



## Agenda

### Board of Directors Meeting San Mateo County Transit District

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Government Code Section 54953).**

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAweUpSVUg3L1V5U1RoUXFrzd09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

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

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

**Wednesday, April 6, 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.*

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2. Roll Call
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
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 Resolution
  - 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 Motion
  - 4.c. Acceptance of Statement of Revenues and Expenses for the Period Ending February 28, 2022 Motion
  - 4.d. Award of Contract to OK LTD LLC for On-site COVID Testing Services Resolution
  - 4.e. Award of Contract to eScreen, Inc. for Department of Transportation Testing Compliance and Program Management Services Resolution
  - 4.f. Authorization to File Applications with the Metropolitan Transportation Commission for Programming of Federal Transit Administration Formula Funds Resolution
  - 4.g. Authorization of the Application for and Receipt of Annual Cap and Trade Funding for Battery Electric Buses Resolution
  - 4.h. Authorization to Submit Grant Applications and Execute Agreements with the California Department of Transportation for Federal Transit Administration Section 5311 Funds Resolution
5. Public Comment for Items Not on the Agenda

*Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.*
6. Report of the Chair
  - 6.a. Resolution Expressing Support for Ukraine and the Ukrainian People Resolution

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|---------|---|---------------|
| 6.b.    | Resolution Recognizing Arab-American Heritage Month   | Resolution    |
| 7.      | Report of the General Manager/CEO   |               |
| 7.a.    | General Manager/CEO Report - March 30, 2022   | Informational |
| 7.b.    | Bus Operator Recruitment and Retention Efforts  | Informational |
| 8.      | Board Member Requests/Comments  |               |
| 9.      | Recess to Committee Meetings  |               |
| 9.a.    | Community Relations Committee / Committee of the Whole<br><i>R. Guilbault (Chair), M. Fraser, R. Medina</i> |               |
| 9.a.1.  | Call to Order   |               |
| 9.a.2.  | Approval of Minutes of Community Relations Committee Meeting of March 2, 2022                               | Motion        |
| 9.a.3.  | Appointment of Denise Seibert, Representing Community Riders, to the Citizens Advisory Committee            | Motion        |
| 9.a.4.  | Accessible Services Update  | Informational |
| 9.a.5.  | Paratransit Coordinating Council Update   |               |
| 9.a.6.  | Citizens Advisory Committee Update  |               |
| 9.a.7.  | Quarterly Dashboard Report - October-December 2021  | Informational |
| 9.a.8.  | Monthly Performance Report - February 2022  | Informational |
| 9.a.9.  | New SamTrans Website Launch   | Informational |
| 9.a.10. | Adjourn   |               |
| 9.b.    | Finance Committee / Committee of the Whole<br><i>M. Fraser (Chair), J. Gee, R. Guilbault</i>                |               |
| 9.b.1.  | Call to Order   |               |
| 9.b.2.  | Approval of Minutes of Finance Committee Meeting of March 2, 2022   | Motion        |

- |        |  |               |
|--------|--|---------------|
| 9.b.3. | Amendment of Contract with MV Transportation for Contracted Urban Bus Services   | Motion        |
| 9.b.4. | Acceptance of Fuel Hedge Update Since Inception  | Motion        |
| 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                                   | Motion        |
| 9.b.6. | Adjourn  |               |
| 9.c.   | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole<br><i>C. Groom (Chair), J. Gee, D. Pine</i>                                     |               |
| 9.c.1. | Call to Order  |               |
| 9.c.2. | Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of March 2, 2022  | Motion        |
| 9.c.3. | SamTrans 2021 Sustainability Report  | Informational |
| 9.c.4. | Adjourn  |               |
| 9.d.   | Legislative Committee / Committee of the Whole<br><i>R. Medina (Chair), C. Groom, C. Stone</i>   |               |
| 9.d.1. | Call to Order  |               |
| 9.d.2. | Approval of Minutes of Legislative Committee Meeting of March 2, 2022  | Motion        |
| 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) | Motion        |
| 9.d.4. | Adjourn  |               |
| 10.    | Reconvene Board of Directors Meeting   |               |
| 11.    | Matters for Board Consideration: Community Relations Committee   |               |

- 11.a. Appointment of Denise Seibert, Representing Community Riders, to the Citizens Advisory Committee Motion
- 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
  - 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 Resolution
  - 12.b. Acceptance of Fuel Hedge Update Since Inception Motion
  - 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
- 13. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee
  - 13.a. SamTrans 2021 Sustainability Report
- 14. Matters for Board Consideration: Legislative Committee
  - 14.a. State and Federal Legislative Update and Approval of Legislative Proposals: Support Senate Ball (SB) 922 (Wiener), Assembly Bill (AB) 1944 (Lee), and AB 2622 (Mullin) Motion
- 15. Communications to the Board of Directors
- 16. Date and Time of Next Regular Meeting - Wednesday, May 4, 2022 at 2:00 pm via Zoom teleconference (additional location, if any, to be determined)
- 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

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

18. Adjourn

## Information for the Public

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

[http://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html).

Communications to the Board of Directors can be emailed to [board@samtrans.com](mailto:board@samtrans.com).

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

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

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

### **Location of Meeting**

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

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

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

### **Public Comment**

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

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 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**

Legal Counsel and the Acting General Manager/CEO recommend 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 conditions change and 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.

**Budget Impact**

There is no impact on the budget.

**Background**

On March 4, 2020, Governor 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 Ralph M. 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 until at least March 31, 2022. 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.

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 for the Board of Directors and its Committees to Meet Safely in Person, and Directing that Virtual Board and Committee Meetings Continue**

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

**Whereas**, the San Mateo County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also 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 thirty 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**, in recognition that California had stopped recording week-over-week declines in COVID-19 cases and hospitalizations and the fact that flu season was approaching, on November 10, 2021, Governor Newsom issued Executive Order N-21-21 to extend the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022; and

**Whereas**, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (CDPH), 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 dominant strains of Covid-19 present ongoing risks of severe illness, even in vaccinated populations; and

**Whereas**, the Board has reviewed the findings made in Resolution 2021-42 and again concludes that there is a continuing threat of COVID-19 to the community, and 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

**Whereas**, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board desires to take the actions necessary to continue to hold its Board and committee meetings remotely as authorized by AB 361.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District has reconsidered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote 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, only as online teleconference meetings; 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 6th day of April, 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**

**March 2, 2022**

**Members Present:** M. Fraser, J. Gee, C. Groom, R. Guilbault, R. Medina, D. Pine, J. Powell  
**(Via Teleconference)** (Vice Chair), P. Ratto (Chair), C. Stone (left at 3:46 pm and rejoined at 3:56 pm)  
**Members Absent:** None  
**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 2:06 pm and led the Pledge of Allegiance. He announced that in the interest of time, Items BOD #6b and CRC #7 would be continued to the April 6 Board meeting.

**2. Roll Call**

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

**3. Consent Calendar**

- 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. 2022-11**
- b. **Approval of Minutes of the Board of Directors Meeting of February 2, 2022**
- c. **Acceptance of Statement of Revenues and Expenses for the Period Ending January 31, 2022**
- d. **Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2022**
- e. **Acceptance of Quarterly Fuel Hedge Update**

Motion/Second: Powell/Pine

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

Noes: None

Absent: None

**4. Public Comment for Items Not on the Agenda**

There were no comments.

**5. Report of the Chair**

**a. Resolution Honoring National Women’s History Month – Approved by Resolution No. 2022-12**

Director Rose Guilbault read the resolution into the record.

Motion/Second: Guilbault/Fraser

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

Noes: None

Absent: None

**6. Report of the General Manager/CEO**

Mr. Mau said the report was in the packet.

**a. Presentation of Operator and Maintenance Awards**

Mr. Mau introduced the 2021 Operator of the Year, Albert Perez, which was presented by Ana Rivas, Director of Bus Transportation.

Mr. Mau introduced the 2021 Mechanic of the Year, Long Lau, which was presented by David Harbour, Director of Maintenance.

Mr. Mau announced that Derek Hansel, Chief Financial Officer, would be leaving the District to assume the CFO role at MTC (Metropolitan Transportation Commission).

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

The item was continued to the April 6 Board meeting.

**7. Board Member Requests/Comments**

There were no requests or comments.

**8. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:26 pm.

*Director Charles Stone left the meeting at 3:46 pm.*

**9. Reconvene Board of Directors Meeting**

Chair Ratto reconvened the Board meeting at 3:53 pm.

**10. Matters for Board Consideration: Community Relations Committee**

Director Rose Guilbault reported on the following items:

Subjects Discussed:

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update

- d. Monthly Performance Report – January 2022
- e. New SamTrans Website Launch (continued to the April 6 Board meeting)

**13. Matters for Board Consideration: Finance Committee**

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

Resolution:

- a. Authorizing an Amendment to Contract #21-S-M-050 for the Purchase and Delivery of 17 Battery Electric Heavy-duty Low-floor Buses and 20 Depot Chargers, Increasing the Budget for the Express Bus Project by \$16,535,180, and Amending to Increase the Fiscal Year 2022 Capital Budget to \$55,519,700 – *Approved by Resolution No. 2022-13*

Motion/Second: Fraser/Gee

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

Noes: None

Absent: Stone

*Director Stone rejoined the meeting at 3:56 pm.*

**14. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee**

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

Resolutions:

- a. Adopting SamTrans Service Policy Framework – *Approved by Resolution No. 2022-14*
- b. Adopting the *Reimagine SamTrans* Final Plan, Approving the Associated Title VI Service Equity Analysis, and Adopting a Negative Declaration Under the California Environmental Quality Act – *Approved by Resolution No. 2022-15*

Motion/Second: Groom/Medina

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

Noes: None

Absent: None

Director Groom reported on the following item:

Subject Discussed:

- c. Update on Metropolitan Transportation Commission (MTC) Transit Network Management (TNM) Business Case and Fare Coordination and Integration

**15. Matters for Board Consideration: Legislative Committee**

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

Motion:

- a. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 2197 (Mullin) and SB 942 (Newman)

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: None

#### **16. Communications to the Board of Directors**

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

#### **17. Date, Time And Place Of Next Regular Meeting**

Chair Ratto announced the time and location of the next meeting as Wednesday, April 6, 2022 at 2:00 pm, via Zoom.

#### **18. General Counsel Report**

##### **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, announced the closed session and noted that the Board would reconvene back into open session for the special Board meeting that would immediately follow the regular Board meeting.

*The Board recessed to closed session at 4:03 pm.*

#### **19. Adjourn**

The meeting adjourned at 4:34 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 (District)  
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Board of Directors Special Meeting**

**March 2, 2022**

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

**MEMBERS ABSENT:** None

**STAFF PRESENT:** C. Mau, J. Cassman, S. van Hoften, J. Brook, D. Seamans

**1. CALL TO ORDER**

Chair Peter Ratto called the meeting to order at 4:34 pm.

**2. ROLL CALL**

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

**3. GENERAL COUNSEL REPORT**

**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, announced that following the closed session, the Board would not reconvene in open session.

*The Board recessed to closed session at 4:36 pm.*

**4. ADJOURN**

The meeting adjourned at 5:52 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 (District)  
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Board of Directors Special Meeting**

**March 17, 2022**

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

**Members Absent:** C. Groom

**Staff Present:** C. Mau, J. Cassman, S. van Hoften, D. Hansel, J. Brook, D. Seamans

**1. Call to Order**

Chair Peter Ratto called the meeting to order at 12:01 pm.

**2. Roll Call**

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

**3. Report from Closed Sessions at March 2 Regular and Special Board Meetings**

- a. Closed Sessions: Conference with Legal Counsel - Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case discussed at the Regular Meeting and One Potential Case discussed at the Special Meeting.**

Joan Cassman, Legal Counsel, reported that the Board took no action on either of the closed sessions.

