware, software, and professional services.

3.5 Paratransit Scheduling Software - \$570,000

The project funds the purchase and installation of new paratransit scheduling software. The new software will have modern scheduling algorithms to improve service efficiency and communication with the customer. It will have updated features that will help manage assets, newly requested services, and the delivery of (limited) same-day paratransit service.

**Safety and Security: \$114,000**

4.1 Security Assessment at SamTrans Bases - \$114,000

This project request is to assess and develop a security plan that upgrades and/or installs additional CCTV cameras, lighting, and security structures such as gates and locks at SamTrans Bases and facilities.

**Facilities / Construction: \$17,868,020**

5.1 South Base Water Utility Lines Replacement - \$2,964,000

This project funds the replacement of the existing water lines at South Base. Existing water utility connections/distribution lines have aged beyond their useful life. The replacement of the water lines provides a critical infrastructure for the health and wellbeing of employees. The water lines support building systems and functions. This project is consistent with the District's Transit Asset Management Plan to maintain infrastructures in a state of good repair.

5.2 Bus Shelter Upgrade & Replacement Program - \$2,946,900

This project funds bus stop shelters compliant with current ADA standards. Fifty-two shelters will receive solar panels to support lighting/signage and present a uniform standard for appearance and ease of recognition. The work herein promotes the District's role as a mobility manager and demonstrates the District's goals to ensure equity, reliable service, and maintain asset state of good repair.

5.3 Facilities Smaller Projects - \$365,600

This project funds inspections, repairs, and equipment replacement needed to maintain a state of good repair for District's infrastructure, such as office spaces, shops, and facilities for District employees.

- 5.4 Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment) - \$7,966,320  
The California Air Resources Board (CARB) has set a statewide goal of transforming transportation fleets to zero-emission technology by 2040. The District's Innovative Clean Transit (ICT) Rollout Plan that was approved by the Board, reflects a phased implementation such that construction of power infrastructure coincides with bus deliveries through 2038. The FY2023 request includes funds to complete preliminary design through final design, including the development of plans, specifications, estimates, and construction schedules for the 10 Battery Electric Buses at South Base.
- 5.5 North Base Transportation Building 200 Assessment - \$2,143,200  
This project funds the development of a conceptual design to replace Building 200 at North Base and completes the preliminary design, including development of plans, specifications, estimates, and construction schedules. Field investigations and independent evaluations completed in 2010 and 2019 at North Base Building 200 and its surrounding area have determined that extensive settlement has occurred and will likely continue. The removal and replacement of the existing structure provides the best long term and cost-effective solution.
- 5.6 North Base - Sea Level Rise and Erosion Mitigation - \$1,482,000  
The District's Adaptation and Resilience Plan identifies the District's vulnerability to sea level rise, flood and heat-related climate change impacts and presents potential action alternatives to improve resilience. This project will obtain feedback from internal and external stakeholders and complete a detailed evaluation of alternatives and fund the implementation of recommendations from the SamTrans Adaptation and Resilience Plan and the North Base Erosion Plan.

**Planning / Development: \$1,491,000**

- 6.1 Support for Property Mapping - \$342,000  
This project funds consultants to conduct field surveys, draft legal descriptions, create maps and complete Records of Survey for District properties.
- 6.2 Transit Signal Priority Plan - \$399,000  
This project intends to assess opportunities and develop a short/medium-range plan to implement more Transit Signal Priority (TSP) throughout San Mateo County. The Reimagine SamTrans effort identified improved bus speed as a key priority for both existing riders and potential bus riders. Undergoing a planning study to look at opportunities to expand and enhance the District's existing TSP system is a key step in achieving this goal.
- 6.3 Capital Project Development - \$375,000  
This project request funds activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.

6.4 Capital Program Management - \$375,000

This project request provides c funds for programs and project controls support, including monitoring project performance and delivery.

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SAN MATEO COUNTY TRANSIT DISTRICT  
FY2023 PRELIMINARY OPERATING BUDGET

	<u>FY2021</u> <u>ACTUAL</u>	<u>FY2022</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2022</u> <u>FORECAST</u>	<u>FY2023</u> <u>PRELIMINARY</u> <u>BUDGET</u>	<u>FY2023</u> <u>PRELIM</u> <u>BUDGET vs</u> <u>FY2022</u> <u>FORECAST</u>	<u>Percent</u> <u>Change</u>
	A	B	C	D	E E = D - C	F F = E / C
<b><u>SOURCES OF FUNDS:</u></b>						
<b>Operating Revenues</b>						
1 Passenger Fares	5,614,716	8,183,000	8,583,000	9,739,000	1,156,000	13.5%
2 Local TDA and STA Funds	43,439,339	42,499,928	42,499,928	65,886,455	23,386,527	55.0%
3 Pass Through to Other Agencies	380,345	597,375	597,375	597,375	-	0.0%
4 CARES ACT and CRRSAA and ARPA	58,146,188	16,037,830	15,633,362	-	(15,633,362)	-100.0%
5 Operating Grants	3,508,932	4,392,998	4,392,998	3,931,070	(461,928)	-10.5%
6 SMCTA Measure A	10,597,344	3,785,600	3,785,600	4,330,880	545,280	14.4%
7 AB434, TA Funded Shuttles & Other	404,379	315,900	315,900	112,500	(203,400)	-64.4%
8 <b>Subtotal - Operating Revenues</b>	<b>122,091,243</b>	<b>75,812,631</b>	<b>75,808,163</b>	<b>84,597,280</b>	<b>8,789,117</b>	<b>11.6%</b>
<b>9 Other Revenue Sources</b>						
10 District Sales Tax	93,833,349	96,490,000	106,900,000	108,272,000	1,372,000	1.3%
11 Measure W Sales Tax	46,577,377	48,245,000	53,450,000	54,136,000	686,000	1.3%
12 Investment Income	3,094,027	2,840,000	2,840,000	2,840,000	-	0.0%
13 Other Interest, Rent & Other Income	8,213,322	5,845,069	6,605,572	9,173,077	2,567,505	38.9%
14 Due from PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	23,308,446	33,829,222	33,829,222	46,198,037	12,368,815	36.6%
15 <b>Subtotal - Other Revenues</b>	<b>175,026,520</b>	<b>187,249,291</b>	<b>203,624,794</b>	<b>220,619,114</b>	<b>16,994,320</b>	<b>8.3%</b>
16						
17 <b>TOTAL SOURCES OF FUNDS</b>	<b>297,117,763</b>	<b>263,061,922</b>	<b>279,432,957</b>	<b>305,216,394</b>	<b>25,783,437</b>	<b>9.2%</b>
18						
<b><u>USES OF FUNDS:</u></b>						
19 PCJPB, SMCTA, SMCEL-JPA & SAMTR Capital W&B	23,308,446	33,829,222	33,829,222	46,198,037	12,368,815	36.6%
20 Motor Bus	126,991,607	144,208,978	139,460,131	159,508,835	20,048,704	14.4%
21 A.D.A. Programs	15,080,135	17,877,833	17,660,553	18,712,269	1,051,716	6.0%
22 Caltrain	8,876,887	-	-	-	-	0.0%
23 Multi-Modal Programs	1,956,351	2,780,281	2,790,281	5,754,400	2,964,119	106.2%
24 Pass Through to Other Agencies	373,788	597,375	597,375	597,375	-	0.0%
25 Land Transfer Interest Expense	96,928	95,411	95,411	95,411	-	0.0%
26 <b>Total Operating Expenses</b>	<b>176,684,142</b>	<b>199,389,100</b>	<b>194,432,973</b>	<b>230,866,327</b>	<b>36,433,354</b>	<b>18.7%</b>
27						
28 <b>Total Operating Surplus/(Deficit)</b>	<b>120,433,620</b>	<b>63,672,822</b>	<b>84,999,984</b>	<b>74,350,067</b>	<b>(10,649,917)</b>	<b>-12.5%</b>
29						
30						
31 District Sales Tax Capital	5,594,180	3,642,205	3,642,205	3,475,400	(166,805)	-4.6%
32 Measure W Sales Tax Capital	1,000,000	6,810,721	6,810,721	23,535,988	16,725,267	245.6%
33 Reserves for Future Capital Allocation	48,257,063	-	-	-	-	0.0%
34 <b>Sales Tax Allocation - Capital Programs</b>	<b>54,851,243</b>	<b>10,452,926</b>	<b>10,452,926</b>	<b>27,011,388</b>	<b>16,558,462</b>	<b>158.4%</b>
35						
36 <b>Total Debt Service</b>	<b>19,148,940</b>	<b>19,149,881</b>	<b>19,149,881</b>	<b>19,144,578</b>	<b>(5,303)</b>	<b>0.0%</b>
37						
38 Operating Reserve	17,300,191	41,240,626	41,240,626	27,814,124	(13,426,502)	-32.6%
39 Sales Tax Stabilization Fund	14,041,073	14,473,500	14,473,500	8,120,400	(6,353,100)	-43.9%
40 Pension	-	-	-	21,000,000	21,000,000	100.0%
41						
42 <b>TOTAL USES OF FUNDS</b>	<b>282,025,588</b>	<b>284,706,033</b>	<b>279,749,906</b>	<b>333,956,817</b>	<b>54,206,911</b>	<b>19.4%</b>
43						
44 <b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>15,092,174</b>	<b>(21,644,111)</b>	<b>(316,949)</b>	<b>(28,740,423)</b>	<b>(28,423,474)</b>	<b>8967.8%</b>
45 <b>Draw from Prior Years' Surplus</b>	<b>-</b>	<b>21,644,111</b>	<b>316,949</b>	<b>28,740,423</b>	<b>28,423,474</b>	<b>8967.8%</b>
46 <b>ADJUSTED PROJECTED SURPLUS/(DEFICIT)</b>	<b>15,092,174</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

SAN MATEO COUNTY TRANSIT DISTRICT  
FY2023 PRELIMINARY OPERATING BUDGET

	<u>FY2021 ACTUAL</u>	<u>FY2022 ADOPTED BUDGET</u>	<u>FY2022 FORECAST</u>	<u>FY2023 PRELIMINARY BUDGET</u>	<u>FY2023 PRELIM BUDGET vs FY2022 FORECAST</u>	<u>Percent Change</u>
	A	B	C	D	E E = D-C	F F = E / C
<b>OPERATING REVENUES - MOTOR BUS:</b>						
1 PASSENGER FARES	5,364,684	7,753,000	8,153,000	9,309,000	1,156,000	14.2%
2						
3 TRANSPORTATION DEVELOPMENT ACT (TDA)	37,428,024	34,473,853	34,473,853	53,028,002	18,554,149	53.8%
4						
5 STATE TRANSIT ASSISTANCE (STA)	3,565,556	5,575,975	5,575,975	9,095,193	3,519,218	63.1%
6						
7 OPERATING GRANTS	1,240,656	1,808,887	1,808,887	1,341,421	(467,466)	-25.8%
8						
9 DISTRICT SALES TAX REVENUE	72,010,881	89,551,669	83,642,319	81,273,360	(2,368,959)	-2.8%
10						
11 INVESTMENT INTEREST INCOME	2,508,822	2,475,000	2,475,000	2,475,000	-	0.0%
12						
<b>13 OTHER REVENUE SOURCES:</b>						
14 Rental Income	2,045,472	1,684,688	1,684,688	1,555,354	(129,334)	-7.7%
15 Advertising Income	277,615	745,500	745,500	1,246,099	500,599	67.1%
16 Other Income	2,549,896	140,406	900,909	185,406	(715,503)	-79.4%
17 <b>TOTAL OTHER REVENUES</b>	<b>4,872,983</b>	<b>2,570,594</b>	<b>3,331,097</b>	<b>2,986,859</b>	<b>(344,238)</b>	<b>-10.3%</b>
18						
19 <b>TOTAL MOTOR BUS</b>	<b>126,991,607</b>	<b>144,208,978</b>	<b>139,460,131</b>	<b>159,508,835</b>	<b>20,048,704</b>	<b>14.4%</b>
20						
<b>21 AMERICAN DISABILITIES ACT:</b>						
22 Passenger Fares Redi-Wheels	250,032	430,000	430,000	430,000	-	0.0%
23 Local TDA 4.5 Redi Wheels	1,969,917	1,814,413	1,814,413	2,790,948	976,535	53.8%
24 Local STA - Paratransit	475,842	635,687	635,687	972,312	336,625	53.0%
25 Operating Grants	2,268,275	2,584,111	2,584,111	2,589,649	5,538	0.2%
26 District Sales Tax Revenue - ADA	4,713,778	6,913,022	6,695,742	6,033,480	(662,262)	-9.9%
27 Interest Income-Paratransit Fund	585,205	365,000	365,000	365,000	-	0.0%
28 SMCTA Measure A Redi-Wheels	3,200,000	3,785,600	3,785,600	4,330,880	545,280	14.4%
29 Measure M Paratransit	1,617,086	1,350,000	1,350,000	1,200,000	(150,000)	-11.1%
30 <b>TOTAL ADA PROGRAMS</b>	<b>15,080,135</b>	<b>17,877,833</b>	<b>17,660,553</b>	<b>18,712,269</b>	<b>1,051,716</b>	<b>6.0%</b>
31						
<b>32 MULTI-MODAL TRANSIT PROGRAMS:</b>						
33 Transfer from SMCTA for Caltrain	7,397,344	-	-	-	-	0.0%
34 District Sales Tax Caltrain	1,479,543	-	-	-	-	0.0%
35 AB434, TA Funded Shuttles & Other	404,379	315,900	315,900	112,500	(203,400)	-64.4%
36 Employer Shuttle Funds	1,205,324	1,762,500	1,762,500	4,803,800	3,041,300	172.6%
37 Dumbarton Rental Income	517,928	161,975	161,975	182,418	20,443	12.6%
38 District Sales Tax - Other Multi Modal	(171,280)	539,906	549,906	655,682	105,776	19.2%
39 <b>TOTAL MULTI-MODAL</b>	<b>10,833,238</b>	<b>2,780,281</b>	<b>2,790,281</b>	<b>5,754,400</b>	<b>2,964,119</b>	<b>106.2%</b>
40 <b>TOTAL REVENUES</b>	<b>152,904,980</b>	<b>164,867,092</b>	<b>159,910,965</b>	<b>183,975,504</b>	<b>24,064,539</b>	<b>15.0%</b>