**4. General Counsel Report**

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

Ms. Cassman announced that there were no reportable actions expected and recommended that the Board adjourn the meeting to the closed session. She noted that she would report out at the regular April 6 Board meeting.

*The Board recessed to closed session at 12:04 pm.*

## 5. Adjourn

The meeting adjourned at 1:24 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: **Acceptance of Statement of Revenues and Expenses for the Period  
Ending February 28, 2022**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of February 28, 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 February 28, 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 February 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 \$11.4 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 improving ridership. Other Interest, Rent, & Other Income (page 1, line 14) is higher than budget by \$0.7 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 allocation received from MTC.

**Forecast Expenses:** Total Uses of Funds (page 1, line 44) are forecast \$4.3 million lower than budget. 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), Uniforms and Driver Expense (page 3, line 13), Promotional and Legal Advertising (page 3, line 26), Professional Services (page 3, line 7), 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 reduce consultant services.

**Year to Date Revenues:** As of February year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$8.3 million lower than the prior year. This is primarily driven by the decreases in the CARES Act Funds (page 1, line 4), SMCTA Measure A (page 1, line 7), and Other Interest, Rent, & Other Income (page 1, line 14). 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 February year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$13.1 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 February 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  
FEBRUARY 2022

% OF YEAR ELAPSED: 58.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	3,164,281	5,811,891	2,647,611	83.7%	8,183,000	8,583,000	400,000
2 Local TDA and STA Funds	29,332,078	28,333,288	(998,790)	(3.4%)	42,499,928	42,499,928	-
3 Pass through to Other Agencies	253,563	398,248	144,685	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	377,776	(891,390)	(70.2%)	4,392,998	4,392,998	-
7 SMCTA Measure A	7,678,717	2,573,214	(5,105,502)	(66.5%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	440,857	320,256	(120,601)	(27.4%)	315,900	315,900	-
9 <b>Subtotal - Operating Revenues</b>	<b>84,247,020</b>	<b>53,448,036</b>	<b>(30,798,985)</b>	<b>(36.6%)</b>	<b>75,812,631</b>	<b>75,808,163</b>	<b>(4,468)</b>
<b>Other Revenue Sources</b>							
11 District Sales Tax	55,605,382	72,010,368	16,404,986	29.5%	96,490,000	103,619,000	7,129,000
12 Measure W Sales Tax	28,001,482	35,949,932	7,948,450	28.4%	48,245,000	51,809,500	3,564,500
13 Investment Income	2,252,951	1,531,053	(721,897)	(32.0%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	4,785,832	3,846,203	(939,628)	(19.6%)	5,845,069	6,577,801	732,732
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	17,595,879	17,420,151	(175,728)	(1.0%)	33,829,222	33,829,222	-
16							
17 <b>Subtotal - Other Revenues</b>	<b>108,241,526</b>	<b>130,757,708</b>	<b>22,516,182</b>	<b>20.8%</b>	<b>187,249,291</b>	<b>198,675,523</b>	<b>11,426,232</b>
18 <b>Total Revenues</b>	<b>192,488,546</b>	<b>184,205,744</b>	<b>(8,282,802)</b>	<b>(4.3%)</b>	<b>263,061,922</b>	<b>274,483,686</b>	<b>11,421,764</b>
19 <b>Total Sources of Funds</b>	<b>192,488,546</b>	<b>184,205,744</b>	<b>(8,282,802)</b>	<b>(4.3%)</b>	<b>263,061,922</b>	<b>274,483,686</b>	<b>11,421,764</b>
<b>USES OF FUNDS</b>							
22 PCJPB, SMCTA & SAMTR Capital W&B	17,595,879	17,420,151	(175,728)	(1.0%)	33,829,222	33,829,222	-
23 Motor Bus	83,620,620	85,847,150	2,226,530	2.7%	144,288,978	140,120,131	(4,168,847)
24 A. D. A. Programs	9,857,456	11,224,548	1,367,092	13.9%	17,797,833	17,660,553	(137,280)
25 Caltrain	6,535,315	-	(6,535,315)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,443,500	1,219,509	(223,992)	(15.5%)	2,780,281	2,780,281	-
27 Pass through to Other Agencies	253,563	398,248	144,685	57.1%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 <b>Total Operating Expense</b>	<b>119,306,333</b>	<b>116,109,605</b>	<b>(3,196,728)</b>	<b>(2.7%)</b>	<b>199,389,100</b>	<b>195,082,973</b>	<b>(4,306,127)</b>
30							
31 <b>Total Operating Surplus / (Deficit)</b>	<b>73,182,213</b>	<b>68,096,138</b>	<b>(5,086,075)</b>	<b>(6.9%)</b>	<b>63,672,822</b>	<b>79,400,713</b>	<b>15,727,891</b>
32							
33 District Sales Tax Capital	3,729,453	2,428,137	(1,301,317)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	666,667	4,540,481	3,873,814	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	12,171,375	-	(12,171,375)	(100.0%)	-	-	-
36 <b>Sales Tax Allocation - Capital Program</b>	<b>16,567,495</b>	<b>6,968,617</b>	<b>(9,598,878)</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>5,911,188</b>	<b>5,608,454</b>	<b>(302,733)</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>(21,644,111)</b>	<b>-</b>
43							
44 <b>Total Uses of Funds</b>	<b>141,785,016</b>	<b>128,686,677</b>	<b>(13,098,339)</b>	<b>(9.2%)</b>	<b>263,061,922</b>	<b>258,755,795</b>	<b>(4,306,127)</b>
45							
46 <b>NET SURPLUS / (DEFICIT)</b>	<b>50,703,530</b>	<b>55,519,067</b>	<b>4,815,536</b>	<b>9.5%</b>	<b>-</b>	<b>15,727,891</b>	<b>15,727,891</b>

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2022  
FEBRUARY 2022

% OF YEAR ELAPSED: 58.3%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	3,062,042	5,536,786	2,474,744	80.8%	7,753,000	8,153,000	400,000
2							
3 LOCAL (TDA) TRANSIT FUND	25,316,559	22,982,568	(2,333,991)	(9.2%)	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	2,360,091	3,717,320	1,357,229	57.5%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	1,039,825	103,325	(936,500)	(90.1%)	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	46,697,493	50,228,914	3,531,421	7.6%	89,631,669	84,330,090	(5,301,579)
10							
11 INVESTMENT INTEREST INCOME	1,817,512	1,265,796	(551,716)	(30.4%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	956,040	706,588	(249,451)	(26.1%)	1,684,688	1,684,688	-
15 Advertising Income	101,343	432,715	331,372	327.0%	745,500	745,500	-
16 Other Income	2,269,715	873,138	(1,396,576)	(61.5%)	140,406	873,138	732,732
17 TOTAL OTHER REVENUES	3,327,097	2,012,442	(1,314,656)	(39.5%)	2,570,594	3,303,326	732,732
18							
19 TOTAL MOTOR BUS	83,620,620	85,847,150	2,226,530	2.7%	144,288,978	140,120,131	(4,168,847)
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	102,239	275,106	172,867	169.1%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	1,338,201	1,209,608	(128,593)	(9.6%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	317,228	423,792	106,564	33.6%	635,687	635,687	-
25 Operating Grants	229,342	274,451	45,110	19.7%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	4,344,351	5,224,288	879,937	20.3%	6,833,022	6,695,742	(137,280)
27 Interest Income - Paratransit Fund	435,438	265,257	(170,181)	(39.1%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	2,149,333	2,573,214	423,881	19.7%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	941,324	978,831	37,507	4.0%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	9,857,456	11,224,548	1,367,093	13.9%	17,797,833	17,660,553	(137,280)
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	5,548,953	-	(5,548,953)	(100.0%)	-	-	-
36 Other Sources - Caltrain	986,362	-	(986,362)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	440,857	320,256	(120,601)	(27.4%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	566,188	836,373	270,185	47.7%	1,762,500	1,762,500	-
39 Dumbarton Rental Income	338,375	362,836	24,461	7.2%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	98,081	(299,955)	(398,036)	(405.8%)	539,906	539,906	-
41							
42 TOTAL MULTIMODAL	7,978,815	1,219,509	(6,759,306)	(84.7%)	2,780,281	2,780,281	-
43							
44 TOTAL REVENUES	101,456,890	98,291,207	(3,165,683)	(3.1%)	164,867,092	160,560,965	(4,306,127)

Statement of Revenues and Expenses

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

% OF YEAR ELAPSED: 58.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	47,269,441	45,928,817	(1,340,624)	(2.8%)	73,771,760	73,771,760	-
2							
3 Services:							
4 Board of Directors	80,200	94,244	14,044	17.5%	118,733	118,733	-
5 Contracted Vehicle Maintenance	534,003	684,806	150,804	28.2%	1,364,178	1,364,178	-
6 Property Maintenance	864,982	1,055,211	190,229	22.0%	1,754,500	1,754,500	-
7 Professional Services	2,147,892	3,359,861	1,211,969	56.4%	6,001,230	5,751,230	(250,000)
8 Technical Services	4,791,862	4,719,689	(72,172)	(1.5%)	10,743,517	9,684,670	(1,058,847)
9 Other Services	1,844,015	2,071,872	227,857	12.4%	4,370,839	4,160,839	(210,000)
10 Materials & Supply:							
11 Fuel and Lubricants	1,097,361	2,297,516	1,200,154	109.4%	3,526,864	3,526,864	-
12 Bus Parts and Materials	1,441,164	1,412,722	(28,442)	(2.0%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	245,067	364,610	119,543	48.8%	1,093,563	593,563	(500,000)
14 Timetables and Tickets	-	61,821	61,821	100.0%	224,134	174,134	(50,000)
15 Office Supplies / Printing	337,137	244,031	(93,106)	(27.6%)	405,194	405,194	-
16 Other Materials and Supply	123,509	69,442	(54,067)	(43.8%)	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	374,432	338,732	(35,700)	(9.5%)	669,200	669,200	-
20 Other Utilities	831,161	903,796	72,635	8.7%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,699,611	497,655	22.6%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	54,642	958,199	903,557	1,653.6%	600,000	600,000	-
23 Workers' Compensation	2,090,794	2,167,152	76,358	3.7%	3,756,275	3,756,275	-
24 Taxes and License Fees	438,567	576,041	137,474	31.3%	967,142	967,142	-
25 Leases and Rentals	44,294	52,529	8,235	18.6%	81,900	81,900	-
26 Promotional and Legal Advertising	108,115	182,035	73,920	68.4%	1,252,443	852,443	(400,000)
27 Training and Business Travel	144,078	104,126	(39,952)	(27.7%)	675,125	475,125	(200,000)
28 Dues and Membership	118,264	132,056	13,793	11.7%	188,467	188,467	-
29 Postage and Other	69,909	79,300	9,391	13.4%	217,442	217,442	-
30							
31 <b>Total District Operated Buses</b>	<b>67,252,845</b>	<b>70,558,220</b>	<b>3,305,375</b>	<b>4.9%</b>	<b>118,684,861</b>	<b>116,016,014</b>	<b>(2,668,847)</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	13,621,140	12,508,642	(1,112,498)	(8.2%)	21,123,100	19,623,100	(1,500,000)
35 Coastside Services	1,049,570	1,091,002	41,432	3.9%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	132,337	121,382	(10,954)	(8.3%)	229,300	229,300	-
37 La Honda - Pescadero	-	13,125	13,125	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	34,819	93,067	58,248	167.3%	152,000	152,000	-
39 CUB Related Wages & Benefits	231,889	261,910	30,020	12.9%	505,717	505,717	-
40 CUB Related Other Support	65,248	63,057	(2,192)	(3.4%)	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	331,178	(118,859)	(450,037)	(135.9%)	200,000	200,000	-
43 <b>Total Contracted Bus Service</b>	<b>16,367,775</b>	<b>15,288,930</b>	<b>(1,078,845)</b>	<b>(6.6%)</b>	<b>25,604,117</b>	<b>24,104,117</b>	<b>(1,500,000)</b>
44							
45 <b>TOTAL MOTOR BUS</b>	<b>83,620,620</b>	<b>85,847,150</b>	<b>2,226,530</b>	<b>2.7%</b>	<b>144,288,978</b>	<b>140,120,131</b>	<b>(4,168,847)</b>

Statement of Revenues and Expenses

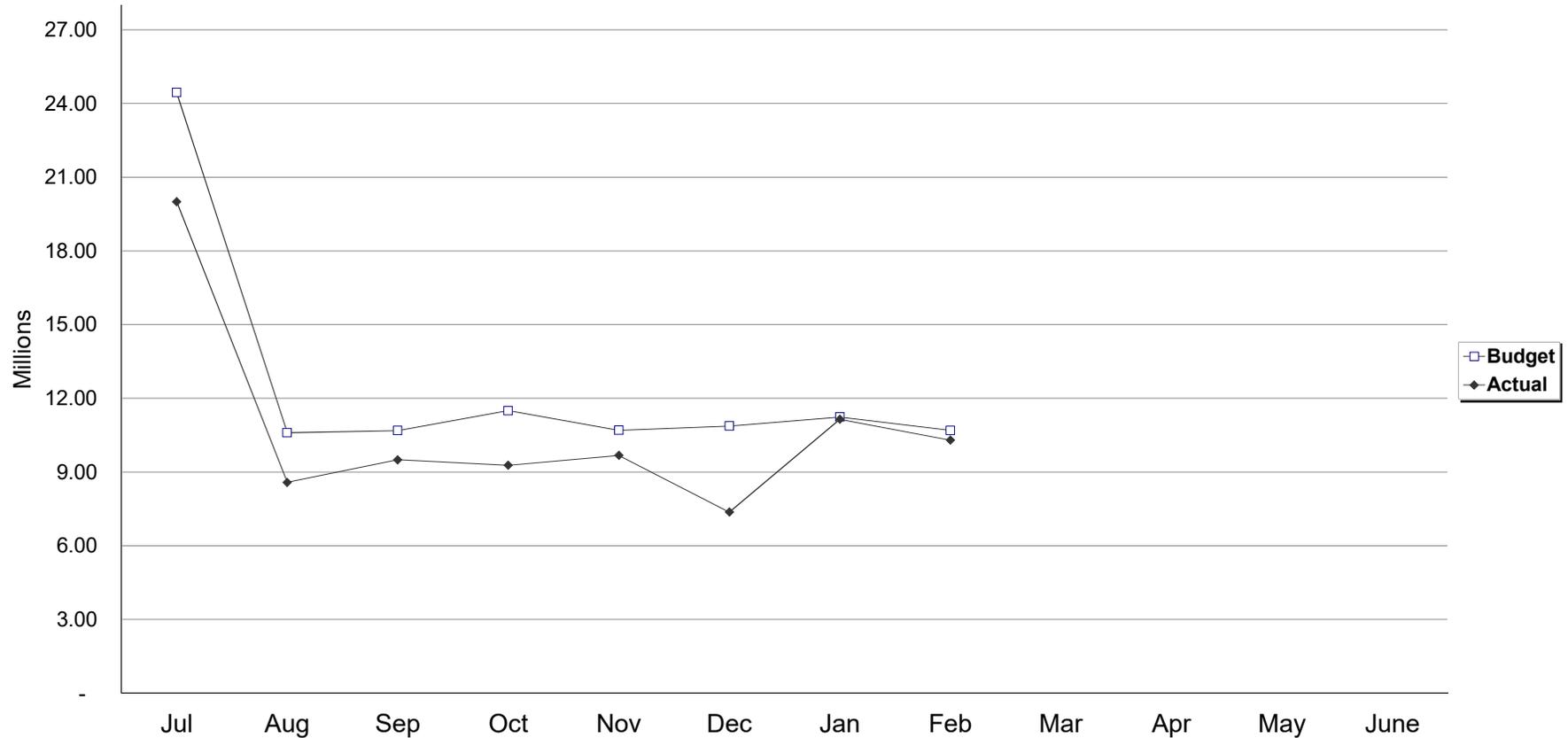
OPERATING EXPENSES  
FISCAL YEAR 2022  
FEBRUARY 2022

% OF YEAR ELAPSED: 58.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	4,520,910	5,088,258	567,348	12.5%	7,675,510	7,675,510	-
49 ADA Sedans / Taxi Service	1,235,850	1,494,855	259,005	21.0%	2,212,350	2,212,350	-
50 Coastside ADA	750,210	899,877	149,667	20.0%	1,420,000	1,420,000	-
51 ADA Related Wages & Benefits	1,841,388	1,677,080	(164,308)	(8.9%)	2,768,826	2,768,826	-
52 ADA Related Other Support	777,764	1,091,849	314,086	40.4%	2,332,603	2,195,323	(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	(12,509)	(83,897)	(71,388)	(570.7%)	200,000	200,000	-
55							
56 <b>TOTAL ADA PROGRAMS</b>	<b>9,857,456</b>	<b>11,224,548</b>	<b>1,367,092</b>	<b>13.9%</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	6,535,315	-	(6,535,315)	(100.0%)	-	-	-
63 <b>Total Caltrain Service</b>	<b>6,535,315</b>	<b>-</b>	<b>(6,535,315)</b>	<b>(100.0%)</b>	<b>-</b>	<b>-</b>	<b>-</b>
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	1,273,524	1,086,538	(186,986)	(14.7%)	2,331,500	2,331,500	-
67 Shuttle Related Wages & Benefits	55,932	47,325	(8,607)	(15.4%)	91,806	91,806	-
68 Dumbarton M.O.W.	20,080	-	(20,080)	(100.0%)	161,975	161,975	-
69 Maintenance Multimodal Facilities	93,964	85,646	(8,318)	(8.9%)	195,000	195,000	-
70 <b>Total Other Support</b>	<b>1,443,500</b>	<b>1,219,509</b>	<b>(223,992)</b>	<b>(15.5%)</b>	<b>2,780,281</b>	<b>2,780,281</b>	<b>-</b>
71							
72							
73 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>7,978,815</b>	<b>1,219,509</b>	<b>(6,759,307)</b>	<b>(84.7%)</b>	<b>2,780,281</b>	<b>2,780,281</b>	<b>-</b>
74							
75							
76 <b>TOTAL OPERATING EXPENSES</b>	<b>101,456,890</b>	<b>98,291,207</b>	<b>(3,165,684)</b>	<b>(3.1%)</b>	<b>164,867,092</b>	<b>160,560,965</b>	<b>(4,306,127)</b>