SAN MATEO COUNTY TRANSIT DISTRICT  
FY2023 PRELIMINARY OPERATING BUDGET

	<u>FY2021</u> <u>ACTUAL</u>	<u>FY2022</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2022</u> <u>FORECAST</u>	<u>FY2023</u> <u>PRELIMINARY</u> <u>BUDGET</u>	<u>FY2023</u> <u>PRELIM</u> <u>BUDGET vs</u> <u>FY2022</u> <u>FORECAST</u>	<u>Percent</u> <u>Change</u>
	A	B	C	D	E E = D - C	F F = E / C
<b>DISTRICT OPERATING EXPENSE</b>						
1 Motor Bus Wages and Benefits	65,788,065	74,245,160	73,734,760	81,516,781	7,782,021	10.6%
2 <b>Services</b>						
3 Board of Directors	124,558	118,733	118,733	118,733	-	0.0%
4 Contracted Vehicle Maintenance	1,276,234	1,364,178	1,364,178	1,252,376	(111,802)	-8.2%
5 Property Maintenance	1,708,316	1,757,000	1,744,500	2,035,714	291,214	16.7%
6 Professional Services	4,312,060	5,998,730	5,201,230	7,147,101	1,945,871	37.4%
7 Technical Services	9,031,540	10,299,017	9,721,670	11,374,170	1,652,500	17.0%
8 Other Services	3,571,326	4,341,939	4,160,839	5,666,269	1,505,430	36.2%
9						
10 <b>Materials &amp; Supply</b>						
11 Fuel and Lubricants	2,082,448	3,526,864	3,841,665	4,981,626	1,139,961	29.7%
12 Bus Parts and Materials	2,444,645	2,095,610	2,095,610	2,503,496	407,886	19.5%
13 Uniform and Drivers Expense	320,118	1,093,563	593,563	799,140	205,577	34.6%
14 Timetables and Tickets	11,859	224,134	174,134	175,633	1,499	0.9%
15 Office Supplies/Printing	731,177	405,194	405,194	408,243	3,049	0.8%
16 Other Materials and Supply	182,687	136,800	146,800	132,550	(14,250)	-9.7%
17						
18 <b>Utilities</b>						
19 Telecommunications	615,824	669,200	669,200	669,200	-	0.0%
20 Other Utilities	1,333,759	1,639,000	1,639,000	1,676,400	37,400	2.3%
21 Insurance	2,201,955	3,030,945	3,030,945	3,030,945	-	0.0%
22 Claims Reserves and Payments	1,629,823	600,000	600,000	600,000	-	0.0%
23 Workers Compensation	3,143,351	3,756,275	3,756,275	3,790,476	34,201	0.9%
24 Taxes and License Fees	707,183	967,142	642,341	668,846	26,505	4.1%
25 Leases and Rentals	71,787	81,900	81,900	81,900	-	0.0%
26 Promotional and Legal Advertising	514,663	1,252,443	802,443	1,299,786	497,343	62.0%
27 Training & Business Travel	279,497	675,125	425,125	790,790	365,665	86.0%
28 Dues & Membership	129,642	188,467	188,467	250,032	61,565	32.7%
29 Postage and Other	107,127	217,442	217,442	206,692	(10,750)	-4.9%
30						
31 <b>Total District Operated Buses</b>	<b>102,319,645</b>	<b>118,684,861</b>	<b>115,356,014</b>	<b>131,176,899</b>	<b>15,820,885</b>	<b>13.7%</b>
32						
33 <b>CONTRACTED BUS SERVICES</b>						
34 Contracted Urban Bus Service	20,564,137	21,123,100	19,623,100	23,638,400	4,015,300	20.5%
35 Coastside Services	1,603,454	1,677,800	1,677,800	1,805,000	127,200	7.6%
36 Redi Coast Non-ADA	201,824	229,300	229,300	212,000	(17,300)	-7.5%
37 La Honda - Pescadero	-	52,600	52,600	52,600	-	0.0%
38 SamCoast - Pescadero	80,920	72,000	152,000	158,000	6,000	3.9%
39 CUB Related Wages & Benefits	348,184	505,717	505,717	605,512	99,795	19.7%
40 CUB Related Other Support	121,962	143,936	143,936	140,760	(3,176)	-2.2%
41 CUB Insurance	901,592	1,519,664	1,519,664	1,519,664	-	0.0%
42 CUB Claims Reserves & Payments	849,888	200,000	200,000	200,000	-	0.0%
43 <b>Total Contracted Bus Service</b>	<b>24,671,962</b>	<b>25,524,117</b>	<b>24,104,117</b>	<b>28,331,936</b>	<b>4,227,819</b>	<b>17.5%</b>
44						
45 <b>TOTAL MOTOR BUS</b>	<b>126,991,607</b>	<b>144,208,978</b>	<b>139,460,131</b>	<b>159,508,835</b>	<b>20,048,704</b>	<b>14.4%</b>

SAN MATEO COUNTY TRANSIT DISTRICT  
FY2023 PRELIMINARY OPERATING BUDGET

	<u>FY2021</u> <u>ACTUAL</u>	<u>FY2022</u> <u>ADOPTED</u> <u>BUDGET</u>	<u>FY2022</u> <u>FORECAST</u>	<u>FY2023</u> <u>PRELIMINARY</u> <u>BUDGET</u>	<u>FY2023</u> <u>PRELIM</u> <u>BUDGET vs</u> <u>FY2022</u> <u>FORECAST</u>	<u>Percent</u> <u>Change</u>
	A	B	C	D	E E = D-C	F F = E / C
<b>AMERICAN DISABILITY ACT PROGRAMS</b>						
46 Elderly & Disabled/Redi-Wheels	7,081,321	7,675,510	7,675,510	8,285,000	609,490	7.9%
47 ADA Sedan/Taxi Service	1,955,863	2,212,350	2,212,350	2,457,000	244,650	11.1%
48 Coastside ADA	1,123,488	1,500,000	1,420,000	1,306,000	(114,000)	-8.0%
49 ADA Related Wages & Benefits	2,697,075	2,768,826	2,753,826	2,947,711	193,885	7.0%
50 ADA Related Other Support	1,415,206	2,332,603	2,210,323	2,328,014	117,691	5.3%
51 ADA Insurance	743,844	1,188,544	1,188,544	1,188,544	-	0.0%
52 ADA Claims Reserves & Payments	63,338	200,000	200,000	200,000	-	0.0%
53 <b>Total ADA Programs</b>	<b>15,080,135</b>	<b>17,877,833</b>	<b>17,660,553</b>	<b>18,712,269</b>	<b>1,051,716</b>	<b>6.0%</b>
54						
<b>MULTI-MODAL TRANSIT PROGRAMS</b>						
55						
<b>CALTRAIN SERVICE</b>						
58 Peninsula Rail Service	8,876,887	-	-	-	-	0.0%
59 <b>Total Caltrain Service</b>	<b>8,876,887</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
60						
<b>OTHER SUPPORT</b>						
62 SamTrans Shuttle Service	1,653,955	2,331,501	2,331,500	5,115,700	2,784,200	119.4%
63 Shuttle Related Wages & Benefits	103,552	91,806	91,806	256,282	164,476	179.2%
64 Dumbarton M.O.W.	27,358	161,975	161,975	182,418	20,443	12.6%
65 Maintenance Multimodal Facilities	171,486	195,000	205,000	200,000	(5,000)	-2.4%
66 <b>Total Other Support</b>	<b>1,956,351</b>	<b>2,780,281</b>	<b>2,790,281</b>	<b>5,754,400</b>	<b>2,964,119</b>	<b>106.2%</b>
67						
68 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>10,833,238</b>	<b>2,780,281</b>	<b>2,790,281</b>	<b>5,754,400</b>	<b>2,964,119</b>	<b>106.2%</b>
69						
70 <b>TOTAL OPERATING EXPENSES</b>	<b>152,904,980</b>	<b>164,867,092</b>	<b>159,910,965</b>	<b>183,975,504</b>	<b>24,064,539</b>	<b>15.0%</b>



**San Mateo County Transit District**  
**Fiscal Year 2023 Capital Budget - Preliminary**

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2023 Preliminary Budget	FUNDING			
					STA SOGR	District Sales Tax	Measure W Sales Tax	
<b>1 REVENUE VEHICLE SUPPORT</b>								
1.1	Maintenance Support Equipment	Provides operational support for the Bus Maintenance Department such as specialty tools and equipment needed to diagnose, troubleshoot, repair, and maintain District rolling stock.	\$ 359,100		\$ 359,100		\$ 359,100	
<b>Subtotal</b>			\$ 359,100	\$ -	\$ 359,100	\$ -	\$ 359,100	\$ -
<b>2 NON-REVENUE VEHICLE SUPPORT</b>								
2.1	Replacement Non-Rev Svc Support Vehicles	Replacement of eight Non-Revenue Service Support Vehicles that have reached the end of their useful life. To replace two 2009 Toyota Priuses, one 2010 Ford F-150, three 2010 Ford Escape Hybrids and two 2016 Ford Fusions.	\$ 285,000		\$ 285,000		\$ 285,000	
<b>Subtotal</b>			\$ 285,000	\$ -	\$ 285,000	\$ -	\$ 285,000	\$ -
<b>3 INFORMATION TECHNOLOGY</b>								
3.1	Enterprise Asset Management (EAM) System	A new Enterprise Asset Management (EAM) System will be purchased and installed to replace the existing SPEAR system.	\$ 6,802,386	\$ 150,000	\$ 5,494,352			\$ 5,494,352
3.2	Intelligent Transportation System (ITS)	Provides consulting services to advise staff and develop a detailed scope to replace or refresh of the current Intelligent Transportation System (ITS).	\$ 228,000		\$ 228,000		\$ 228,000	
3.3	Multi-Platform Upgrades	Fund the needs for assessment, evaluation, planning and implementation of several aging IT systems throughout the district.	\$ 1,721,700		\$ 1,031,700		\$ 1,031,700	
3.4	Cybersecurity Program	To develop mandated policies, assessments, initial scoping of needed improvement, acquisition and implementation of several cybersecurity tools including hardware, software, and professional services.	\$ 2,311,500		\$ 1,111,500			\$ 1,111,500
3.5	Paratransit Scheduling Software	Purchase and installation of new paratransit scheduling software.	\$ 570,000		\$ 570,000			\$ 570,000
<b>Subtotal</b>			\$ 11,633,586	\$ 150,000	\$ 8,435,552	\$ -	\$ 1,259,700	\$ 7,175,852
<b>4 SAFETY AND SECURITY</b>								
4.1	Security Assessment at SamTrans Bases	Assess and develop a security plan that upgrades and/or installs additional CCTV cameras, lighting, and security structures such as gates and locks at SamTrans Bases and facilities	\$ 114,000		\$ 114,000		\$ 114,000	
<b>Subtotal</b>			\$ 114,000	\$ -	\$ 114,000	\$ -	\$ 114,000	\$ -
<b>5 FACILITIES / CONSTRUCTION</b>								
5.1	South Base Water Utility Lines Replacement	Replacement of existing water utility lines at South Base.	\$ 2,964,000	\$ -	\$ 2,964,000			\$ 2,964,000



**San Mateo County Transit District**  
**Fiscal Year 2023 Capital Budget - Preliminary**

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2023 Preliminary Budget	FUNDING		
					STA SOGR	District Sales Tax	Measure W Sales Tax
5.2 Bus Shelter Upgrade & Replacement Program	Funds bus stop shelters compliant with current ADA standards. Fifty-two shelters will receive solar panels to support lighting/signage and present a uniform standard for appearance and ease of recognition.	\$ 2,946,900	\$ -	\$ 2,946,900	\$ 1,541,284		\$ 1,405,616
5.3 Facilities Smaller Projects	Inspections, repairs, and equipment replacement needed to maintain a state of good repair for District's infrastructure, such as office spaces, shops, and facilities for District employees.	\$ 365,600		\$ 365,600		\$ 365,600	
5.4 Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	Development of a detailed transition plan for the infrastructure requirements for North Base and South Base to complete preliminary design through final design, including the development of plans, specifications, estimates, and construction schedules.	\$ 326,711,250	\$ 1,926,250	\$ 7,966,320			\$ 7,966,320
5.5 North Base Bus Transportation Building 200 Assessment	Development of a conceptual design to replace Building 200 at North Base and to complete the preliminary design, including development of plans, specifications, estimates, and construction schedules.	\$ 3,718,200	\$ 1,575,000	\$ 2,143,200			\$ 2,143,200
5.6 North Base - Sea Level Rise and Erosion Mitigation	Obtain feedback from internal and external stakeholders and complete a detailed evaluation of alternatives and fund the implementation of recommendations from the SamTrans Adaptation and Resilience Plan and the North Base Erosion Plan.	\$ 1,482,000		\$ 1,482,000			\$ 1,482,000
<b>Subtotal</b>		<b>\$ 338,187,950</b>	<b>\$ 3,501,250</b>	<b>\$ 17,868,020</b>	<b>\$ 1,541,284</b>	<b>\$ 365,600</b>	<b>\$ 15,961,136</b>
<b>6 PLANNING / DEVELOPMENT</b>							
6.1 Support for Property Mapping	Fund consultants to conduct field surveys, draft legal descriptions, create maps and complete Records of Survey for District properties	\$ 342,000		\$ 342,000		\$ 342,000	
6.2 Transit Signal Priority Plan	Assess opportunities and develop a short/medium-range plan to implement more Transit Signal Priority (TSP) throughout San Mateo County.	\$ 399,000		\$ 399,000			\$ 399,000
6.3 Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ -	\$ -	\$ 375,000		\$ 375,000	
6.4 Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ -	\$ -	\$ 375,000		\$ 375,000	
<b>Subtotal</b>		<b>\$ 741,000</b>	<b>\$ -</b>	<b>\$ 1,491,000</b>	<b>\$ -</b>	<b>\$ 1,092,000</b>	<b>\$ 399,000</b>
<b>GRAND TOTAL</b>		<b>\$ 351,320,636</b>	<b>\$ 3,651,250</b>	<b>\$ 28,552,672</b>	<b>\$ 1,541,284</b>	<b>\$ 3,475,400</b>	<b>\$ 23,535,988</b>

**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: April Chan, Acting Deputy General Manager/CEO  
Subject: **Adoption of a Resolution to Express a Willingness and Desire to Contribute Funds to the Fiscal Year 2023 Caltrain Capital Budget**

**Action**

Staff proposes that the Committee recommend the San Mateo County Transit District (District) Board of Directors (Board) adopt a resolution stating its desire and willingness to contribute up to \$5 million to support Caltrain's Fiscal Year (FY) 2023 Capital Budget.