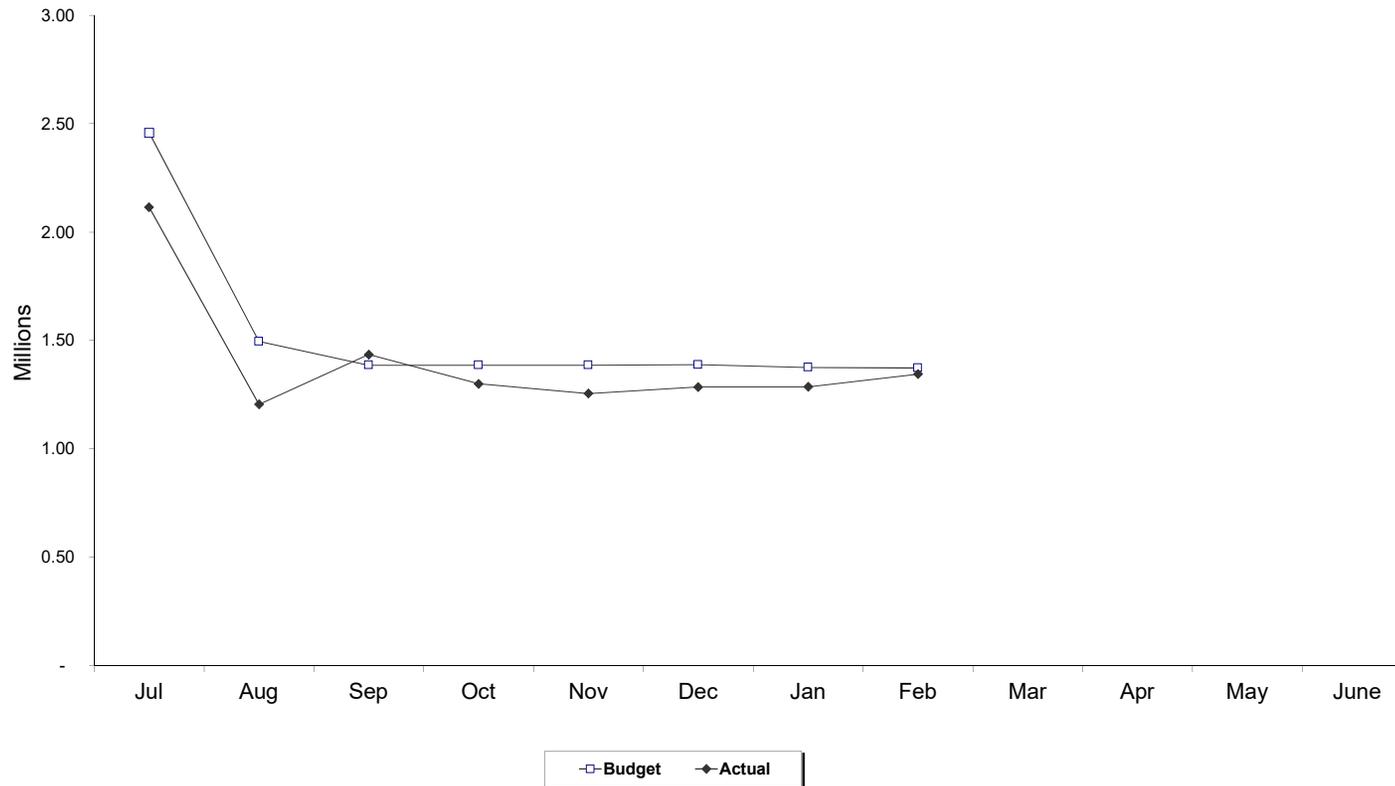
## SAN MATEO COUNTY TRANSIT DISTRICT

### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL FISCAL YEAR 2022



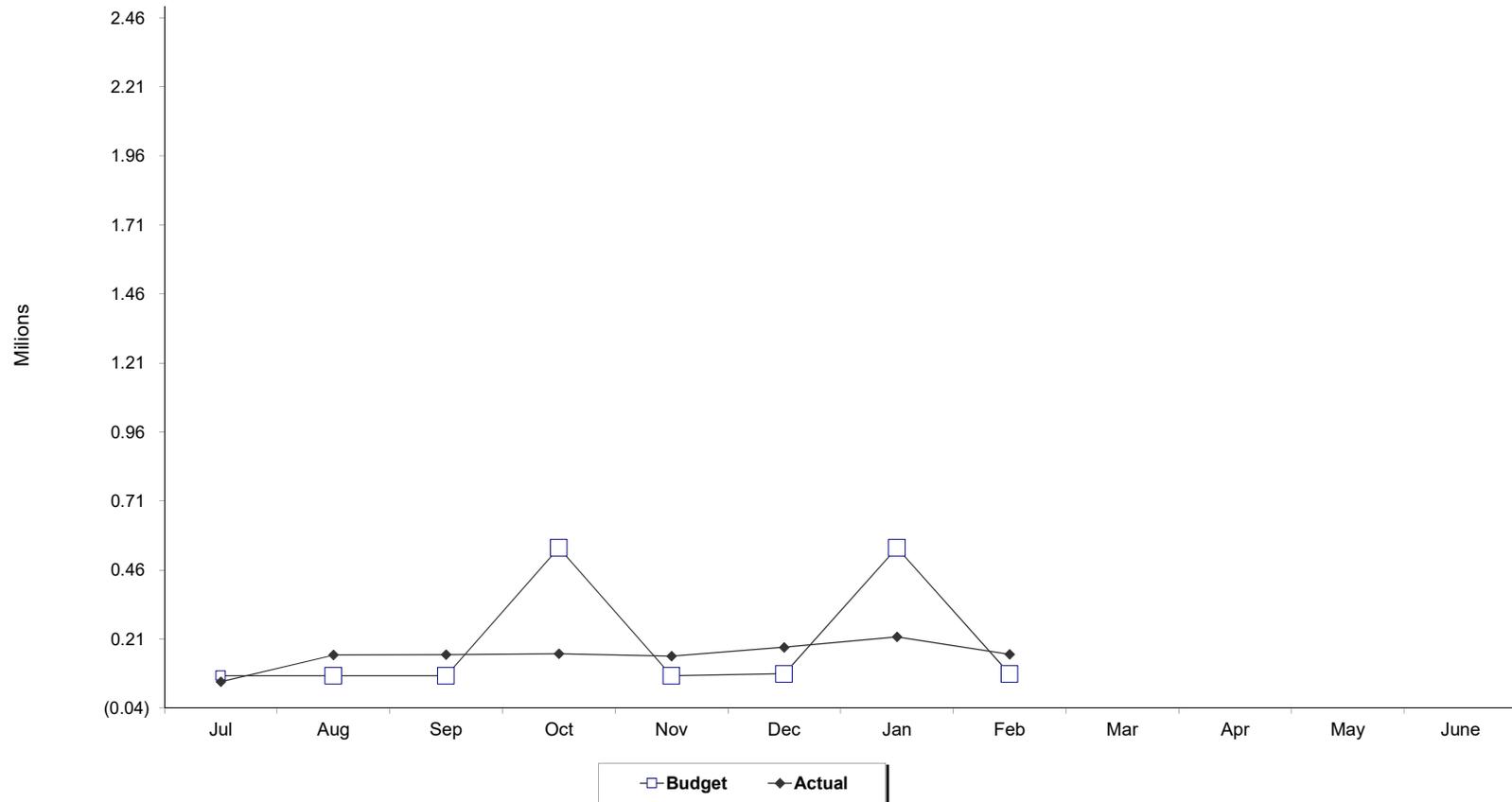
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269	11,238,999	10,694,709				
<b>Actual</b>	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357	11,147,156	10,296,735				
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040	90,030,039	100,724,749				
<b>Actual</b>	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259	75,550,415	85,847,150				
<b>Variance - F(U)</b>	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781	14,479,624	14,877,599				
<b>Variance %</b>	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%	16.1%	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>												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680	1,375,387	1,372,662				
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079	1,285,390	1,344,632				
<b>CUMULATIVE EXPENSES</b>												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815	10,875,202	12,247,863				
Actual	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527	9,879,916	11,224,548				
Variance - F(U)	343,564	634,128	585,468	671,520	802,688	905,288	995,283	1,023,316				
Variance %	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%	9.2%	8.4%				

### 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				
Actual	56,004	152,622	153,378	156,901	147,846	180,046	218,183	154,528				
<b>CUMULATIVE EXPENSES</b>												
Budget	77,345	154,690	232,035	772,980	850,325	934,270	1,475,215	1,559,160				
Actual	56,004	208,626	362,004	518,905	666,752	846,798	1,064,980	1,219,509				
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573	87,472	410,235	339,651				
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%	27.8%	21.8%				

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF FEBRUARY 28, 2022**

Item #4.c.  
4/6/2022

2/28/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	97,992,136.63
Bank of America Checking (Restricted)	10,202,488.30
Wells Fargo	1,453.25
LAIF	74,843,042.92

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	207,646,596.99
MMF - US Bank Custodian Account	9,288,941.59

**Debt Service Reserves Held By Trustee** 10,188,634.01

**TOTAL** **410,163,293.69**

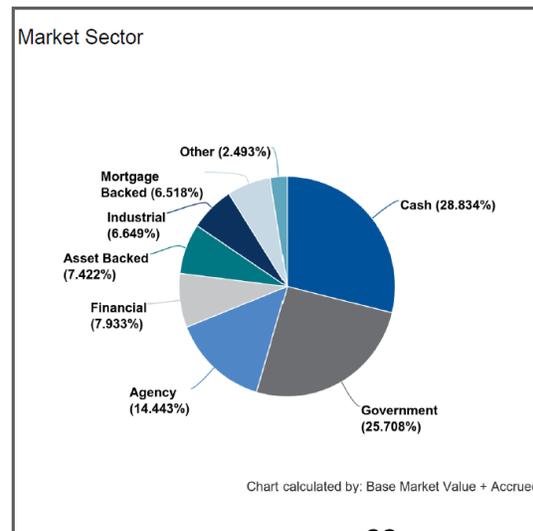
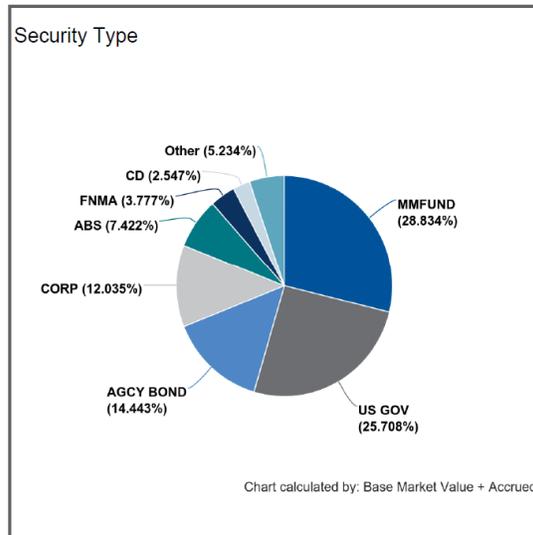
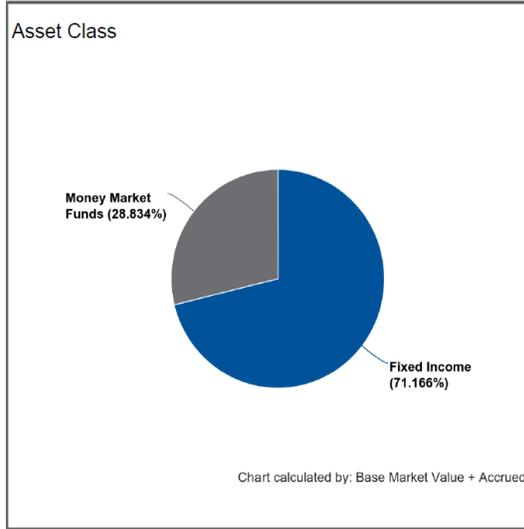
\* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
MMFund (incl LAIF)	84,131,984.51
Fixed Income	207,646,596.99
Duration	2.042
Convexity	0.009
WAL	1.580
Years to Final Maturity	2.237
Years to Effective Maturity	1.579
Yield	1.574
Book Yield	0.783
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
United States	25.708%
(SM - LAIF) State of California	25.651%
Other	22.385%
Federal Home Loan Mortgage Corporation	14.230%
Federal National Mortgage Association	6.092%
U.S. Bancorp	3.807%
JPMorgan Chase & Co.	1.066%
The Bank of New York Mellon Corporation	1.061%
---	100.000%

Footnotes: 1,2

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

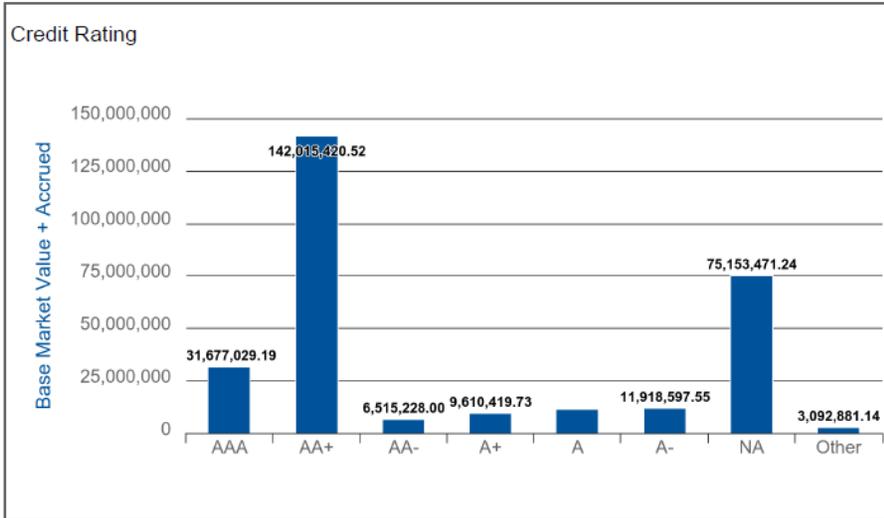


Risk Summary

02/01/2022 - 02/28/2022

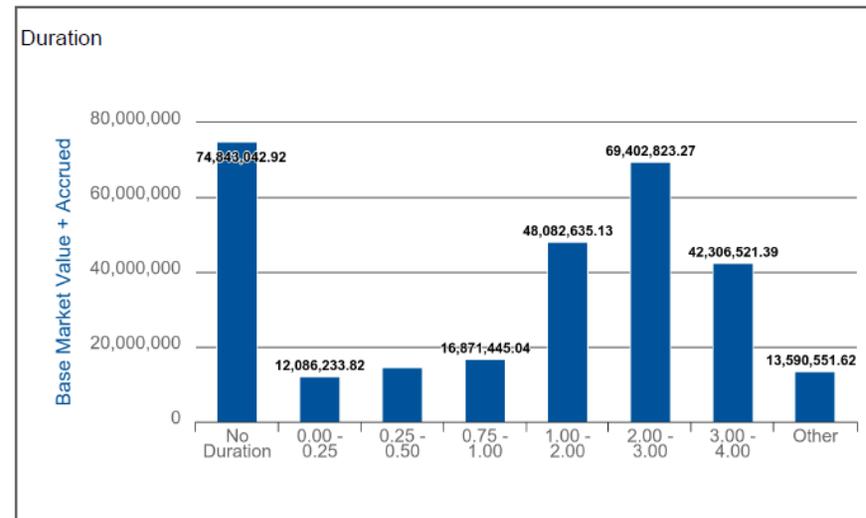
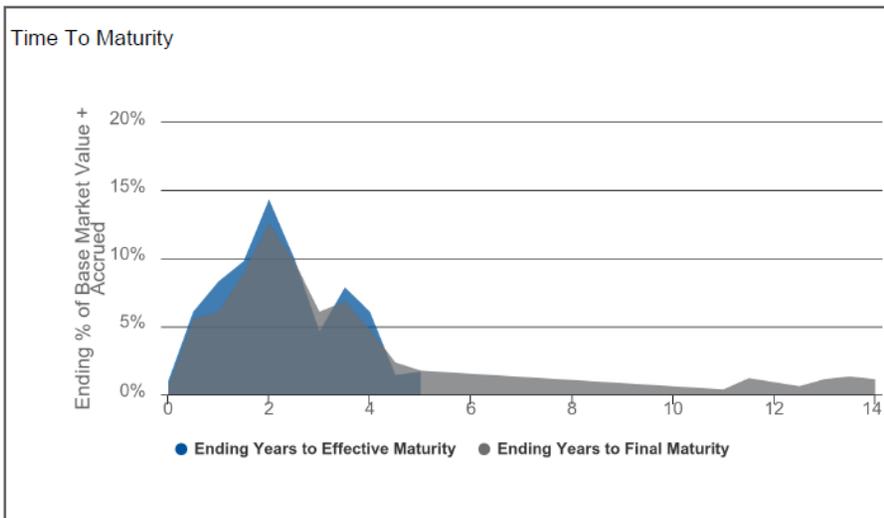
SAM Transit District Agg (136232)

Dated: 03/07/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.705%	2.381%	2.770%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	9.263%	12.302%	15.372%	13.487%	0.715%	0.000%	0.000%	0.000%	0.000%
A	1.370%	1.689%	4.818%	1.012%	2.532%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.826%	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%	0.106%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

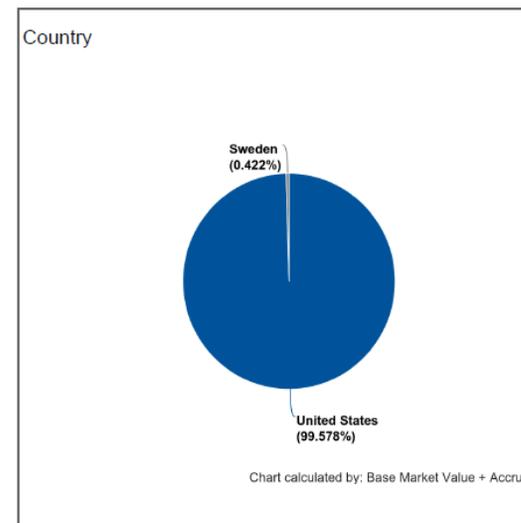
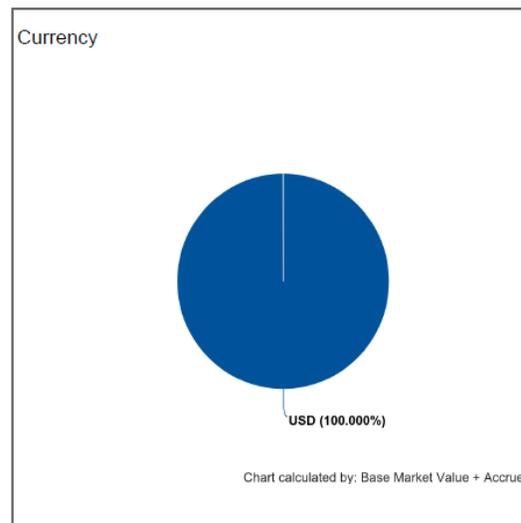
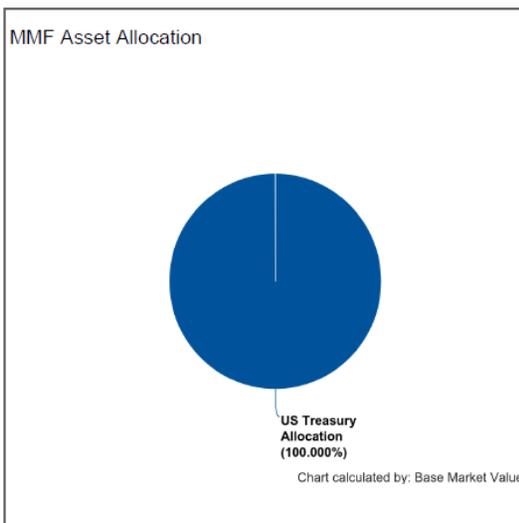
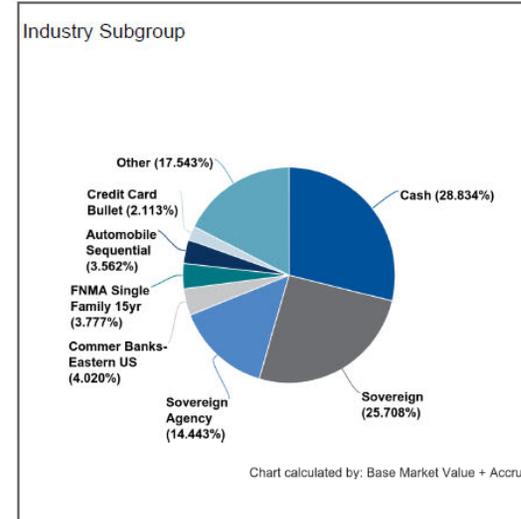
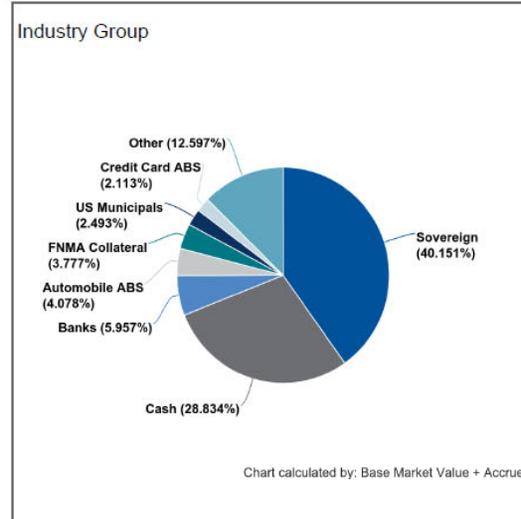
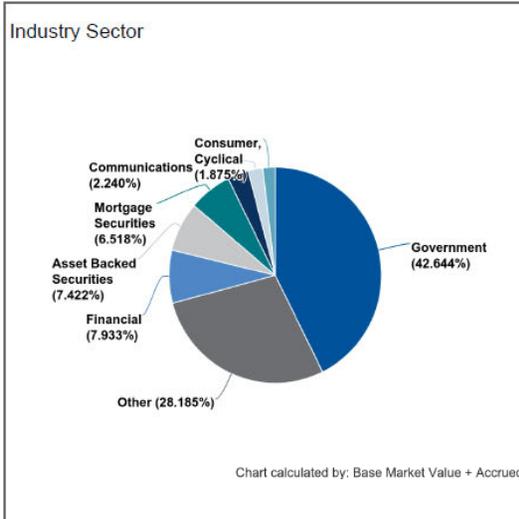