**Significance**

The Peninsula Corridor Joint Powers Board (JPB) is a joint exercise of powers authority formed pursuant to a 1996 joint powers agreement between the District, the City and County of San Francisco, and the Santa Clara Valley Transportation Authority (together, the "Member Agencies").

The JPB operates the Caltrain passenger rail service between San Francisco, California and Gilroy, California, currently serving 32 stations along the 77-mile corridor. Historically and since its inception, the JPB had no dedicated source of funding other than passenger fares and, instead, relied on contributions from its Member Agencies to fulfill minimum financial requirements in its operating and capital budgets.

Since the passage of Measure RR in 2020, JPB is now utilizing the proceeds from the sales tax measure to supplement the funding needed for transit operations. In FY2023, JPB is planning to continue to rely on Measure RR funds to supplement its operating funding needs. However, there are insufficient funds to provide for the Caltrain capital program. In its draft FY2023 Capital Budget, the JPB has expressed a need for approximately \$15 million in total funding from the three Member Agencies.

Until FY 2021, each of the Member Agencies (a) contributed an equal amount of capital funding each year (most recently in the range of \$5-7.5 million per Member Agency per year) and (b) supplemented operating funding based on the percentage of system ridership originating in each County.

The District has a long history of leading our region as a steadfast supporter of the Caltrain service and system, and takes pride in this leadership role on a number of levels, including policy, political, administrative and financial. Last year, the District adopted a resolution to express its desire and willingness to contribute its share of the funding needs for the JPB's FY

2022 Capital Budget. In following last year's lead, staff recommends the District Board adopt a similar Resolution this year.

**Budget Impact**

Funds to support the JPB's FY2023 capital budget can be allocated from the 2004 Measure A funds that are administered by the San Mateo County Transportation Authority (SMCTA). In the 2004 Measure A Expenditure Plan, 16 percent of the funds are set aside for Caltrain capital and operating funding needs. There are sufficient SMCTA funds in the Caltrain category to support this funding commitment, assuming the other two Member Agencies will provide similar amount of funding.

Prepared By: April Chan

Acting Deputy General  
Manager/CEO

650-508-6228

**Resolution No. 2022 -**

**Board of Directors, San Mateo County Transit District  
State of California**

\* \* \*

**Expressing a Willingness and Desire to Contribute Funds to the  
Fiscal Year 2022-23 Caltrain Capital Budget**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) is a joint exercise of powers authority formed pursuant to a 1996 joint powers agreement between the City and County of San Francisco, the San Mateo County Transit District (District), and the Santa Clara Valley Transportation Authority (together, the "Member Agencies"); and

**Whereas**, the JPB operates the Caltrain passenger rail service between San Francisco, California and Gilroy, California, currently serving 32 stations along the 77-mile corridor; and

**Whereas**, historically and since its inception, the JPB had no dedicated source of funding other than passenger fares and, instead, relied on contributions from its Member Agencies to fulfill minimum financial requirements in its operating and capital budgets under two different funding formulas; and

**Whereas**, until Fiscal Year 2021-22 (FY 2022), each of the Member Agencies (a) contributed an equal amount of capital funding each year (most recently in the range of \$5-7.5 million per Member Agency per year) and (b) supplemented operating funding based on the percentage of system ridership originating in each County; and

**Whereas**, the levels of both capital and operating funding were determined by the funding capacity of the Member Agency with the least ability to provide its share of funding in any given year, and the amount that Member Agency was willing to make available had become the standard against which the contributions of the other Member Agencies were calculated; and

**Whereas**, in November 2020, the voters of San Francisco, San Mateo and Santa Clara Counties adopted Measure RR to authorize the first ever dedicated non-fare funding source for Caltrain: a new 1/8-cent transactions and use tax, which began to be collected on July 1, 2021; and

**Whereas**, Measure RR was placed on the ballot with the understanding that tax revenues would be prioritized to: support the operation of enhanced Caltrain service levels; support the infrastructure, rolling stock, and capital projects necessary to advance the expansion of Caltrain, including by helping leverage other local, state and federal investments; and develop and implement programs to expand access to the Caltrain service; and

**Whereas**, before Measure RR could be put to the voters, each of the Member Agencies was required to approve advancement of a ballot measure; however, that process was not predicated upon a consistent understanding of whether, to what extent or when tax revenues might supplant Member Agencies' contributions to the JPB; and

**Whereas**, the San Mateo County Transit District (District) was the only one of the three Member Agencies that expressed a willingness to contribute to the JPB's FY 2022 Capital and Operating Budgets, resulting in zero Member Agency contributions for the year; and

**Whereas**, as a result, the JPB's FY 2022 Operating Budget was balanced with special federal subsidies made available to transportation agencies to help cover shortfalls suffered due to the loss of fare revenues and the slow return of riders following the COVID-19 pandemic; and

**Whereas**, in addition, elimination of Member Agency contributions from the Capital Budget hampered implementation of the JPB's already-fiscally-constrained capital program; and

**Whereas**, the Board of Directors (Board) understands that the JPB's FY 2023 Preliminary Operating Budget is to be balanced primarily with the Measure RR sales tax revenues, and the JPB's Capital Budget will require a total of approximately \$15 million in funding from the three Member Agencies; and

**Whereas**, the Board is deeply concerned that, for the second year in a row, even with Measure RR tax receipts, JPB revenues will not be sufficient in FY 2023 to meet the agency's ongoing capital costs nor advance long-term Caltrain service enhancement goals; and

**Whereas**, the District has a long history of leading our region as a steadfast supporter of the Caltrain service and system, and takes pride in this leadership role on a number of levels, including policy, political, administrative and financial; and

**Whereas**, San Mateo County, through the District and the San Mateo County Transportation Authority, has consistently contributed its fair share of Caltrain financial support, and has created and received voter approval of county-wide sales tax expenditure plans to enable such contributions on an ongoing basis; and

**Whereas**, the Board finds that robust Caltrain services will be essential to the Bay Area's COVID-19 recovery, as commuters and other travelers return to work and play in San Francisco, San Jose and everywhere in between; and

**Whereas**, the Board further finds that Caltrain capital projects are essential to and enhance the Bay Area's transportation infrastructure, and future projects will greatly expand rail service levels as identified in the Service Vision adopted by the JPB on October 3, 2019 as part of the Caltrain Business Plan; and

**Whereas**, the Board desires for each of the Member Agencies to resume contributing to the JPB's capital program in FY 2023 at a level consistent with Member Agencies' annual

contributions in prior years, and the Board is willing to commit the District to contributing up to \$5 million to the Caltrain capital program in FY 2023.

**Now, Therefore, Be It Resolved** that the San Mateo County Transit District desires and is willing to resume contributing up to \$5 million to support the JPB's Fiscal Year 2023 Capital Budget.

**Be It Further Resolved** that the Board directs the Acting General Manager/CEO to transmit a copy of this resolution to the Boards of Directors of the Peninsula Corridor Joint Powers Board, San Francisco Municipal Transportation Agency and Santa Clara Valley Transportation Authority and ask that the other Member Agencies match the District's proposed contribution in the amount of \$5 million to the JPB's capital program budget for FY 2023.

Regularly passed and adopted this 4th day of May, 2022 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary

**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: Casey Fromson, Chief  
Communications Officer  
Subject: **Caltrain Electrification Project Update**

**Action**

Staff recommends the Board receive an informational PowerPoint presentation providing a status update on the Caltrain Electrification Project.

**Significance**

Caltrain Electrification will electrify the corridor from San Francisco's 4th and King Caltrain Station to the Tamien Caltrain Station. Electrification improvements include converting diesel-hauled trains to electric trains, increasing service to six trains per peak hour per direction, and maintaining operating speed up to 79 mph.

The primary purpose of Caltrain Electrification is to improve Caltrain system performance and curtail long-term environmental impacts by reducing noise, improving regional air quality, and lowering greenhouse gas emissions. Electrification improvements will better address Peninsula commuters' vision of increased service and improved travel times in an environmentally friendly and reliable way. These service improvements are also expected to help accommodate increased system ridership through improved system operations.

Prepared By: Brent Tietjen      Government and Community      650-508-6495  
Affairs Officer

# Caltrain Electrification Update

SamTrans Board of Directors  
May 4, 2022



# Caltrain Corridor Overview

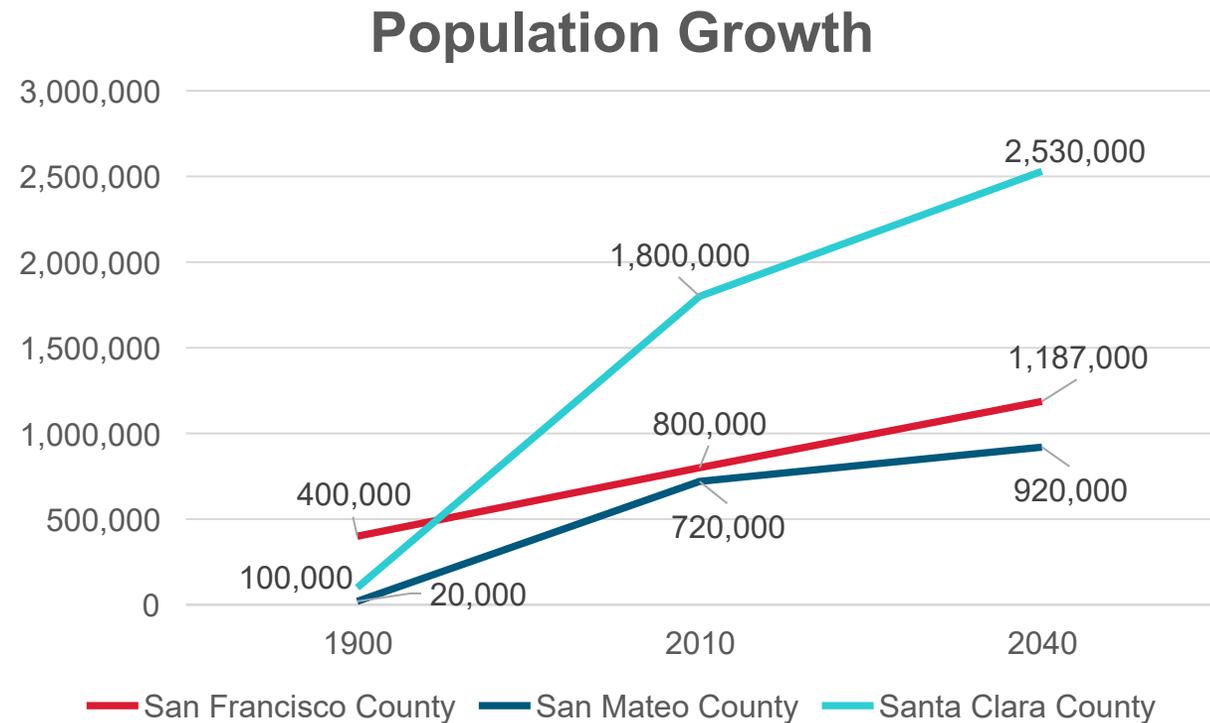
# Caltrain Corridor

- 77 miles of track from end to end
- 31 stations
- Bi-directional commute
- 41 at-grade crossings
- Pre-pandemic:
  - 7<sup>th</sup> largest commuter rail in the country
  - 70% farebox recovery
  - Over 18 million Unlinked Passenger Trips (UPT) in 2019
  - Frequently overcrowded trains, standing room only



# Corridor Growth 40% Increase

By 2040, an additional 1.2 million people will work and live within 2 miles of the Caltrain corridor.



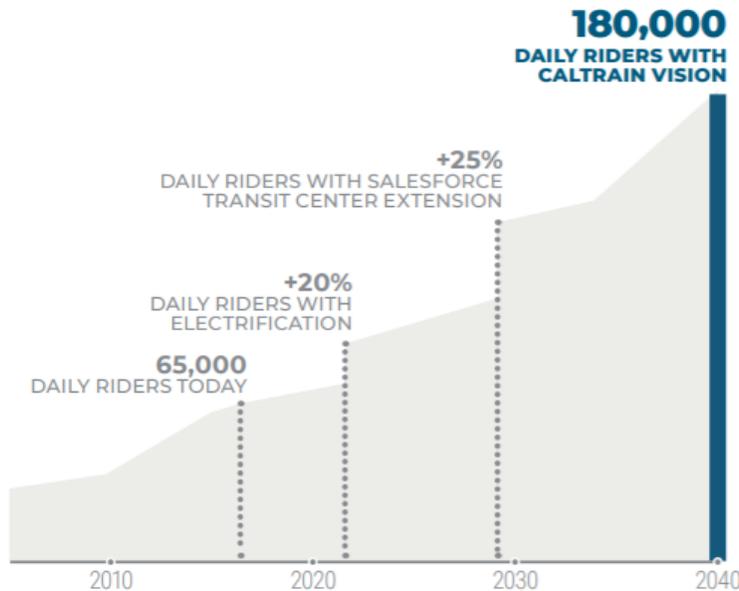
# 2040 Vision

## Zero Emission Future

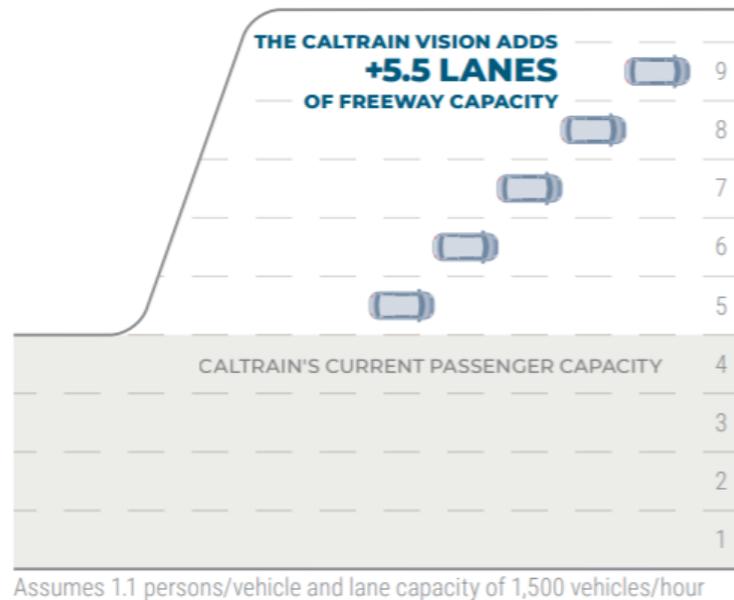
### MORE TRANSPORTATION CAPACITY



#### CARRYING MORE PEOPLE



#### TRAINS VS LANES

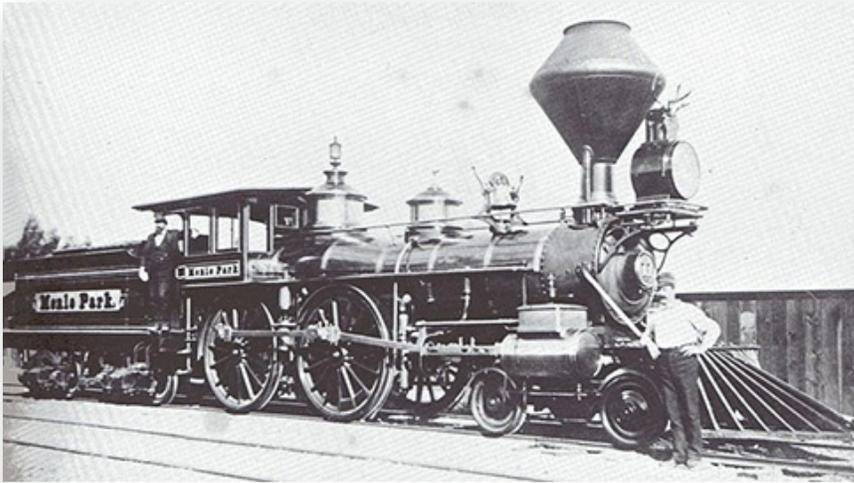


Caltrain's 2040 future service vision supports regional growth, arrival of high-speed rail, and more equitable, sustainable service.



# Transformational Moment

**Electrification will help Caltrain become a cleaner, more efficient component of the transportation network.**



Locomotive - Locomotive #11 of the San Francisco and San Jose Railroad. Circa 1870.

Steam 1860s



Diesel 1950s to present



Electric 2024



# A Connected Future

- Electrified Caltrain corridor will enable additional investments expanding the Bay Area intercity rail network.
- Existing and future tenants
  - Capital Corridor (Amtrak)
  - Altamont Corridor Express
  - California High Speed Rail
- Expansion projects
  - San Francisco Downtown Extension
  - San Jose Diridon Station Rebuild
  - Grade Separations



California High-Speed Rail, Draft Business Plan, Pg. 23

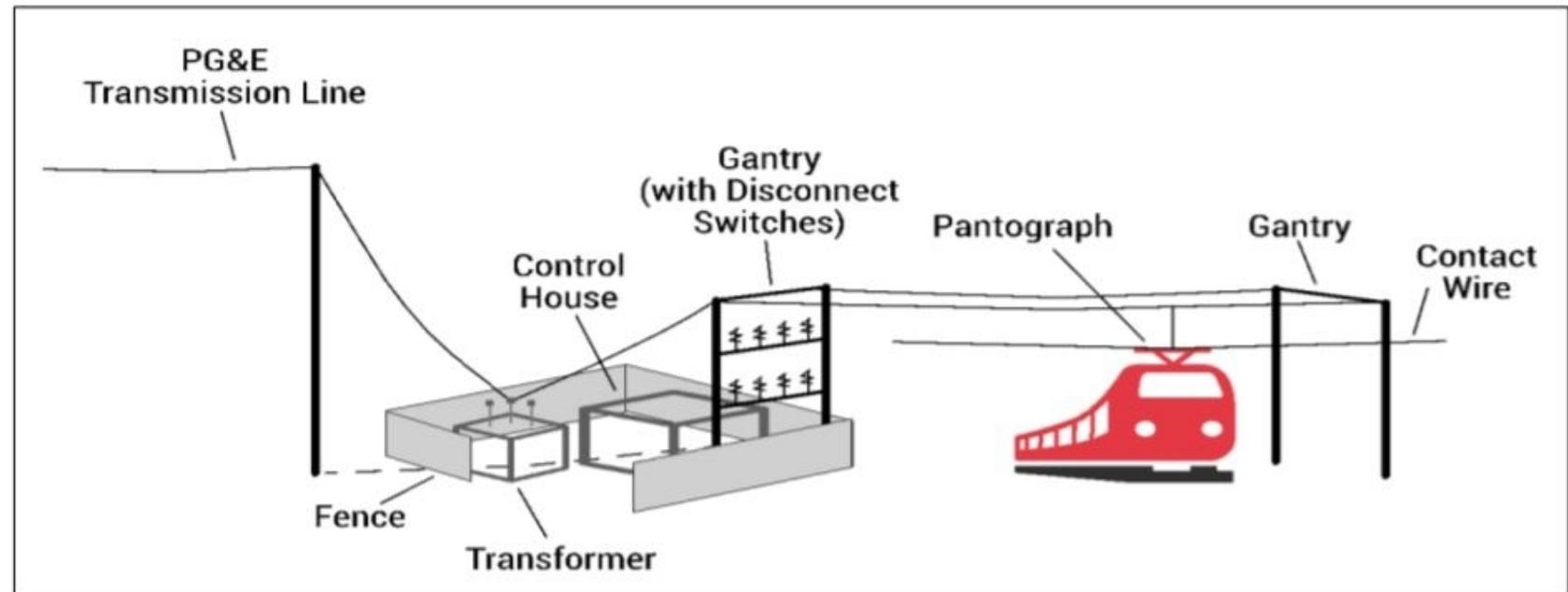


# Electrification Project Overview

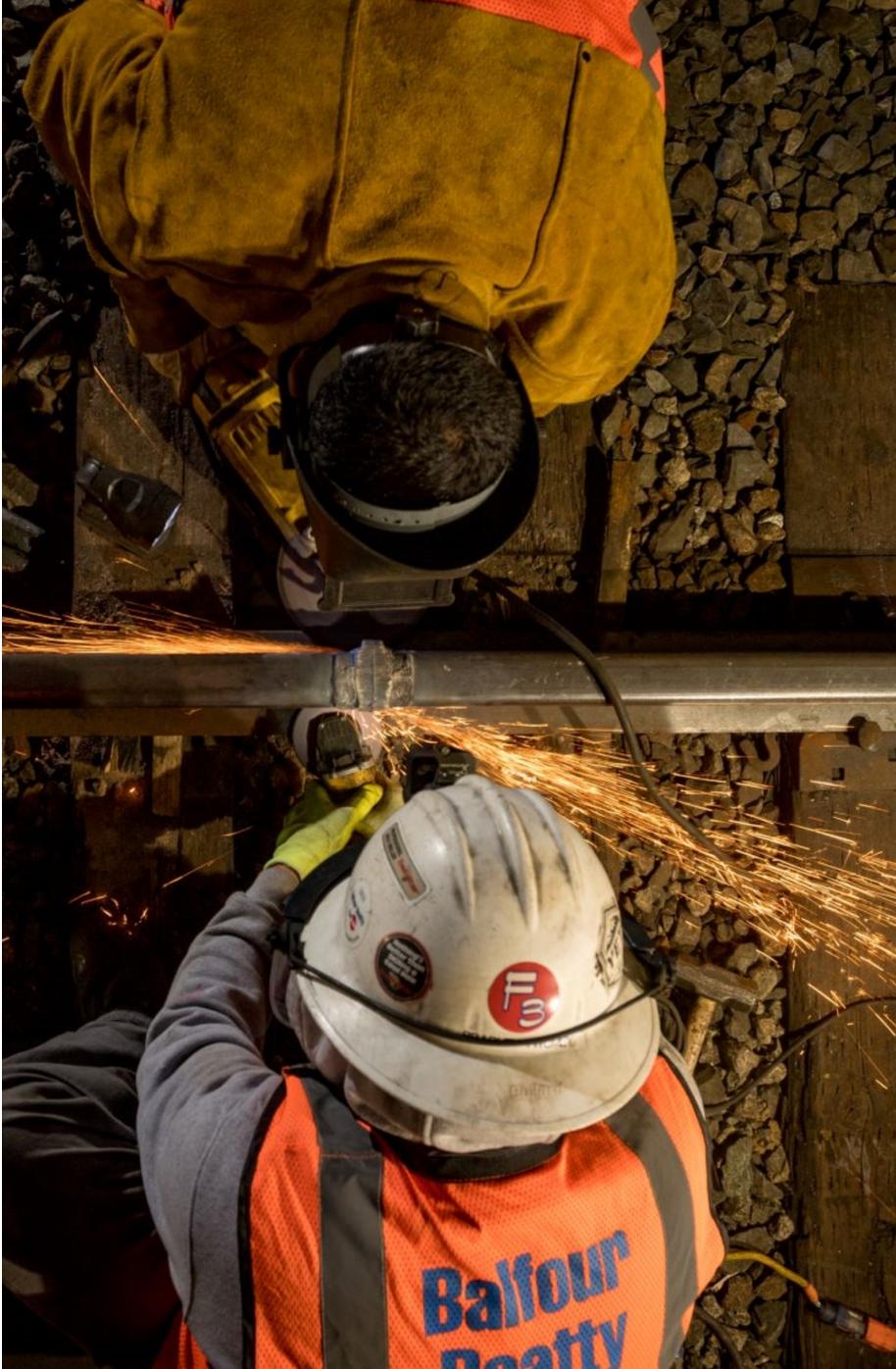
# Transition from Diesel to Electric

## First Electric Commuter Railroad in CA

- 25KV Overhead Contact System (used by high-speed rail system)
- 19 EMU 7-car trainsets (replaces 75% of diesel fleet)
- Two-Speed Check signal system (approved by FRA, UP and CHSRA)



# TIMELINE



# Shovels in the Ground

- **Foundations:** All 3,092 foundations complete (January 2022)
- **Electric Trains:** First 2 train sets arrived (March 2022)
- **Poles:** Installation to be completed 2022
- **Traction Power Facilities:** All 10 facilities to be completed 2022
- **Wire:** Installation to be completed 2023
- **Signal Work / System Integration and Testing:** 2022-2024

**Revenue Service: September 2024**



*Foundations*



*Overhead Catenary System*





**Electric trains  
have arrived!**

**Events for VIPs  
and the public  
this summer**



# Electrification Project Benefits

# Safety

- Crash energy management technology (meets FRA Alternate Compliance requirements for mixed traffic).
- Crash absorption system protecting train driver and passengers (meets FRA crashworthiness standard).
- Latest generation of vehicle control systems including detailed diagnostic features.
- Improved braking performance.



Item #8.b.5.  
5/4/2022

# Sustainability

- Eliminates 2.09 million tons of carbon emissions.
- Future Caltrain will carry equivalent of 5½ lanes of freeway traffic.





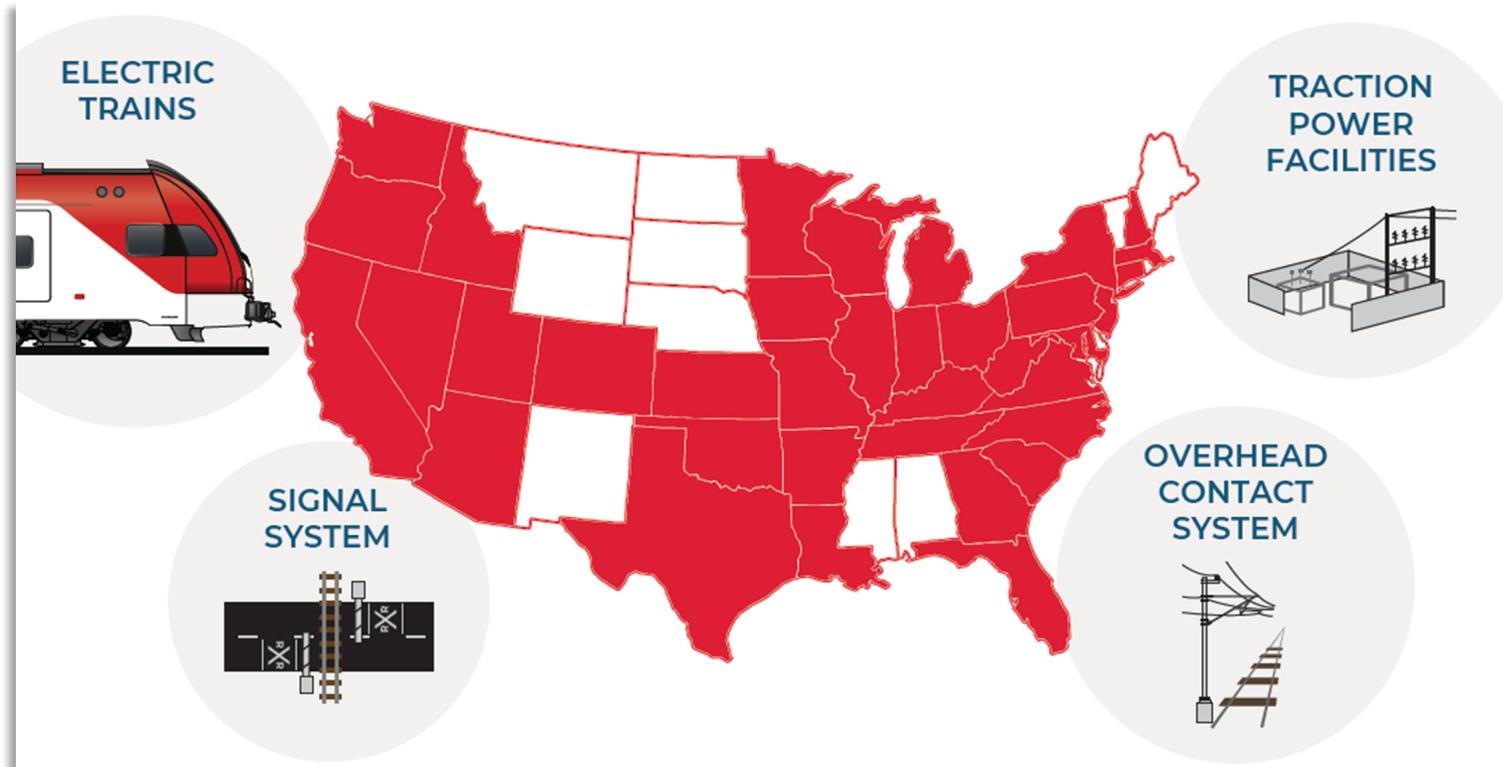
# Energy Independence

- Reduce dependence on foreign energy sources; Rely on cleaner, renewable domestic energy sources.
- California committed to renewable and zero-carbon energy resources supplying 100% electric retail sales to customers by 2045.
- EMU trains include regenerative braking for additional energy savings