**Risk Summary**

02/01/2022 - 02/28/2022

**SAM Transit District Agg (136232)**

Dated: 03/07/2022





**Report:** Master BS by lot - group by Security type  
**Account:** SAM TR Reimbursement Fund (136225)  
**As of:** 02/28/2022  
**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	---	02/28/2022	8,441,379.92	0.00	8,441,379.92	8,441,379.92
	<b>31846V534</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: 02/28/2022  
 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	364,014.68	364,037.50
ABS	09661RAD3	BMWOT 2020-A A3	246,248.62	07/15/2020	10/25/2024	246,230.03	19.70	244,953.37	244,973.07
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,666,446.41	1,667,715.39
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,431,645.03	1,432,005.59
ABS	14041NFX2	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	1,117,890.46	1,118,419.71
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	446,540.64	446,698.06
ABS	14313FAD1	CARMX 2018-3 A3	9,159.82	07/25/2018	06/15/2023	9,158.57	12.74	9,165.68	9,178.42
ABS	14315FAD9	CARMX 2020-3 A3	413,595.76	07/22/2020	03/17/2025	413,524.87	113.97	411,582.37	411,696.34
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	419,554.68	419,649.13
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	251,140.54	251,179.07
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	862,147.45	862,376.87
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	376,242.26	376,351.34
ABS	36255JAD6	GMCAR 2018-3 A3	3,351.85	07/18/2018	05/16/2023	3,351.07	4.22	3,353.15	3,357.37
ABS	362569AD7	GMCAR 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	38.25	297,931.00	297,969.25
ABS	362590AC5	GMCAR 2020-3 A3	677,556.94	08/19/2020	04/16/2025	677,401.91	127.04	672,512.42	672,639.46
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	394,401.38	394,464.71
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	403,624.52	403,665.86
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	597,225.23	597,347.23
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	101.20	451,260.91	451,362.11
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,232,652.04	1,232,863.15
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	328,147.57	328,204.15
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	345,979.05	346,095.81
ABS	47787NAC3	JDOT 2020-B A3	224,196.70	07/22/2020	11/15/2024	224,162.54	50.82	223,050.82	223,101.64
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	346,525.52	346,623.34
ABS	65479CAD0	NAROT 2020-B A3	297,337.96	06/30/2020	07/15/2024	297,329.81	72.68	296,249.05	296,321.74
ABS	65480BAC1	NAOT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,421,185.42	1,421,398.82
ABS	89237VAB5	TAOT 2020-C A3	866,407.58	07/27/2020	10/15/2024	866,340.87	169.43	861,406.77	861,576.20
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	327,656.80	327,707.98
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,019,162.62	1,019,310.54
ABS	92348TAA2	VZOT 2020-A A1A	425,547.61	01/29/2020	07/22/2024	425,497.78	240.55	426,670.85	426,911.40
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	672,553.58	672,767.07
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	548,675.07	548,876.67
<b>ABS</b>			<b>18,768,402.83</b>			<b>18,765,781.22</b>	<b>5,297.64</b>	<b>18,471,547.35</b>	<b>18,476,844.98</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	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,902.78	964,008.00	965,910.78
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	1,014.06	524,053.20	525,067.26
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	5,763.89	9,996,110.00	10,001,873.89
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,239.58	967,566.00	969,805.58
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,027.78	961,419.00	962,446.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	81.25	1,242,077.20	1,242,158.45
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,900.00	1,147,640.40	1,149,540.40
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	750.69	1,127,389.85	1,128,140.54
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,147.92	940,002.20	941,150.12
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	451.39	985,816.00	986,267.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	666.67	1,528,542.40	1,529,209.07
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	121.53	2,460,245.00	2,460,366.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,321.53	1,081,889.60	1,083,211.13
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,802.08	1,475,304.00	1,477,106.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	2,139.58	1,239,080.70	1,241,220.28
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	562.50	1,175,913.60	1,176,476.10
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,038.19	1,275,501.50	1,276,539.69
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	4,833.33	7,839,608.00	7,844,441.33
<b>AGCY BOND</b>			<b>37,650,000.00</b>			<b>37,615,238.87</b>	<b>28,764.76</b>	<b>36,932,166.65</b>	<b>36,960,931.41</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, NEV	900,000.00	04/04/2019	04/01/2022	900,000.00	23,347.50	902,039.40	925,386.90
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	6,745.67	1,189,293.60	1,196,039.27
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	4,791.17	956,700.35	961,491.52
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	146.46	954,787.05	954,933.51
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	147.25	954,833.60	954,980.85
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	07/14/2020	07/08/2022	900,000.00	875.00	900,153.00	901,028.00
<b>CD</b>			<b>5,850,000.00</b>			<b>5,850,000.00</b>	<b>36,053.04</b>	<b>5,857,807.00</b>	<b>5,893,860.04</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	7,735.00	925,555.50	933,290.50
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,791.69	1,282,720.70	1,284,512.38
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	908,605.80	912,445.80
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	976,645.00	980,082.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	976,645.00	980,082.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	2,406.25	683,651.50	686,057.75
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	909,564.30	911,439.30
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	128.65	316,142.78	316,271.42
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	560.76	813,163.55	813,724.31
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	2,583.33	836,467.20	839,050.53
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	2,901.80	1,049,954.40	1,052,856.20
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,398.93	388,158.80	389,557.73
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	5,381.25	2,669,743.80	2,675,125.05
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	812.89	500,269.50	501,082.38
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	3,251.25	1,318,581.45	1,321,832.70
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	886,014.00	890,287.50
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	1,275.00	878,503.90	879,778.90
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	1,439.84	469,929.60	471,369.44
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	823.44	455,213.15	456,036.58
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	138.54	946,269.35	946,407.89
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	902,956.50	903,713.63
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	930,092.40	935,193.65
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	2,242.50	470,632.50	472,875.00
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	11,388.80	915,796.80	927,185.60
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,194.80	560,859.42	562,054.22
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	378.44	751,723.50	752,101.94
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	487.50	386,834.37	387,321.87
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	925,486.20	928,811.20
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	4,631.25	325,073.78	329,705.03
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	76.81	387,964.66	388,041.46
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	194.03	615,092.12	615,286.14
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,680.94	484,733.70	486,414.64
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	465.60	395,334.80	395,800.40
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	481.00	238,115.76	238,596.76
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	446,568.30	446,973.30
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	138,932.36	139,058.36
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	133,970.49	134,091.99
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	593.13	248,258.14	248,851.27
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	92.51	271,008.36	271,100.87
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,816,401.60	1,820,121.60
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	3,894.03	1,099,573.65	1,103,467.68
<b>CORP</b>			<b>30,837,000.00</b>			<b>31,602,416.92</b>	<b>90,849.32</b>	<b>30,637,208.65</b>	<b>30,728,057.97</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	1,184,034.60	06/25/2021	06/01/2035	1,275,797.29	3,453.43	1,227,666.70	1,231,120.14
FHLMC	3133L7LB1	FH RC1222	1,431,332.90	10/19/2021	12/01/2034	1,538,682.87	4,174.72	1,479,350.54	1,483,525.26
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	669,565.00	671,223.58
FHLMC	3137BM6P6	FHMS K-721 A2	338,896.57	04/09/2018	08/25/2022	341,782.49	872.66	340,584.28	341,456.93
FHLMC	3137F62S5	FHMS K-J31 A1	385,152.92	10/29/2020	05/25/2026	385,145.22	182.63	374,283.91	374,466.54
FHLMC	3137FKK39	FHMS K-P05 A	12,527.71	12/17/2018	07/25/2023	12,527.67	33.44	12,744.31	12,777.75
FHLMC	3137FQ3V3	FHMS K-J27 A1	88,663.13	11/26/2019	07/25/2024	88,661.00	154.57	88,950.40	89,104.97
FHLMC	3137H4RZ5	FHMS K-J36 A1	211,450.46	12/16/2021	12/25/2026	211,449.61	228.72	207,542.85	207,771.57
<b>FHLMC</b>			<b>4,302,058.29</b>			<b>4,536,241.45</b>	<b>10,758.75</b>	<b>4,400,687.99</b>	<b>4,411,446.74</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	1,581,301.80	12/29/2020	09/25/2033	1,603,662.40	1,317.75	1,551,911.11	1,553,228.86
FHLMC CMO	3137F7DH5	FHR 5048 B	946,432.94	11/30/2020	05/25/2033	958,411.23	788.69	915,551.35	916,340.04
<b>FHLMC CMO</b>			<b>2,527,734.74</b>			<b>2,562,073.63</b>	<b>2,106.45</b>	<b>2,467,462.45</b>	<b>2,469,568.90</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	1,274,635.66	05/18/2021	03/01/2035	1,365,851.77	3,186.59	1,322,897.58	1,326,084.17
FNMA	3140Q9FM0	FN CA1971	1,630,869.24	01/18/2022	06/01/2033	1,720,821.87	4,756.70	1,698,631.20	1,703,387.91
FNMA	3140QGKN6	FN CA8400	1,242,023.72	03/22/2021	12/01/2035	1,358,851.57	3,622.57	1,286,908.65	1,290,531.22
FNMA	3140X92C8	FN FM6170	1,107,034.58	06/25/2021	07/01/2035	1,199,748.72	3,690.12	1,160,594.48	1,164,284.60
FNMA	3140X9K46	FN FM5714	841,853.17	03/25/2021	11/01/2035	917,093.79	2,806.18	873,522.06	876,328.23
FNMA	3140XALC4	FN FM6622	1,443,046.96	03/29/2021	02/01/2036	1,517,454.07	3,006.35	1,470,213.36	1,473,219.71
FNMA	3140XC4K1	FN FM8925	1,418,187.36	11/16/2021	08/01/2034	1,537,846.92	4,727.29	1,504,861.87	1,509,589.16
<b>FNMA</b>			<b>8,957,650.67</b>			<b>9,617,668.72</b>	<b>25,795.79</b>	<b>9,317,629.20</b>	<b>9,343,424.99</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	671,497.97	---	02/28/2022	671,497.97	0.00	671,497.97	671,497.97
<b>MMFUND</b>			<b>671,497.97</b>			<b>671,497.97</b>	<b>0.00</b>	<b>671,497.97</b>	<b>671,497.97</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	627.73	254,724.60	255,352.33
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,235.53	411,527.20	412,762.73
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	231,881.40	232,284.09
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	733.83	340,553.50	341,287.33
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,362.83	632,456.50	633,819.33
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	524.17	243,252.50	243,776.67
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	354.29	528,489.50	528,843.79
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	318.75	731,310.00	731,628.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	212.63	389,091.60	389,304.23
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	575.85	315,800.10	316,375.95
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	6,418.67	1,546,576.00	1,552,994.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	336.38	560,308.75	560,645.13
<b>MUNI</b>			<b>6,375,000.00</b>			<b>6,378,878.00</b>	<b>13,103.34</b>	<b>6,185,971.65</b>	<b>6,199,074.99</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	30,082.87	4,064,375.00	4,094,457.87
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	7,308.36	2,094,128.91	2,101,437.26
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	20,780.39	5,954,390.63	5,975,171.01
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	10,566.30	3,027,656.25	3,038,222.55
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	11,781.25	2,915,406.25	2,927,187.50
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	3,859.38	955,046.88	958,906.25
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	6,906.25	1,709,031.25	1,715,937.50
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	16,023.31	2,962,445.31	2,978,468.62
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	12,492.75	2,309,703.13	2,322,195.87
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	16,574.59	5,054,687.50	5,071,262.09
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	4,889.50	1,491,132.81	1,496,022.32
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,154.70	657,109.38	659,264.07
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,491.71	454,921.88	456,413.59
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,475.14	1,364,765.63	1,369,240.76
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,465.47	853,453.13	855,918.59
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,035.91	2,384,375.00	2,385,410.91
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	391.48	1,466,484.38	1,466,875.86
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	217.54	332,718.75	332,936.29
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	745.86	1,140,750.00	1,141,495.86
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	4,475.14	6,844,500.00	6,848,975.14
US GOV	91282CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	25,405.22	17,580,937.50	17,606,342.72
<b>US GOV</b>			<b>66,300,000.00</b>			<b>65,963,185.58</b>	<b>184,123.10</b>	<b>65,618,019.53</b>	<b>65,802,142.63</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	182,239,344.51			183,562,982.36	396,852.19	180,559,998.44	180,956,850.63

\* 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: 02/28/2022  
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	63,948.53	63,952.53
ABS	09661RAD3	BMWOT 2020-A A3	70,356.75	07/15/2020	10/25/2024	70,351.44	5.63	69,986.68	69,992.31
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	476,844.61	477,207.72
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	247,504.73	247,567.07
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	209,909.56	210,008.94
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	77,659.24	77,686.62
ABS	14313FAD1	CARMX 2018-3 A3	2,399.00	07/25/2018	06/15/2023	2,398.67	3.34	2,400.53	2,403.87
ABS	14315FAD9	CARMX 2020-3 A3	119,483.22	07/22/2020	03/17/2025	119,462.74	32.92	118,901.57	118,934.50
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	98,718.75	98,740.97
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,318.92	44,325.72
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	150,149.28	150,189.23
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	63,521.42	63,539.84
ABS	362551AD6	GMCAR 2018-3 A3	1,005.55	07/18/2018	05/16/2023	1,005.32	1.27	1,005.95	1,007.21
ABS	362569AD7	GMCAR 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	8.29	64,551.72	64,560.00
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	83,810.29	83,823.75
ABS	36261RAD0	GMCAR 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,911.50	68,918.56
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	102,802.06	102,822.06
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	01/24/2021	01/21/2026	84,982.08	18.70	83,385.17	83,403.87
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	271,183.45	271,229.89
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	63,670.42	63,681.40
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	58,475.33	58,495.07
ABS	47787NAC3	JDOT 2020-B A3	53,807.21	07/22/2020	11/15/2024	53,799.01	12.20	53,532.20	53,544.39
ABS	65479CAD0	NAROT 2020-B A3	81,767.94	06/30/2020	07/15/2024	81,765.70	19.99	81,468.49	81,488.48
ABS	89237VAB5	TAOT 2020-C A3	92,171.02	07/27/2020	10/15/2024	92,163.92	18.02	91,639.02	91,657.04
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	63,575.20	63,585.13
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	148,421.74	148,443.28
ABS	92348TAA2	VZOT 2020-A A1A	111,986.21	01/29/2020	07/22/2024	111,973.10	63.30	112,281.80	112,345.11
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	112,910.45	112,946.30
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	93,078.81	93,113.01
ABS			3,222,976.90			3,222,482.18	1,047.44	3,178,566.42	3,179,613.87

**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	523.26	265,102.20	265,625.46
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	212.03	109,574.76	109,786.79
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	615.89	266,080.65	266,696.54
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	282.64	264,390.23	264,672.86
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	17.19	262,747.10	262,764.29
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	435.42	263,000.93	263,436.34
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	163.19	245,084.75	245,247.94
AGCY BOND	3137EAE86	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	332.29	272,105.90	272,438.19
AGCY BOND	3137EAE89	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	124.13	271,099.40	271,223.53
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	145.83	334,368.65	334,514.48
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	38.89	787,278.40	787,317.29
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	408.47	334,402.24	334,810.71
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	552.64	452,426.56	452,979.20
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	905.21	524,226.45	525,131.66
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	121.88	254,781.28	254,903.16
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	219.62	269,817.63	270,037.24
AGCY BOND			5,325,000.00			5,313,158.74	5,098.58	5,176,487.12	5,181,585.69