# Economic Growth and Job Creation

## 33,000 Jobs Created in 36 States



# Buy America Compliant

- Stadler (Switzerland based company) opened **first facility in the US** with guarantee of Caltrain Electrification Project contract
- Stadler Salt Lake City Facility:
  - 400+ employees
  - Local apprenticeship program
- Additional foreign suppliers opening US locations in order to be Buy America compliant



# Cost and Funding

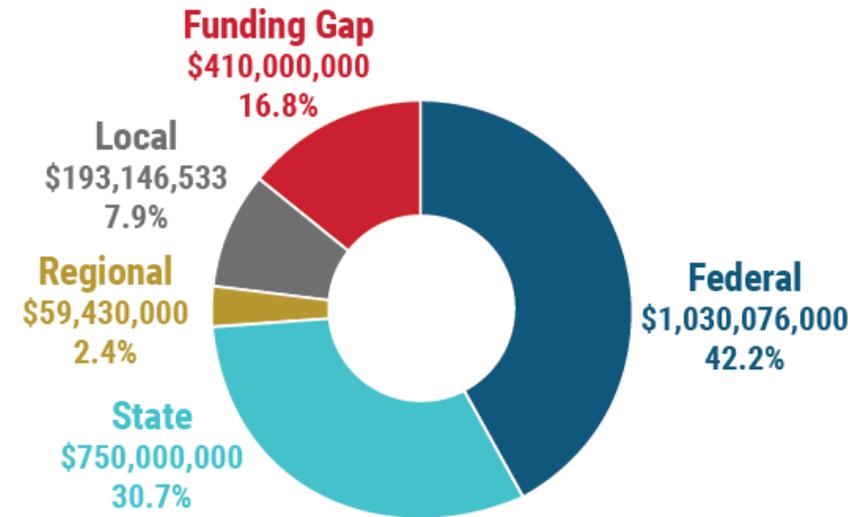
# Cost and Funding

**Project cost \$2.44B**

**Cost increase \$462M**

**Funding gap \$410M**

## CALTRAIN ELECTRIFICATION PROJECT FUNDING PLAN



# Enhanced Scope and Budget Increase

- **Signal System (\$180M)**
  - Needed for electrification
  - Approved by UP, FRA, CHSRA
  - Increases safety with less gate down time than a fixed system
- **Other Factors within \$462M Increase**
  - COVID-related delays
  - Supply chain constraints
  - Labor shortage
  - Unexpected underground work

# State/Federal Funding Targets

\$410M Need

## State Target (at least \$260M)

- Budget / Appropriations

## Federal Target Programs

- FRA State Partnership Intercity Rail
- FTA CIG Supplemental
- Community Project Ask Senate
- Community Project Ask House



# Project Support

- US Senators: Feinstein, Padilla
- US Reps: Pelosi, Eshoo, Speier, Lofgren, Khanna
- State Senators: Wiener, Becker, Laird
- State Assembly: Mullin, Berman, Chui, Lee, Kalra, Ting, Low, Rivas, Wieckowski, Stone
- California Governor
- 21 Local Jurisdictions along the Corridor including Mayors Breed (San Francisco) and Liccardo (San Jose)
- Silicon Valley large and small employers; Labor
- Transportation and environmental advocates
- Caltrain riders



FOR MORE INFORMATION  
[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)





BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## Agenda

### Strategic Planning, Development, and Sustainability Committee Committee of the Whole

#### San Mateo County Transit District

Wednesday, May 4, 2022 – 3:00 pm

- |        |   |               |
|--------|---|---------------|
| 8.c.1. | Call to Order   |               |
| 8.c.2. | Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of April 6, 2022 | Motion        |
| 8.c.3. | El Camino Real Bus Speed and Reliability Study - Draft Recommendations  | Informational |
| 8.c.4. | Adjourn   |               |

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

Note:

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

**San Mateo County Transit District (District)  
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Strategic Planning, Development,  
And Sustainability Committee Meeting / Committee of the Whole**

**March 2, 2022**

Committee Members Present: J. Gee, D. Pine

Committee Members Absent: C. Groom (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, J. Brook, D. Seamans

**9.c.1 Call to Order**

Acting Committee Chair Gee called the meeting to order at 3:33 pm.

**9.c.2 Approval of Minutes of Committee Meeting of March 2, 2022**

Motion/Second: Medina/Fraser

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

Noes: None

Absent: Groom

**9.c.3 SamTrans 2021 Sustainability Report**

April Chan, Acting Deputy General Manager/CEO, noted that SamTrans had received the Silver Award from APTA (American Public Transportation Association). She introduced Amelia Timbers, Principal Planner, Sustainability, who provided the presentation.

Director Marina Fraser asked if increased water consumption at the District was due to landscaping. Ms. Timbers said they would be performing a water audit. David Olmeda, Chief Operating Officer, Bus, said that the Facilities Department has made changes to irrigation practices and plantings. He said the bus-washing schedule has been reduced and they have replaced their bus washer with a more efficient model.

Director Josh Powell asked if there were any metrics showing pollution reduction from people taking transit instead of driving. Ms. Timbers said they try to account for reduced use of diesel fuel with increased transit use in the data they report, and added that they would be examining social equity metrics that were recently put out by APTA that more comprehensively illustrate the benefits of bus transit aside from the diesel consumption.

Acting Committee Chair Gee commended staff on the business intelligence platform on helping the Board make informed decisions and Carter Mau, Acting General Manager/CEO, concurred.

Public Comment:

Aleta Dupree said she would like to see metrics on energy savings with Caltrain sharing office space with SamTrans.

**9.c.4 Adjourn**

The meeting adjourned at 3:55 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: April Chan,  
Acting Deputy General Manager  
Subject: **El Camino Real Bus Speed and Reliability Study - Draft Recommendations**

**Action**

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

**Significance**

Staff will present the draft recommendations to the El Camino Real Bus Speed and Reliability Study (ECR Study) via a PowerPoint presentation at the May 4 Board meeting.

The ECR Study, funded primarily by a Caltrans grant, analyzes the impact of slowdowns on SamTrans bus service on El Camino Real and identifies a suite of improvements for possible implementation to achieve faster and more reliable service. As the backbone of the SamTrans network, Route ECR serves 13 cities across 25 miles. Route ECR accounts for more than one quarter of SamTrans' bus ridership – with the majority of riders being lower income.

The ECR Study has identified improvement measures based on expected travel time savings and reliability improvements, rider benefits and impacts, relative costs, and implementation feasibility. The improvement measures fall into four categories: 1) bus stop balancing, 2) capital and stop placement improvements; 3) transit signal priority (TSP) optimization; and 4) bus-only lanes. The draft recommendations for each category are as follows:

1. Bus stop balancing. The draft recommendations include up to a 30% overall reduction in number of Route ECR stops. Stops were identified as candidates for elimination if they had low-ridership, pedestrian safety issues, were too close to other stops, and/or served low-density areas without points of interest (schools, hospitals, senior centers, etc.).
2. Capital improvements and stop placement. The draft recommendations include bus bulbs at approximately 70 stops, queue jumps at 7 intersections, pedestrian access improvements at 40 stops, and relocation of 15-25% of stops.
3. TSP optimization. The ECR Study is exploring how to optimize the existing TSP system on El Camino Real. There are opportunities to increase the green light extension time and integrate with the SamTrans CAD/AVL system.
4. Bus-only lanes. The ECR Study has identified Millbrae, San Mateo, San Bruno and Menlo Park as the cities with the greatest potential for a bus-only lane. These cities were identified based on four factors: bus speeds pre-COVID, increase in speeds during COVID, bus passenger loads, and existing right-of-way.

Staff has discussed the draft improvements with Caltrans and the municipalities along El Camino Real and is currently seeking public and operator input on the proposed improvements from April 11<sup>th</sup> through May 20<sup>th</sup>. The public outreach includes signage at bus stops, a multi-lingual virtual community, an interactive map, and in-person outreach at key bus stops. The [project website](#) includes more information and materials.

Reimagine SamTrans found that riders are willing to walk a little further to catch a bus that is faster, more frequent and more direct. The ECR Study took those early findings to identify alternatives to improve bus speeds on the corridor. The bus stop balancing recommendation is projected to be implemented in 2023 and is scheduled to be tied to Reimagine SamTrans service improvements for Route ECR. Additional outreach will be conducted prior to implementation.

**Budget Impact**

None at this time.

**Background**

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 its work in Fall 2022. Staff will return to the Board with the final recommendations for adoption in early Fall.

Prepared By: Gwen Buckley

Senior Planner

650-508-7913

# ECR Bus Speed and Reliability Study

## Draft Recommendations

SamTrans Board of Directors

May 4, 2022

# Agenda

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- Study Background and Overview
- Draft Recommendations
  - Approach to developing and evaluating improvements
  - Overview of draft recommendations
- Outreach
  - Caltrans and city partner coordination
  - Public outreach
- Next Steps

# STUDY BACKGROUND AND OVERVIEW

# Study Goal and Outcomes

---

## Goal

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

## Desired Outcomes

- A better rider experience
- Improve rider access to social and economic opportunities
- Better driving experience for our bus operators
- Improve route efficiency
- Attract new riders and support ridership recovery

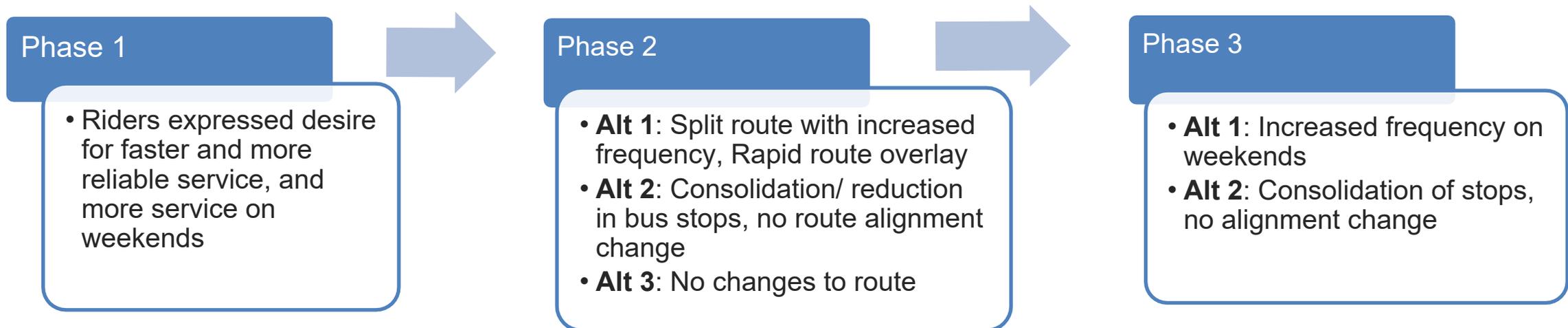
# Study Background



- Study funded by a Caltrans Sustainable Transportation Planning Grant

# Connection to *Reimagine SamTrans*

ECR Study is building on input received on Route ECR during three phases of *Reimagine SamTrans*:



# DRAFT RECOMMENDATIONS

# Recommendation Development Process

---

Identified recommendations based on:

- Expected travel time savings and reliability improvements
- Rider benefits and impacts
- Relative costs
- Feasibility
  - Coordination required between SamTrans, municipalities, Caltrans
  - Right of way constraints

# Summary of Draft Recommendations

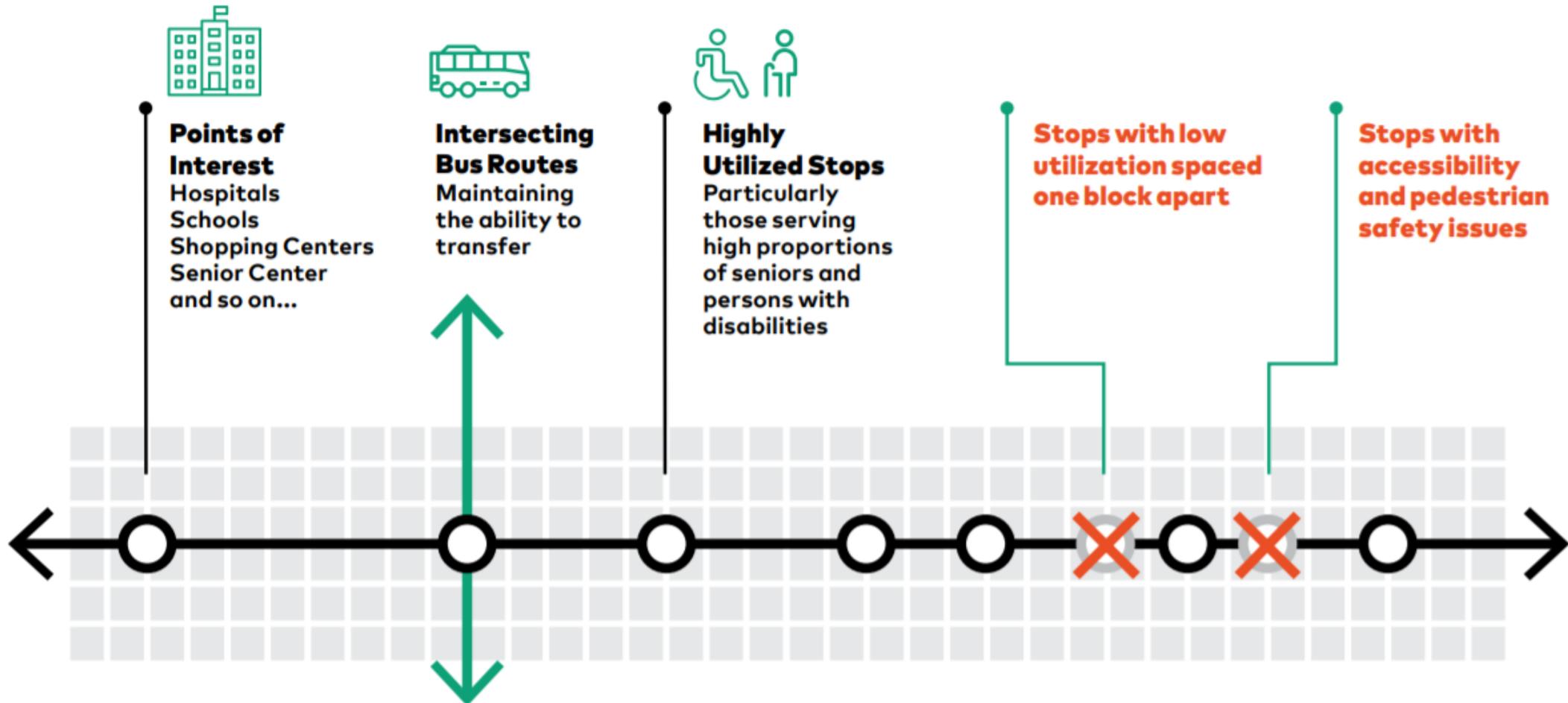
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Four types of recommendations are included:

1. Bus Stop Balancing
2. Capital and Bus Stop Placement Improvements
3. Transit Signal Priority (TSP) Optimization
4. Bus-Only Lanes

# 1. Bus Stop Balancing

## The Basics of Bus Stop Balancing



# 1. Bus Stop Balancing

---

- Draft Recommendations include 30% overall reduction in number of Route ECR stops (~64 stops total)
- Maintain spacing consistent with ridership and land use density:
  - ¼ mile spacing in high density, high ridership areas
  - ½ mile spacing in low density, low ridership areas
- Supported by public input: **70% of Reimagine survey respondents** said they would be willing to **walk farther for faster bus service**

# 2. Capital & Stop Placement Improvements

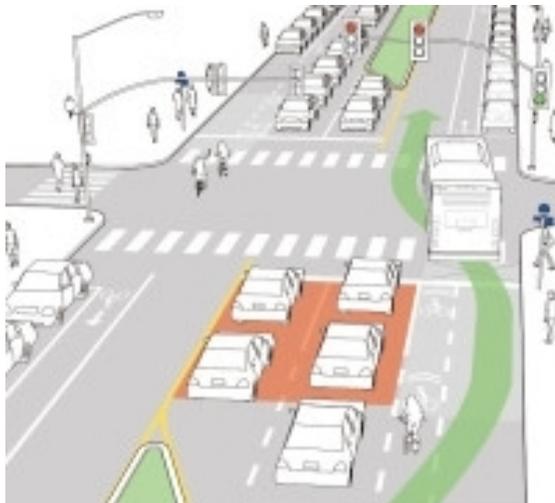
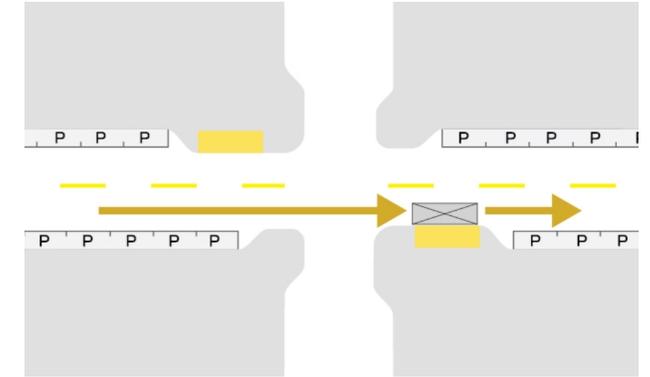


## Bus Bulb-outs

Replaces pullout stops with in-lane stops to reduce bus delays merging into traffic and decreases pedestrian crossing distance

## Far-Side Stops

Moves stops to far side to reduce conflicts/delays with right-turning vehicles



## Queue Jumps

Adds a bus-specific signal phase at intersections with near-side stops



## Pedestrian Access

Addresses unmarked or unsignalized crosswalks, narrow or missing sidewalks, curb ramps, and other barriers to stop access.

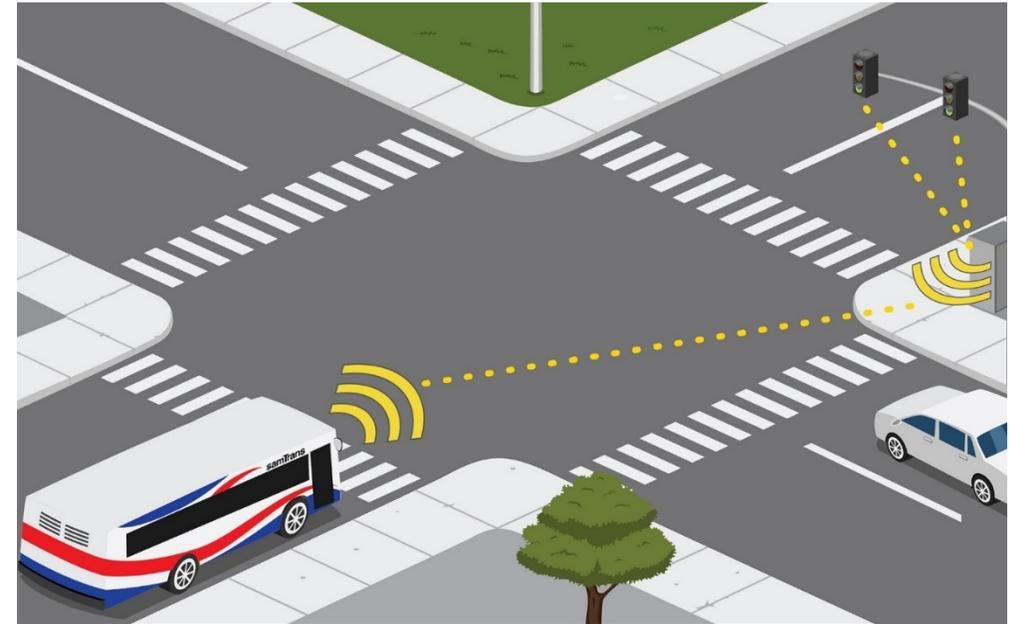
## 2. Capital & Stop Placement Improvements

---

- Align agency efforts around a capital improvement vision that reduces dwell time and passenger delay
- Work with city partners to implement this vision through planned or future capital projects
- Draft recommendations include:
  - Bus bulbs at ~70 stops along corridor
  - Queue jumps near ~7 stops
  - Pedestrian access improvements at ~40 stops
  - Relocation of 15-25% of stops (e.g., near-side to far-side of intersection)

# 3. Transit Signal Priority Optimization

- TSP installed in January 2021 at every signal on El Camino Real
- Bus requests green light extension when approaching an intersection
- Ways to optimize:
  - Increase the green light extension time
  - Better integration with our CAD/AVL systems
  - Relocate stops from near-side to far-side of intersection



# 4. Bus-Only or HOV Lanes

- Most effective improvement measure, with the biggest tradeoffs
- SamTrans analyzed four factors to prioritize potential segments:
  - Bus speeds pre-COVID
  - Increase in speeds during COVID
  - Bus passenger loads
  - Right of way & six-lane cross-sections
- San Mateo, Millbrae, San Bruno, and Menlo Park demonstrated greatest potential, need & operational benefit



Lombard Street (US-101) Bus/HOV Lane Pilot

# STAKEHOLDER AND PUBLIC OUTREACH

# Coordination with Caltrans and city partners

- Presented bus stop improvement vision at recent meetings with Caltrans and cities
- This vision may be used to inform corridor plans, capital improvement programs, and development review processes

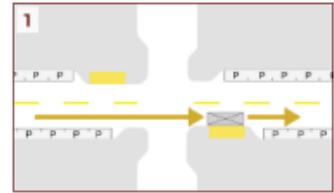
## Proposed Route ECR Improvements



The following infrastructure improvements are recommended to support faster and more reliable bus operations on El Camino Real in Redwood City.

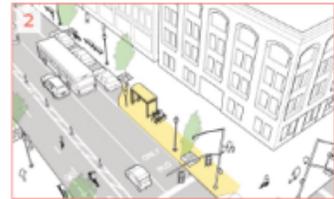
### 1 Bus Stop Balancing & Placement

Far-side, in-lane bus stops with balanced spacing helps buses travel faster and more reliably. ECR stops should be spaced every  $\frac{1}{4}$  to  $\frac{1}{2}$  mile, with shorter spacing occurring in areas with high ridership and/or serving transit connections, public facilities, and equity priority areas. Stops should be located on the far side of intersections in the lane of travel to maximize the effectiveness of the corridor's transit signal priority system and avoid delays and conflicts associated with near-side and pullout stops.



### 2 Bus Bulbs

Bus bulbs are curb extensions that allow buses to stop in the lane of traffic. Bus bulbs improve speed and reliability by reducing the amount of time lost when merging in and out of traffic, while also reducing pedestrian crossing distances. Where space permits, near-level boarding and separated bikeway bypasses are suggested features for bus bulbs.



### 3 Queue Jumps

In cases where near-side pullout stops are most suitable, queue jumps reduce delay for buses merging back into traffic. Queue jumps allow buses to enter traffic flow from a dedicated bus lane or right-turn only lane via transit signal priority (a leading bus interval or active signal priority).



### 4 Pedestrian Improvements

Improving pedestrian connections to bus stops helps reduce overall passenger travel times and access barriers. Pedestrian access improvements may include striping unmarked crosswalks, adding traffic signals or pedestrian hybrid beacons at unsignalized crossings, adding or widening sidewalks, and adding or modernizing curb ramps.



# Public Outreach In Progress

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- Timeline: April 11 - May 20
- Seeking input on proposed improvements
- Outreach approach
  - Ambassadors at key bus stops and riding routes
    - Focus on stops that are: high-ridership, located in equity-priority areas
  - Signage at bus stops
  - Multi-lingual virtual community meeting on May 19, 5:30pm
    - More info at: [www.samtrans.com/ecrstudy](http://www.samtrans.com/ecrstudy)
  - Website with interactive map

# Next Steps

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- Continued coordination with the cities and Caltrans
- Incorporate findings from stakeholder and public outreach
- Develop implementation plan
  - Possibly include bus stop balancing in early 2023 as part of *Reimagine SamTrans* implementation; additional rider communications will be needed
  - Develop a capital improvement program and funding plan on other improvements as part of the final recommendation
- Finalize recommendations and bring to Board in early Fall 2022



BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## Agenda

### Legislative Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, May 4, 2022 – 3:15 pm**

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

- |        |   |               |
|--------|---|---------------|
| 8.d.1. | Call to Order   |               |
| 8.d.2. | Approval of Minutes of Legislative Committee Meeting of April 6, 2022 | Motion        |
| 8.d.3. | State and Federal Legislative Update                                  | Informational |
| 8.d.4. | Adjourn   |               |

Committee Members: Rico E. Medina (Chair), Carole Groom, Charles Stone

Note:

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

**San Mateo County Transit District (District)  
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Legislative Committee /  
Committee of the Whole**

**April 6, 2022**

Committee Members Present: R. Medina (Chair), C. Stone

Committee Members Absent: C. Groom

Other Board Members Present Constituting Committee of the Whole: M. Fraser, J. Gee,  
R. Guilbault, D. Pine, J. Powell, P. Ratto

Other Board Members Absent: None

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

**9.d.1 Call to Order**

Committee Chair Rico Medina called the meeting to order at 3:55 pm.

**9.d.2 Approval of Minutes of Committee Meeting of March 2, 2022**

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: Groom

**9.d.3 State and Federal Legislative Update and Approval of Legislative Proposals: Support Senate Bill (SB) 922 (Wiener), Assembly Bill (AB) 1944 (Lee), and AB 2622 (Mullin)**

Casey Fromson, Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She said the Fiscal Year 2022 omnibus bill was passed on March 15. She said earmarks as part of the bipartisan infrastructure bill were passed for the first time in ten years.

She said that at the state level, the Governor has an \$11 billion proposal, with \$750 million directed at transit agencies in order to provide three months of free transit fares. She noted the bills for which the District was requesting Board support.

Jessica Epstein, Manager, Government and Community Affairs, discussed Senate Bill (SB) 917 on seamless transit.

Committee Member Charles Stone said he supported the three months of free transit initiative.

Public Comment:

Michael Levinson said he was strongly in support of Assembly Bill (AB) 1944, which would allow remote teleconferencing for Brown Act meetings.

Motion/Second: Gee/Guilbault

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

Noes: None

Absent: Groom

**9.d.4 Adjourn**

The meeting adjourned at 4:10 pm.

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

DRAFT



## SamTrans Federal Report As of April 14, 2022

### President Biden Releases FY 2023 Budget Request

- On March 28, President Biden [released](#) his FY 2023 budget request, outlining his vision for the next year of government spending. The budget calls for significant investments into transportation programs.
- The Department of Transportation (DOT) FY 2023 budget request is \$105.5 billion in mandatory and discretionary funding, a \$1.7 billion, or approximately a 1.6 percent, increase from the FY 2022 enacted level. However, this request is in addition to \$36.8 billion in advanced appropriations under the Infrastructure Investment and Jobs Act (IIJA), bringing the total request to \$142.3 billion in funding for DOT next year.
  - \$1.5 billion for **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** discretionary grants and the newly authorized **National Infrastructure Project Assistance (Mega) Grant** program in addition to the \$2.5 billion provided for these programs under IIJA.
  - \$59.5 billion for the **Federal Highway Administration (FHWA)** in addition to \$9.5 billion in advance appropriations under the IIJA for a \$68.9 billion total commitment for the agency.
  - \$16.9 billion for the **Federal Transit Administration (FTA)** in addition to \$4.3 billion in advance appropriations under the IIJA for a \$21.1 billion total commitment for transit.
  - \$2.85 billion for **Capital Investment Grants** in addition to \$1.6 in advanced appropriations under the IIJA for a \$4.45 billion total investment in major capital projects and expanded transit service.
  - \$200 million for **Transit Infrastructure** grants in addition to \$2.05 billion in advanced appropriations from the IIJA for a \$2.25 billion total investment to support the following new programs:
    - \$50 million for a new program, **Zero Emission System Transformation Planning Program**: Grants for planning related to the conversion of transit bus fleet to zero-emission buses.
    - \$100 million for a new program, **Climate Resilience and Adaptation Grants**: Grants for capital projects that improve the resilience of transit assets related to climate hazards by protecting transit infrastructure from flooding, extreme temperatures, and other climate-related hazards.
  - \$4.7 billion for **passenger and freight rail** in addition to \$13.2 billion in advance appropriations under the IIJA for a \$17.9 billion total investment in rail, including:
    - \$500 million for the **Consolidated Rail Infrastructure and Safety Improvements (CRISI)** Program in addition to \$1 billion in advanced appropriations under the BIL for a total of \$1.5 billion for CRISI;

- \$555 million for the **Federal-State Partnership for State of Good Repair Grant Program**, in addition to \$7.2 billion in advanced appropriations under IIJA for a total of \$7.755 billion for the Fed-State Partnership

## DOT Announces Infrastructure Programs of Regional or National Significance

- On March 22, DOT posted a notice of funding opportunity (NOFO) for the INFRA, Mega-projects (new program created in IIJA), and RURAL infrastructure grant programs. The submission deadlines for all three programs are May 23.
  - [Mega Project Grants](#) are focused on large multimodal transportation projects, with 50 percent of the funding being awarded to projects greater than \$500 million in total project cost. The remaining 50 percent of the funding is awarded to projects between \$100 million and \$500 million in total project costs. The Mega program will help large multimodal projects with gaps in their financial plans.
  - [INFRA Grants \(existing program\)](#) will fund freight projects that have regional or national significance. At least 15 percent of the funds are reserved for small projects (<\$100 million) and at least 25 percent for rural projects. The program also sets aside \$150 million for projects with greater non-Federal share.