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NE	250,000.00	04/04/2019	04/01/2022	250,000.00	6,485.42	250,566.50	257,051.92
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	1,124.28	198,215.60	199,339.88
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	1,386.92	276,939.58	278,326.49
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	42.40	276,385.73	276,428.12
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	42.63	276,399.20	276,441.83
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR.	250,000.00	07/14/2020	07/08/2022	250,000.00	243.06	250,042.50	250,285.56
<b>CD</b>			<b>1,525,000.00</b>			<b>1,525,000.00</b>	<b>9,324.69</b>	<b>1,528,549.10</b>	<b>1,537,873.79</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	333.81	238,985.99	239,319.80
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	252,390.50	253,457.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	268,577.38	269,522.69
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	252,656.75	253,177.58
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	21.77	53,501.09	53,522.86
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	98.96	143,499.45	143,598.41
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	527.60	190,900.80	191,428.40
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	699.47	194,079.40	194,778.87
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	847.05	420,237.45	421,084.50
CORP	14913RU0U	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	481.67	195,345.40	195,827.07
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	267.19	87,203.43	87,470.62
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	123.96	68,526.71	68,650.67
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	39.38	268,939.71	268,979.09
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	258,359.00	259,776.01
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	299.29	98,074.40	98,373.69
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	422.30	198,234.80	198,657.10
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	50.46	100,229.80	100,280.26
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	75.00	59,512.98	59,587.98
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	257,079.50	258,003.11
CORP	69371RRP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,425.00	100,022.70	101,447.70
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	32.08	101,708.15	101,740.23
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	288.65	83,237.10	83,525.75
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	69.84	59,300.22	59,370.06
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	70.15	34,725.22	34,795.36
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	124,046.75	124,159.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	49,618.70	49,663.70
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	24,809.35	24,831.85
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	677.22	191,230.20	191,907.42
<b>CORP</b>			<b>4,430,000.00</b>			<b>4,442,877.85</b>	<b>11,904.27</b>	<b>4,375,032.90</b>	<b>4,386,937.17</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	219,774.40	06/25/2021	06/01/2035	236,806.92	641.01	227,873.17	228,514.18
FHLMC	3133L7LB1	FH RC1222	257,639.93	10/19/2021	12/01/2034	276,962.91	751.45	266,283.10	267,034.55
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	180,267.50	180,714.04
FHLMC	3137BM6P6	FHMS K-721 A2	97,903.45	04/09/2018	08/25/2022	98,737.16	252.10	98,391.01	98,643.11
FHLMC	3137F62S5	FHMS K-J31 A1	90,837.95	10/29/2020	05/25/2026	90,836.14	43.07	88,274.51	88,317.58
FHLMC	3137FKK39	FHMS K-P05 A	3,559.01	12/17/2018	07/25/2023	3,559.00	9.50	3,620.54	3,630.04
FHLMC	3137FQ3V3	FHMS K-J27 A1	23,029.38	11/26/2019	07/25/2024	23,028.83	40.15	23,104.00	23,144.15
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,639.85	12/16/2021	12/25/2026	33,639.71	36.39	33,018.18	33,054.57
<b>FHLMC</b>			<b>901,383.98</b>			<b>947,238.64</b>	<b>2,220.21</b>	<b>920,832.02</b>	<b>923,052.22</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	200,206.97	11/30/2020	05/25/2033	202,740.84	166.84	193,674.32	193,841.16
<b>FHLMC CMO</b>			<b>200,206.97</b>			<b>202,740.84</b>	<b>166.84</b>	<b>193,674.32</b>	<b>193,841.16</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	224,935.70	05/18/2021	03/01/2035	241,032.67	562.34	233,452.51	234,014.85
FNMA	3140Q9FM0	FN CA1971	244,630.39	01/18/2022	06/01/2033	258,123.28	713.51	254,794.68	255,508.19
FNMA	3140QGKN6	FN CA8400	243,101.09	03/22/2021	12/01/2035	265,967.79	709.04	251,886.41	252,595.45
FNMA	3140X92C8	FN FM6170	207,568.98	06/25/2021	07/01/2035	224,952.89	691.90	217,611.47	218,303.36
FNMA	3140X9K46	FN FM5714	150,330.92	03/25/2021	11/01/2035	163,766.75	501.10	155,986.08	156,487.18
FNMA	3140XALC4	FN FM6622	270,571.31	03/29/2021	02/01/2036	284,522.64	563.69	275,665.00	276,228.69
FNMA	3140XC4K1	FN FM8925	265,910.13	11/16/2021	08/01/2034	288,346.30	886.37	282,161.60	283,047.97
<b>FNMA</b>			<b>1,607,048.52</b>			<b>1,726,712.30</b>	<b>4,627.95</b>	<b>1,671,557.76</b>	<b>1,676,185.70</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	176,063.70		02/28/2022	176,063.70	0.00	176,063.70	176,063.70
<b>MMFUND</b>		<b>FIRST AMER:US TRS MM Y</b>	<b>176,063.70</b>			<b>176,063.70</b>	<b>0.00</b>	<b>176,063.70</b>	<b>176,063.70</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	135.39	54,940.60	55,075.99
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	215.50	71,778.00	71,993.50
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	60,490.80	60,595.85
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	115.32	53,515.55	53,630.87
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	157.25	72,975.75	73,133.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	272.57	126,491.30	126,763.87
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	74.08	110,502.35	110,576.43
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	44.63	81,661.20	81,705.83
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	95.98	52,633.35	52,729.33
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	1,103.21	265,817.75	266,920.96
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	73.13	121,806.25	121,879.38
<b>MUNI</b>			<b>1,105,000.00</b>			<b>1,105,886.10</b>	<b>2,392.09</b>	<b>1,072,612.90</b>	<b>1,075,004.99</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	400,000.00	12/13/2018	12/31/2022	390,093.75	1,408.84	403,687.50	405,096.34
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	5,635.36	1,614,750.00	1,620,385.36
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	2,993.78	857,835.94	860,829.72
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	812.50	201,062.50	201,875.00
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,234.38	552,921.88	555,156.25
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,616.89	853,585.94	858,202.82
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,394.77	627,636.72	631,031.49
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,480.66	1,061,484.38	1,064,965.04
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,408.84	429,648.44	431,057.28
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	414.36	126,367.19	126,781.55
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	580.11	176,914.06	177,494.17
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,491.71	454,921.88	456,413.59
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	725.14	251,015.63	251,740.76
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	93.23	142,593.75	142,686.98
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	326.31	499,078.13	499,404.44
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	846.84	586,031.25	586,878.09
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	877.42	336,273.44	337,150.85
<b>US GOV</b>			<b>9,175,000.00</b>			<b>9,148,617.20</b>	<b>31,341.14</b>	<b>9,175,808.59</b>	<b>9,207,149.74</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
--	--	--	27,667,680.07			27,810,777.54	68,123.20	27,469,184.83	27,537,308.03

\* 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: 02/01/2022 - 02/28/2022  
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 AMER:US TRS MM Y	1,135,374.12	0.000	Buy	---	---	02/28/2022	1,135,374.12	0.00	(1,135,374.12)
31846V534	FIRST AMER:US TRS MM Y	(525,461.35)	0.000	Sell	---	---	02/28/2022	(525,461.35)	0.00	525,461.35
31846V534	FIRST AMER:US TRS MM Y	243,584.24	0.000	Buy	---	---	02/28/2022	243,584.24	0.00	(243,584.24)
31846V534	FIRST AMER:US TRS MM Y	(117,582.86)	0.000	Sell	---	---	02/28/2022	(117,582.86)	0.00	117,582.86
89237VAB5	TAOT 2020-C A3	(62,647.29)	0.440	Principal Paydown	02/15/2022	02/15/2022	10/15/2024	(62,647.29)	0.00	62,647.29
89237VAB5	TAOT 2020-C A3	(6,664.60)	0.440	Principal Paydown	02/15/2022	02/15/2022	10/15/2024	(6,664.61)	0.00	6,664.61
362590AC5	GMCAR 2020-3 A3	(22,443.06)	0.450	Principal Paydown	02/16/2022	02/16/2022	04/16/2025	(22,443.06)	0.00	22,443.06
09661RAD3	BMWOT 2020-A A3	(21,410.19)	0.480	Principal Paydown	02/25/2022	02/25/2022	10/25/2024	(21,410.19)	0.00	21,410.19
09661RAD3	BMWOT 2020-A A3	(6,117.20)	0.480	Principal Paydown	02/25/2022	02/25/2022	10/25/2024	(6,117.20)	0.00	6,117.20
47787NAC3	JDOT 2020-B A3	(25,614.35)	0.510	Principal Paydown	02/15/2022	02/15/2022	11/15/2024	(25,614.35)	0.00	25,614.35
47787NAC3	JDOT 2020-B A3	(6,147.44)	0.510	Principal Paydown	02/15/2022	02/15/2022	11/15/2024	(6,147.44)	0.00	6,147.44
65479CAD0	NAROT 2020-B A3	(26,380.86)	0.550	Principal Paydown	02/15/2022	02/15/2022	07/15/2024	(26,380.86)	0.00	26,380.86
65479CAD0	NAROT 2020-B A3	(7,254.74)	0.550	Principal Paydown	02/15/2022	02/15/2022	07/15/2024	(7,254.74)	0.00	7,254.74
3137F62S5	FHMS K-J31 A1	(10,862.81)	0.569	Principal Paydown	02/01/2022	02/01/2022	05/25/2026	(10,862.81)	0.00	10,862.81
3137F62S5	FHMS K-J31 A1	(2,561.98)	0.569	Principal Paydown	02/01/2022	02/01/2022	05/25/2026	(2,561.98)	0.00	2,561.98
14315FAD9	CARMX 2020-3 A3	(29,103.03)	0.620	Principal Paydown	02/15/2022	02/15/2022	03/17/2025	(29,103.03)	0.00	29,103.03
14315FAD9	CARMX 2020-3 A3	(8,407.54)	0.620	Principal Paydown	02/15/2022	02/15/2022	03/17/2025	(8,407.54)	0.00	8,407.54
3137F7DH5	FHR 5048 B	(22,412.98)	1.000	Principal Paydown	02/01/2022	02/01/2022	05/25/2033	(22,412.98)	0.00	22,412.98
3133Q5GZ3	FHS 370 A3	(50,562.82)	1.000	Principal Paydown	02/01/2022	02/01/2022	09/25/2033	(50,562.82)	0.00	50,562.82
3137F7DH5	FHR 5048 B	(4,741.21)	1.000	Principal Paydown	02/01/2022	02/01/2022	05/25/2033	(4,741.21)	0.00	4,741.21
3137H4RZ5	FHMS K-J36 A1	(527.07)	1.298	Principal Paydown	02/01/2022	02/01/2022	12/25/2026	(527.07)	0.00	527.07
3137H4RZ5	FHMS K-J36 A1	(83.85)	1.298	Principal Paydown	02/01/2022	02/01/2022	12/25/2026	(83.85)	0.00	83.85
912828TJ9	UNITED STATES TREASURY	(400,000.00)	1.625	Sell	02/02/2022	02/07/2022	08/15/2022	(402,421.88)	(3,108.70)	405,530.58
912828TJ9	UNITED STATES TREASURY	(350,000.00)	1.625	Sell	01/31/2022	02/07/2022	08/15/2022	(352,064.45)	(2,720.11)	354,784.56
912828TJ9	UNITED STATES TREASURY	(250,000.00)	1.625	Sell	02/16/2022	02/24/2022	08/15/2022	(251,083.98)	(101.00)	251,184.98
857477BR3	STATE STREET CORP	400,000.00	1.746	Buy	02/02/2022	02/07/2022	02/06/2026	400,000.00	0.00	(400,000.00)
857477BR3	STATE STREET CORP	60,000.00	1.746	Buy	02/02/2022	02/07/2022	02/06/2026	60,000.00	0.00	(60,000.00)
92348TAA2	VZOT 2020-A A1A	(49,452.39)	1.850	Principal Paydown	02/20/2022	02/20/2022	07/22/2024	(49,452.39)	0.00	49,452.39
92348TAA2	VZOT 2020-A A1A	(13,013.79)	1.850	Principal Paydown	02/20/2022	02/20/2022	07/22/2024	(13,013.79)	0.00	13,013.79
63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	1.875	Buy	01/31/2022	02/07/2022	02/07/2025	389,988.30	0.00	(389,988.30)
63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	1.875	Buy	01/31/2022	02/07/2022	02/07/2025	59,998.20	0.00	(59,998.20)
3137FQ3V3	FHMS K-J27 A1	(302.27)	2.092	Principal Paydown	02/01/2022	02/01/2022	07/25/2024	(302.27)	0.00	302.27
3137FQ3V3	FHMS K-J27 A1	(78.51)	2.092	Principal Paydown	02/01/2022	02/01/2022	07/25/2024	(78.51)	0.00	78.51
912828N30	UNITED STATES TREASURY	(50,000.00)	2.125	Sell	02/02/2022	02/07/2022	12/31/2022	(50,619.14)	(111.53)	50,730.67
912828N30	UNITED STATES TREASURY	(50,000.00)	2.125	Sell	01/31/2022	02/07/2022	12/31/2022	(50,601.56)	(111.53)	50,713.09
3140XALC4	FN FM6622	(9,288.32)	2.500	Principal Paydown	02/01/2022	02/01/2022	02/01/2036	(9,288.32)	0.00	9,288.32
3140XALC4	FN FM6622	(1,741.56)	2.500	Principal Paydown	02/01/2022	02/01/2022	02/01/2036	(1,741.56)	0.00	1,741.56
46647PCV6	JPMORGAN CHASE & CO	750,000.00	2.595	Buy	02/16/2022	02/24/2022	02/24/2026	750,000.00	0.00	(750,000.00)
46647PCV6	JPMORGAN CHASE & CO	100,000.00	2.595	Buy	02/16/2022	02/24/2022	02/24/2026	100,000.00	0.00	(100,000.00)
3140K7XA6	FN BP0672	(7,811.52)	3.000	Principal Paydown	02/01/2022	02/01/2022	03/01/2035	(7,811.52)	0.00	7,811.52
3140K7XA6	FN BP0672	(1,378.50)	3.000	Principal Paydown	02/01/2022	02/01/2022	03/01/2035	(1,378.50)	0.00	1,378.50
362551AD6	GMCAR 2018-3 A3	(11,527.39)	3.020	Principal Paydown	02/16/2022	02/16/2022	05/16/2023	(11,527.39)	0.00	11,527.39