## DOT Announces \$1.47 Billion in Grants to Modernize Bus Fleets

- On March 7, DOT announced the Notice of Funding Opportunity (NOFO) for \$1.47 billion in competitive grants to modernize U.S. bus fleets.
  - [Low or No Emission Grant Program](#) supports the low-emission transition for buses. The program provides funds to purchase, manufacture, and maintain low-emission transit buses and supporting facilities. The deadline for applications is May 31.
  - [Bus and Bus Facilities Program](#) assists with purchasing buses, bus facilities, and related equipment. The deadline for applications is May 31.
- DOT has mandated that recipients use at least five percent of funding for workforce development and training.

## Round-Up of Open Grant Opportunities

- [FY 2022 RAISE Grants](#): \$2.275 billion available. All applications due by April 14, 2022.
- [Commuter Authority Rail Safety Improvement \(CARSI\) Grants Round 2](#): \$59 million available. All applications due by April 14, 2022.
- [INFRA Grants](#): \$1.5 billion available. All applications due by May 23, 2022.
- [Rural Grants](#): \$300 million available. All applications due by May 23, 2022.
- [Mega Grants](#): \$1 billion available. All applications due by May 23, 2022.
- [FY 2022 Low or No Emission Grant Program](#): \$1.1 billion available. All applications due by May 31, 2022.

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- [FY 2022 Buses and Bus Facilities Competitive Program](#): \$372 million available. All applications due by May 31, 2022.



April 8, 2022

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 – May 2022**

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### **General Update**

The Legislature is wrapping up its initial round of budget hearings on the proposals in the Governor's Proposed Fiscal Year 2022-23 State Budget. Most of the key proposals, including funding for transportation, will be subject to future discussions after the Governor releases his May Revise, the spring update to the budget. The Legislature has ramped up policy committee hearings, with the policy committee deadline approaching at the end of April and the house of origin deadline coming on May 27. **The Legislature went on Spring Recess on April 7 and will return on April 18.**

### **Governor Unveils Proposals to Address Impact of High Fuel Prices**

On March 25, Governor Newsom announced a [proposal](#) to provide \$11 billion in relief to Californians to help negate the impact of increased fuel costs. The proposal would provide: \$9 billion in direct rebates to Californians in the form of \$400 per vehicle payments to registered vehicle owners, capped at two vehicles; \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months; \$600 million to pause a part of the sales tax rate on diesel for one year (this relief would only pause the 2.5 percentage points directed to the State General Fund); \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates (restating the "gas tax holiday" included in the Fiscal Year 2022-23 State Budget); and \$500 million in additional funding for active transportation projects (building on the \$500 million in proposed in the Fiscal Year 2022-23 State Budget). Specifically on the \$750 million fare free transit proposal, this funding level reflects fare revenues collected statewide over three months in 2019-20 based on the State Controller's Report plus a financial buffer to address the potential for induced demand of transit services and administrative costs. This relief would be presented, and later distributed, to transit agencies based on their contribution to the fare revenues collected statewide in 2019-20. Transit agencies would use their apportionments to design fare free programs and would be required to maintain those programs for at least 3 months. The Administration released [proposed language](#) on April 8.

### **Bills of Interest**

#### **SB 878 (Skinner) School Transportation.**

This bill would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer free transportation to all pupils to and from their neighborhood school. This requirement could be met by the governing board or body of those local educational agencies through the in-house operation of transportation vehicles, or through

paid contract with a common carrier or “municipally owned transit system,” or through paid contract responsible private parties for the transportation. The requirement may also be met through the purchase of bus passes on routes that serve the general public.

#### **SB 917 (Becker) Seamless Bay Area**

This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region’s transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards. SamTrans staff has been meeting with Senator Becker’s staff to discuss the bill and provide input.

#### **AB 1919 (Holden) Free Student Transit Passes**

The bill would require transit agencies to offer free youth transit passes to all California residents, regardless of immigration status, under age 25 to be eligible for state funding from certain formula funding programs, including the State Transit Assistance program. For the purposes of calculating the ratio of fare revenue to operating costs, the free youth transit passes would count as full price fares. Upon appropriation by the Legislature, the bill would also create the Youth Transit Pass Pilot Program that would offset the costs to transit agencies offering free youth transit passes and would require Caltrans to submit a report to the Legislature on the outcomes of the program, the funding conditions associated with the program, the status of these programs statewide and whether the provisions of the bill led to reductions in GHG emissions and VMT. The bill would sunset on January 1, 2028.

#### **AB 2237 (Friedman) Sustainable Communities Strategies (SCS) Implementation**

This bill would require the Strategic Growth Council, in consultation with ARB, the Department of Housing and Community Development, and CalSTA to convene a task force to review the roles and responsibilities of MPOs and to define “sustainable community.” This bill would also require that projects included in each RTIP be consistent with the MPO’s current SCS and the state’s climate goals, as defined in the bill to mean the California Transportation Plan, state and federal air quality standards, and state land-use policies (SB 375) and emissions reduction targets. The bill would require the MPO to rank all transportation projects and prioritize projects based on their adherence to its most recently adopted SCS and the state’s climate goals and submit the list to ARB. ARB and the CTC would then make a consistency determination with the project list and the SCS. Finally, the bill would require the MPO to submit a report on local transportation tax measures to the CTC by March 30, 2023 and would require CTC and ARB to propose recommendations on alignment of local tax measures with the state’s climate goals and would require projects funded by local tax measures, in order to be included in RTIPs, to adhere to the most recently adopted SCS.

#### **AB 2438 (Friedman) Transportation Funding Programs**

This bill would require the state agencies and departments that administer transportation funding programs (SHOPP, STIP, SCCP, RMRA, LPP, TCEP, LSR) to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure and specified greenhouse gas emissions reduction standards. The bill would require CalSTA, Caltrans, and the CTC, in consultation with ARB and the Strategic Growth Council, to prepare and submit a report to the Legislature on or before January 1, 2025, that comprehensively reevaluates transportation program funding levels,

projects, and eligibility criteria with the objective of aligning the largest funding programs with the goals set forth in the above-described plans and away from projects that increase VMT.

**AB 2441 (Kalra) Local Public Transit Agencies: New Technologies**

This bill would requirements for public transit employers relating to the introduction of new technologies the create new products, services, type of operation or eliminate jobs or job functions of the workforce. The bill would require a public transit employer to provide notice to the exclusive employee representative of its intention to begin procuring, acquiring or deploying such technologies no less than 12 months in advance. The bill would also require these subjects be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by the technology.

**Grants for Zero-Emission Buses and Infrastructure**

On Friday, November 19, the California Air Resources Board approved the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#). The plan includes \$340 million, which can be accessed by transit agencies, through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project, inclusive of \$70 million earmarked specifically for transit agencies.

On Monday, November 15, the California Energy Commission approved the [2021-2023 Investment Plan Update for the Clean Transportation Program](#). The plan includes \$88.5 million for transit bus infrastructure and \$282 million for medium- and heavy-duty vehicles and infrastructure for fiscal years 2021-22 through 2023-23. A portion of the funding for medium- and heavy-duty vehicles and infrastructure will also be available to transit agencies; however, the exact amount is unknown at this time.

More details on these grant opportunities are below.

**Vehicles:**

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$340 million in FY 2021-22)*** – 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 for FY 2021-22 remains open](#)

**Infrastructure:**

***Zero-Emission Transit Fleet Infrastructure Deployment Program (TBD in FY 2021-22)*** – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

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

**Status:** Funding for FY 2021-22 is expected to be available in Q1/Q2 2022

***Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22)*** – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment.

The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

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

**Status:** [Funding cycle for FY 2021-22 will open on March 23](#)

#### **Vehicles and Infrastructure:**

***Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5)*** – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

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

**Status:** [Funding cycle closed; project applications were due March 3, 2022](#)

***Low Carbon Transit Operations Program (\$163 million in FY 2021-22)*** – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

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

**Status:** Funding cycle closed; project applications were due March 25, 2022

***Volkswagen Environmental Mitigation Trust (\$130 million total)***- 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 (Projected \$40 million in FY 2021-22)*** - 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 for FY 2021-22 not yet available

#### **Other Grants**

The CTC is [currently hosting workshops](#) (through April 2022) for the three SB 1 programs it oversees – 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 and announce project awards in Summer 2023. 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](#).

Additionally, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 final guidelines and [call for projects](#) in late-2021. CalSTA anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. **Grant applications were due March 3, 2022, with awards in June 2022.**

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 117</a> <a href="#">Boerner Horvath</a> D</p> <p>Air Quality Improvement Program: electric bicycles.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2022, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.</p>	<p>Watch</p>
<p><a href="#">AB 371</a> <a href="#">Jones-Sawyer</a> D</p> <p>Shared mobility devices: insurance and tracking.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Existing law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 455</a> <a href="#">Wicks</a> 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>
<p><a href="#">AB 859</a> <a href="#">Irwin</a> 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>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 897</a> <a href="#">Mullin</a> D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p>	<p>This is a Two-Year Bill.</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, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation 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>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1001</a> <a href="#">Garcia, Cristina D</a></p> <p>Environment: mitigation measures for air and water quality impacts: environmental justice.</p>	<p>In the Senate Rules Committee, pending referral to policy 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 require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects. The bill would require all public agencies, in implementing CEQA, to give consideration to the principles of environmental justice, as provided, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1017</a> <a href="#">Quirk-Silva D</a></p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>This is a Two-Year Bill.</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>
<p><a href="#">AB 1047</a> <a href="#">Daly D</a></p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1049</a> <a href="#">Davies</a> R</p> <p>Public Transportation Account: loan repayment.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 1091</a> <a href="#">Berman</a> D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1110</a> <a href="#">Rivas, Robert D</a></p> <p>Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)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 Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided. The bill would repeal these provisions establishing and setting forth the powers and duties of the ombudsperson as of January 1, 2027.This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1226</a> <a href="#">McCarty</a> D</p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p>	<p>Watch</p>
<p><a href="#">AB 1626</a> <a href="#">Nguyen</a> R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 1638</a> <a href="#">Kiley</a> R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1644</a> <a href="#">Burke D</a></p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p>	<p>In the Assembly Labor and Employment Committee.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 requires the state board to work with the Labor and Workforce Development Agency to update, n or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Existing law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1680</a> <a href="#">Lee D</a></p> <p>Transportation: prohibition orders.</p>	<p>Introduced in the Assembly Public Safety Committee.</p>	<p>Existing law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Existing law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer’s decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer’s decision is delivered if an administrative hearing was timely requested.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1721</a> <a href="#">Rodriguez D</a></p> <p>California Emergency Services Act: Emergency Medical Services Mutual Aid Program.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the California Emergency Services Act, establishes the Office of Emergency Services (OES) within the office of the Governor, and sets forth its powers and duties, including responsibility for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. Existing law authorizes the Governor with the advice of OES to divide the state into mutual aid regions for the more effective application, administration, and coordination of mutual aid and other emergency-related activities. Existing law requires OES to coordinate response and recovery operations in each of the mutual aid regions. This bill would establish the Emergency Medical Services Mutual Aid Program, to be administered by OES, to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$50,000,000 to the Director of Emergency Services to effectuate these provisions. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1751</a> <a href="#">Daly D</a></p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. Existing law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Existing law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Existing law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Existing law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill would extend the above-described provisions relating to COVID-19 until January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1778</a> <a href="#">Garcia, Cristina</a> D</p> <p>State transportation funding: freeway widening: poverty and pollution: Department of Transportation.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.</p>	<p>Watch</p>
<p><a href="#">AB 1909</a> <a href="#">Friedman</a> D</p> <p>Vehicles: bicycle omnibus bill.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law generally regulates the operation of bicycles upon a highway. A violation of these provisions, generally, is punishable as an infraction. Existing law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Existing law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1919</a> <a href="#">Holden</a> D</p> <p>Transportation: free student transit passes.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Existing law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Existing law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year. By imposing new transit funding requirements on local entities, the bill would impose a state-mandated local program. The bill would require transit agencies to offer free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status, in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program, subject to a determination by the Controller that a legislative appropriation and the funding from local authorities, school districts, and colleges is sufficient to cover the lost farebox revenue as a result of offering free youth transit passes, as provided. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1938</a> <a href="#">Friedman</a> D</p> <p>Transit and Intercity Rail Recovery Task Force.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services. The bill would require the secretary to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1944</a> <a href="#">Lee D</a></p> <p>Local government: open and public meetings.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.</p>	<p>Supported April 2022</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1949</a> <a href="#">Low D</a></p> <p>Employees: bereavement leave.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1993</a> <a href="#">Wicks D</a></p> <p>Employment: COVID-19 vaccination requirements.</p>	<p>In the Assembly Labor and Employment Committee. Hearing canceled at request of author.</p>	<p>Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to the enforcement of civil rights laws with respect to housing and employment. This bill would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2097</a> <a href="#">Friedman</a> D</p> <p>Residential and commercial development: remodeling, renovations, and additions: parking requirements.</p>	<p>In the Assembly Local Government Committee.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2197</a> <a href="#">Mullin</a> D</p> <p>Caltrain electrification project: funding.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	<p>Supported March 2022</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2206</a> <a href="#">Lee D</a>  Employee parking.	In the Assembly Transportation Committee.	Existing law requires, in any air basin designated as nonattainment for certain air quality standards, an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program, as provided. This bill would require a lessor that enters into or renews a lease with an employer subject to the requirement above, on or after January 1, 2023, to list the amount of parking costs as a separate line item in the lease or provide a list of parking costs to the lessee within 30 days after the lease is entered into or renewed.	Watch
<a href="#">AB 2237</a> <a href="#">Friedman D</a>  Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.	In the Assembly Natural Resources Committee. Hearing canceled at request of author.	This bill would require the Strategic Growth Council, in consultation with ARB, the Department of Housing and Community Development, and CalSTA to convene a task force to review the roles and responsibilities of MPOs and to define “sustainable community.” This bill would also require that projects included in each RTIP be consistent with the MPO’s current SCS and the state’s climate goals, as defined in the bill to mean the California Transportation Plan, state and federal air quality standards, and state land-use policies (SB 375) and emissions reduction targets. The bill would require the MPO to rank all transportation projects and prioritize projects based on their adherence to its most recently adopted SCS and the state’s climate goals and submit the list to ARB. ARB and the CTC would then make a consistency determination with the project list and the SCS. Finally, the bill would require the MPO to submit a report on local transportation tax measures to the CTC by March 30, 2023 and would require CTC and ARB to propose recommendations on alignment of local tax measures with the state’s climate goals and would require projects funded by local tax measures, in order to be included in RTIPs, to adhere to the most recently adopted SCS.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2357</a> <a href="#">Ting D</a></p> <p>Surplus land.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2410</a> <a href="#">Chen</a> R</p> <p>Local educational agencies: home-to-school transportation.</p>	<p>In the Assembly Education Committee.</p>	<p>Existing law establishes a system of public elementary and secondary schools in this state and authorizes local educational agencies throughout the state to operate schools, provide instruction, and provide home-to-school transportation to pupils in kindergarten and grades 1 to 12, inclusive. This bill would prohibit a school district, county office of education, or charter school from contracting with a provider of home-to-school transportation, as defined, or making payments to a contractor for home-to-school transportation services, unless the contractor, and any subcontractors, are properly insured and licensed to provide home-to-school transportation services and the contractor certifies that each driver who will perform home-to-school transportation meets certain requirements, as provided. The bill would also impose requirements for those vehicles used by contractors for home-to-school transportation, as provided. The bill would apply these provisions only to contracts entered into or renewed after January 1, 2023. The bill would grant the State Department of Education sole regulatory authority to enforce those provisions and would require the department to conduct an investigation every 2 years of both home-to-school transportation contractors and local educational agencies, as provided.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2419</a> <a href="#">Bryan D</a></p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>	<p>In the Assembly Environmental Safety and Toxic Materials Committee.</p>	<p>Existing law establishes the Strategic Growth Council consisting of specified state agency members and members of the public. Existing law requires the council, among other things, to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation’s infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require specified agencies administering federal funds to perform specified tasks related to the expenditure of those federal funds. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2438</a> <a href="#">Friedman D</a></p> <p>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2441</a> <a href="#">Kalra D</a></p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>On the Assembly Floor.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment. The bill would also prescribe subjects in this regard that would be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2449</a> <a href="#">Rubio, Blanca D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2454</a> <a href="#">Jones-Sawyer</a> D</p> <p>Public contracts: protests: joint labor-management committee.</p>	<p>In the Assembly Accountability and Administrative Review Committee.</p>	<p>Existing law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Existing law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Existing law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Existing law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a specified protest to a contract that is not to be awarded to the lowest bidder. If, prior to making the award, a joint labor-management committee files a protest with the department against the awarding of the contract on the ground that the lowest responsible bidder does not meet the specifications set forth under the definition of responsible, the bill would require that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest.</p>	<p>Watch</p>
<p><a href="#">AB 2556</a> <a href="#">O'Donnell</a> D</p> <p>Local public employee organizations.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2594</a> <a href="#">Ting D</a></p> <p>Vehicle registration and toll charges.</p>	<p>Introduced in the Assembly.</p>	<p>This bill would require an issuing agency that permits pay-by-plate payment of tolls, and that also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to include with the invoice for the pay-by-plate toll charge, information about how to enroll in that alternative payment method. The bill would require an issuing agency that permits pay-by-plate toll payment or that permits payment by a transponder or other electronic toll payment device to send an invoice by mail for any unpaid toll no later than 21 days from the date that the person drove over the vehicular crossing, toll highway, or high-occupancy toll lane. The bill would provide a process for a penalty to be assessed and for the invoice to be assigned to a collection agency if the invoice is not paid within a specified amount of time. The bill would require the issuing agency to provide an appeals process for disputed tolls and penalties, and would require the issuing agency, in cases of financial hardship, to develop a process to forgive penalties or to set up a payment plan for any unpaid penalties. This bill would require an issuing agency to allow a driver of an out-of-state vehicle to register their vehicle's license plate with the agency for up to 2 weeks at a time for the purpose of paying all tolls, and would require a rental car agency to provide a fact sheet to its customers explaining how an individual may register the license plate on their rental vehicle with an issuing agency to pay tolls. This bill would require an issuing agency that operates an electronic toll collection system that permits payment by a transponder or other electronic toll payment device to make the transponder or other electronic toll payment device available for purchase online and at other locations. The bill would prohibit the cost of the transponder from exceeding the reasonable cost to produce the transponder and would limit the cost to not more than \$5.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2622</a> <a href="#">Mullin</a> D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>In the Assembly Revenue and Taxation 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, including, until January 1, 2024, 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, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>
<p><a href="#">AB 2647</a> <a href="#">Levine</a> D</p> <p>Local government: open meetings.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Existing law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Existing law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Existing law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. Existing law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Existing law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2693</a> <a href="#">Reyes D</a></p> <p>COVID-19: exposure.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the California Occupational Safety and Health Act of 1973, authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Existing law requires a notice of the prohibition to be posted in a conspicuous location at the place of employment and makes violating the prohibition or removing the notice, except as specified, a crime. Existing law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power, renewable natural gas, or water. Existing law requires that these provisions not prevent the entry or use, with the division’s knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would extend those provisions until January 1, 2025. By expanding the scope of a crime, this bill imposes a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2700</a> <a href="#">McCarty D</a></p> <p>Transportation electrification: electrical distribution grid upgrades.</p>	<p>In the Assembly Utilities and Energy Committee.</p>	<p>This bill would require electrical corporations and local publicly owned electric utilities to use all available data to project future electric vehicle charging requirements to ensure that their distribution systems are upgraded at the times and locations necessary to support the state’s anticipated level of electric vehicle charging. The bill would require the PUC, by July 1, 2024, to the extent that there are any permitting or licensing requirements for transmission or distribution grid upgrades necessary to support the anticipated level of electric vehicle charging, to expedite existing permitting and licensing processes to ensure that electrical corporations can meet the requirements to upgrade their distribution systems, and to direct electrical corporations to develop an expedited process for grid interconnection for transportation electrification. The bill would require the State Air Resources Board to annually gather and share fleet data from entities subject to its regulations with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2703</a> <a href="#">Muratsuchi</a> D</p> <p>Zero-emission fueling station reliability standards: transportation: low-income and disadvantaged community financial assistance.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare and update, as provided, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill would require a person who receives state funding or other incentives to deploy a zero-emission vehicle fueling station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the Energy Commission. The bill would also require the Energy Commission, upon appropriation by the Legislature, to develop a program to provide financial assistance to low-income and disadvantaged community members to use zero-emission vehicle fueling stations, micromobility transportation options, and ridesharing services, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)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><a href="#">SB 18</a> <a href="#">Skinner</a> D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>This is a Two-Year Bill.</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 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>Watch</p>
<p><a href="#">SB 45</a> <a href="#">Portantino</a> D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>In Assembly Rules Committee, pending referral to policy committee.</p>	<p>Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 66</a> <a href="#">Allen D</a></p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>This is a Two-Year Bill.</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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 114</a> Committee on Budget and Fiscal Review  Employment: COVID-19: supplemental paid sick leave.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations. Existing law requires the Labor Commissioner to enforce the act and provides for procedures, including investigation and hearing, and for remedies and penalties. This bill, beginning January 1, 2022, until September 30, 2022, would provide for COVID-19 supplemental paid sick leave for covered employees who are unable to work or telework due to certain reasons related to COVID-19, including that the employee is attending a COVID-19 vaccine or vaccine booster appointment for themselves or a family member, or is experiencing symptoms, or caring for a family member experiencing symptoms, related to a COVID-19 vaccine or vaccine booster. The bill would entitle a covered employee to 40 hours of COVID-19 supplemental paid sick leave if that employee works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 542</a> <a href="#">Limón D</a></p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>Introduced in the Assembly.</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 disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. 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><a href="#">SB 563</a> <a href="#">Allen D</a></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</p>	<p>Watch</p>

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		<p>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 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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 674</a> <a href="#">Durazo D</a></p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>This is a Two-Year Bill.</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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 719</a> <a href="#">Min</a> 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><a href="#">SB 771</a> <a href="#">Becker</a> D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>This is a Two-Year Bill.</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
<a href="#">SB 849</a> <a href="#">Umberg D</a>  Surplus land.	In the Senate Governance & Finance Committee.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law requires, after the disposing agency has received a notice of interest from an entity desiring to purchase or lease the land on terms that comply with existing law, that the disposing agency and the entity enter into good faith negotiations to determine a mutually satisfactory sales price and terms or lease terms. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land. By adding to the duties of local officials with respect to the disposal of surplus land, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 852</a> <a href="#">Dodd D</a></p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would authorize a district created pursuant to these provisions to have boundaries that are identical to the boundaries of the participating entities or within the boundaries of the participating entities. The bill would authorize specified local entities to adopt a resolution to provide property tax increment revenues to the district. The bill would also authorize specified local entities to adopt a resolution allocating other tax revenues to the district, subject to certain requirements. The bill would provide for the financing of the activities of the district by, among other things, levying a benefit assessment, special tax, property-related fee, or other service charge or fee consistent with the requirements of the California Constitution. The bill would require each district to prepare an annual expenditure plan and an operating budget and capital improvement budget, which must be adopted by the governing body of the district and subject to review and revision at least annually. By imposing duties on counties in the administration of tax revenues and elections of a climate resilience district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 867</a> <a href="#">Laird D</a></p> <p>Sea level rise planning: database.</p>	<p>On the Senate Floor.</p>	<p>Existing law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Existing law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Existing law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.</p>	<p>Watch</p>
<p><a href="#">SB 873</a> <a href="#">Newman D</a></p> <p>California Transportation Commission: state transportation improvement program: capital outlay support.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Existing law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Existing law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. The bill would require the commission to establish a threshold for requiring a supplemental project allocation and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would authorize commission to provide exceptions in the guidelines to the supplemental project allocation threshold requirement to ensure that projects are not unnecessarily delayed. The bill would exempt the guidelines adopted by the commission under these provisions from the Administrative Procedure Act.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 878</a> <a href="#">Skinner</a> D</p> <p>School transportation.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Existing law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. The bill would authorize the governing board or body of those local educational agencies to receive a state reimbursement for transporting preschool or nursery school pupils if funding for that travel has been appropriated in the annual budget act or another statute for this purpose. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 917</a> <a href="#">Becker</a> D</p> <p>Seamless Transit Transformation Act.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region’s transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 922</a> <a href="#">Wiener</a> D</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. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would specify that the requirement that the bicycle transportation plan is for an urbanized area or urban cluster, as designated by the United States Census Bureau. The bill would extend the exemption to an active transportation plan or pedestrian plan in an urbanized area or urban cluster. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>
<p><a href="#">SB 932</a> <a href="#">Portantino</a> D</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law states the Legislature’s intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 942</a> <a href="#">Newman</a> D</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements. This bill contains other related provisions and other existing laws.</p>	<p>Supported March, 2022</p>

**San Mateo County Transit District  
State Legislative Matrix 4/8/22**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1049</a> <a href="#">Dodd D</a></p> <p>Transportation Resilience Program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Existing law provides for allocation of certain other transportation capital improvement funds outside the state transportation improvement program process, including funds set aside for state highway rehabilitation under the state highway operation and protection program and funds from various other sources. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1078</a> <a href="#">Allen D</a></p> <p>Sea Level Rise Revolving Loan Pilot Program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes in state government the Ocean Protection Council. Existing law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state’s coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1100</a> <a href="#">Cortese D</a></p> <p>Open meetings: orderly conduct.</p>	<p>In the Senate Judiciary 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. Existing law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body’s consideration of the item, that is within the subject matter jurisdiction of the legislative body. Existing law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Existing law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. The bill would define “disrupting” for this purpose. By establishing new requirements for local legislative bodies, this bill would impose a state-mandated program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1121</a> <a href="#">Gonzalez</a> D</p> <p>State and local transportation system: needs assessment.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.</p>	<p>Watch</p>
<p><a href="#">SB 1156</a> <a href="#">Grove</a> R</p> <p>Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.</p>	<p>In the Senate Governance &amp; Finance Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1161</a> <a href="#">Min D</a></p> <p>Transit districts: street harassment initiatives.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1168</a> <a href="#">Cortese D</a></p> <p>Public employees' retirement: beneficiary payment.</p>	<p>In the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS) to provide defined benefits to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERS is administered by its board of administration. Existing law, upon the death of a member after retirement and while receiving a retirement allowance from PERS, pays \$500 to the person's beneficiary, unless otherwise provided. This bill would require the board to determine the average benefit paid under various PERS provisions upon the death of a member, as provided, and would require the board, beginning on July 1, 2023, to increase the \$500 beneficiary payment described above annually in a specified amount until the beneficiary payment reaches the average benefit paid, as calculated by the board.</p>	<p>Watch</p>
<p><a href="#">SB 1217</a> <a href="#">Allen D</a></p> <p>State-Regional Collaborative for Climate, Equity, and Resilience.</p>	<p>In the Senate Transportation 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. This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the state board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1230</a> <a href="#">Limón</a> D</p> <p>Zero-emission and near-zero emission vehicle incentive programs: requirements.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under existing law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. The state board, in partnership with the Beneficial State Foundation, also administers the Clean Vehicle Assistance Program, funded by the California Climate Investments cap-and-trade program, to provide grants and affordable financing to help income-qualified state residents purchase or lease a clean vehicle. This bill would require the state board, with respect to the various zero-emission and near-zero emission vehicle incentive programs administered or funded by the state board, to ensure that on or before July 1, 2023, those programs comply with specified requirements. The bill would require the state board, on or before July 1, 2023, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs. The bill would also authorize the state board to limit the combined total amount of incentives provided under these programs, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">SB 1263</a> <a href="#">Hertzberg</a> D</p> <p>School district governing boards: pupil transportation.</p>	<p>Introduced in the Senate.</p>	<p>Existing law prohibits the governing board of a school district from requiring any pupil to be transported for any purpose without the written permission of the parent or guardian, except as specified. This bill would make nonsubstantive changes to that provision.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 4/8/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1391</a> <a href="#">Kamlager D</a></p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>Introduced in the Senate.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. This bill would require the 3-year investment plan to additionally identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1410</a> <a href="#">Caballero</a> D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would require the potential metrics described above to only apply to projects within transit priority areas. This bill contains other existing laws.</p>	<p>Watch</p>