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	
36255JAD6	GMCAR 2018-3 A3	(3,458.22)	3.020	Principal Paydown	02/16/2022	02/16/2022	05/16/2023	(3,458.22)	0.00	3,458.22
3137BM6P6	FHMS K-721 A2	(23,469.39)	3.090	Principal Paydown	02/01/2022	02/01/2022	08/25/2022	(23,469.39)	0.00	23,469.39
3137BM6P6	FHMS K-721 A2	(6,780.05)	3.090	Principal Paydown	02/01/2022	02/01/2022	08/25/2022	(6,780.05)	0.00	6,780.05
14313FAD1	CARMX 2018-3 A3	(14,873.24)	3.130	Principal Paydown	02/15/2022	02/15/2022	06/15/2023	(14,873.24)	0.00	14,873.24
14313FAD1	CARMX 2018-3 A3	(3,895.37)	3.130	Principal Paydown	02/15/2022	02/15/2022	06/15/2023	(3,895.37)	0.00	3,895.37
3137FKK39	FHMS K-P05 A	(32.14)	3.203	Principal Paydown	02/01/2022	02/01/2022	07/25/2023	(32.14)	0.00	32.14
3137FKK39	FHMS K-P05 A	(9.13)	3.203	Principal Paydown	02/01/2022	02/01/2022	07/25/2023	(9.13)	0.00	9.13
46647PBB1	JPMORGAN CHASE & CO	(325,000.00)	3.207	Sell	02/16/2022	02/22/2022	04/01/2023	(325,617.50)	(4,082.24)	329,699.74
46647PBB1	JPMORGAN CHASE & CO	(100,000.00)	3.207	Sell	02/16/2022	02/22/2022	04/01/2023	(100,190.00)	(1,256.08)	101,446.08
3132CWMM3	FH SB0364	(26,321.77)	3.500	Principal Paydown	02/01/2022	02/01/2022	06/01/2035	(26,321.77)	0.00	26,321.77
3140QGKN6	FN CA8400	(31,207.68)	3.500	Principal Paydown	02/01/2022	02/01/2022	12/01/2035	(31,207.68)	0.00	31,207.68
3133L7LB1	FH RC1222	(26,312.03)	3.500	Principal Paydown	02/01/2022	02/01/2022	12/01/2034	(26,312.03)	0.00	26,312.03
3140Q9FM0	FN CA1971	(68,637.00)	3.500	Principal Paydown	02/01/2022	02/01/2022	06/01/2033	(68,637.00)	0.00	68,637.00
3132CWMM3	FH SB0364	(4,885.71)	3.500	Principal Paydown	02/01/2022	02/01/2022	06/01/2035	(4,885.71)	0.00	4,885.71
3140QGKN6	FN CA8400	(6,108.27)	3.500	Principal Paydown	02/01/2022	02/01/2022	12/01/2035	(6,108.27)	0.00	6,108.27
3133L7LB1	FH RC1222	(4,736.16)	3.500	Principal Paydown	02/01/2022	02/01/2022	12/01/2034	(4,736.16)	0.00	4,736.16
3140Q9FM0	FN CA1971	(10,295.55)	3.500	Principal Paydown	02/01/2022	02/01/2022	06/01/2033	(10,295.55)	0.00	10,295.55
3140X9K46	FN FM5714	(48,372.86)	4.000	Principal Paydown	02/01/2022	02/01/2022	11/01/2035	(48,372.86)	0.00	48,372.86
3140X9C8	FN FM6170	(9,092.90)	4.000	Principal Paydown	02/01/2022	02/01/2022	07/01/2035	(9,092.90)	0.00	9,092.90
3140XC4K1	FN FM8925	(41,319.33)	4.000	Principal Paydown	02/01/2022	02/01/2022	08/01/2034	(41,319.33)	0.00	41,319.33
3140X9K46	FN FM5714	(8,638.01)	4.000	Principal Paydown	02/01/2022	02/01/2022	11/01/2035	(8,638.01)	0.00	8,638.01
3140X9C8	FN FM6170	(1,704.92)	4.000	Principal Paydown	02/01/2022	02/01/2022	07/01/2035	(1,704.92)	0.00	1,704.92
3140XC4K1	FN FM8925	(7,747.37)	4.000	Principal Paydown	02/01/2022	02/01/2022	08/01/2034	(7,747.37)	0.00	7,747.37
---	---	214,479.81	1.437	---	---	---	05/09/2024	206,867.76	(11,491.19)	(195,376.57)

\* 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 FEBRUARY 2022

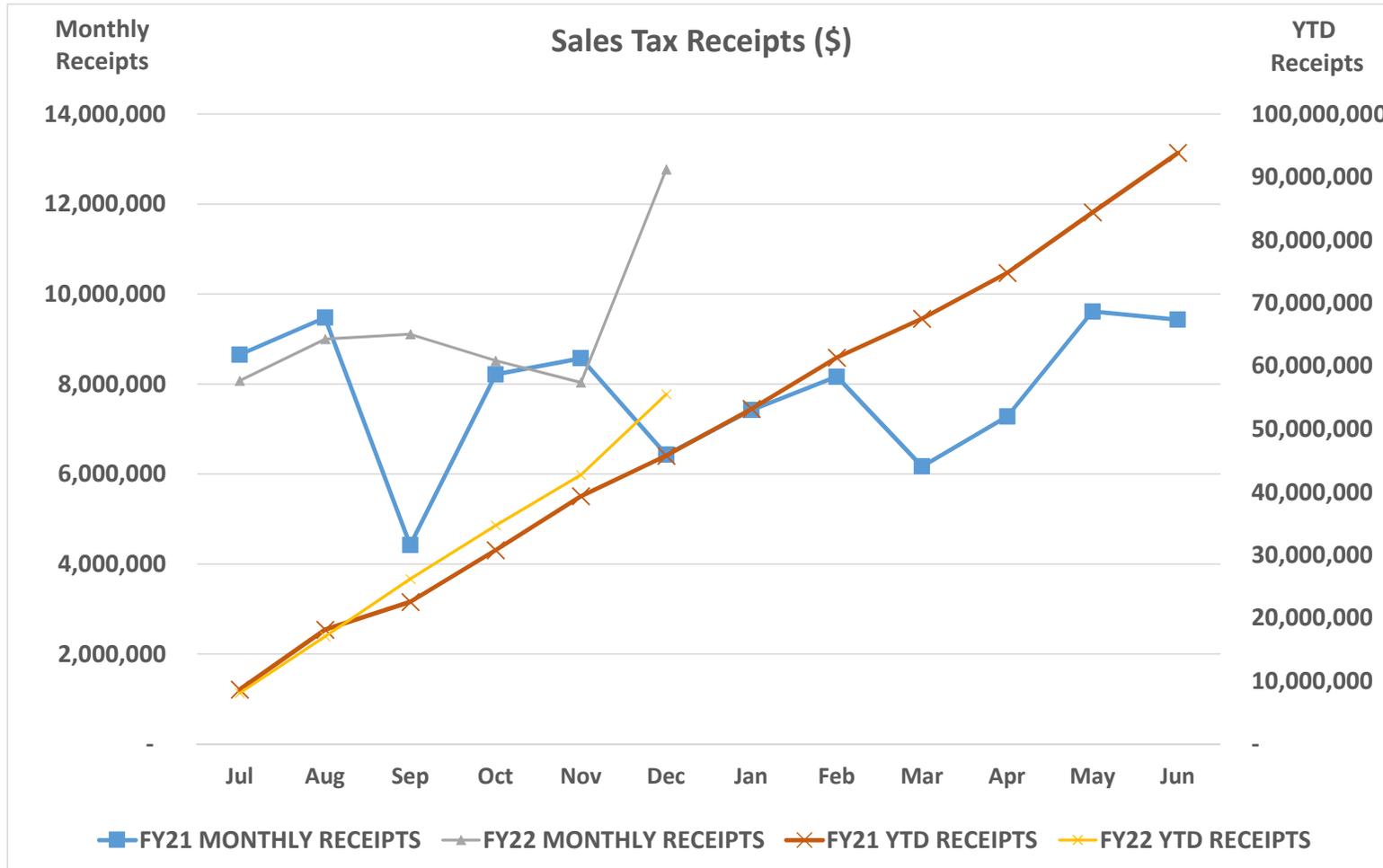
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2022  
Measure A Sales Tax  
February 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**  
**February 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		(100.0%)	53,182,929		(100.0%)
<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>55,498,371</u>				



interested firms, and small and disadvantaged business enterprises (SBEs and DBEs, respectively). As part of the outreach effort, staff published a notice of upcoming solicitation on the agency's e-Procurement website. The District received five proposals:

1. Grapefruit Health, Parsippany, NJ
2. Heal 360, Inc., Garden Grove, CA
3. OK LTD LLC, dba BrightStar of San Francisco & Marin County, Mill Valley, CA
4. ShareSTAFF LLC, Elk Grove, CA
5. WellHealth Management, LLC., Plano, TX

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

	Points
• Approach to Providing Services	35
• Company Qualifications, Experience & References	20
• Qualifications and Experience of Key Personnel	20
• Reasonableness of Cost	25
• Small Business Enterprise (SBE) Preference	5

The Committee identified BrightStar as the highest-ranked proposer, and further determined BrightStar is best-positioned to meet the District's needs, as detailed in the RFP scope of services and BrightStar's proposal.

Staff and legal counsel have determined that the proposal submitted by BrightStar is responsive to the solicitation's requirements. Staff conducted a price analysis and determined the contractor's prices are fair and reasonable as compared to previously procured services and market rates.

Currently, BrightStar provides the Services to the District under a one-year agreement for a not-to-exceed amount of \$150,000. BrightStar's performance under the contract has been satisfactory. Higher than expected numbers of COVID cases at District facilities in the past six months resulted in increased testing, and capacity under the existing agreement will be exhausted prior to the expiration of the existing agreement in September 2022. Award of the new contract to BrightStar will ensure uninterrupted Services to the District.

Prepared By:	Terry Loo	Procurement Administrator II	650-508-7788
	Robert Sebez	Deputy Director, System Safety and Security	650-508-7720

**Resolution No. 2022-**

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

\* \* \*

**Awarding a Contract to OK LTD LCC for  
On-site COVID Testing Services  
for a Total Not-to-exceed Amount of \$288,000 for a One-year Term**

**Whereas**, the California Division of Occupational Safety and Health requires employers to provide workplace COVID testing in specified circumstances; and

**Whereas**, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) 22-S-S-044 to provide Onsite COVID Testing Services (Services); and

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

**Whereas**, a Selection Committee (Committee) comprised of qualified District staff reviewed, evaluated, scored and ranked these proposals in accordance with the criteria set forth in the RFP; and

**Whereas**, the Committee determined the proposal submitted by OK LTD LLC, dba BrightStar of San Francisco & Marin County of Mill Valley, CA (BrightStar) to be the highest ranked proposal; and

**Whereas**, staff and legal counsel have reviewed BrightStar's proposal and have determined it complies with the requirements of the solicitation documents, and indicates that BrightStar is fully capable of providing the specified services at prices that have been deemed fair and reasonable; and

**Whereas**, the Acting General Manager/CEO recommends that the Board of Directors award a contract to BrightStar for a one-year term for a total not-to-exceed amount of

\$288,000, and authorize the Acting General Manager/CEO or designee to exercise up to four additional one-year option terms for an aggregate not-to-exceed amount of \$1,152,000, if in the best interest of the District.

**Now, Therefore, Be It Resolved** that the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract to OK LTD LLC, dba BrightStar of San Francisco & Marin County to provide the Services for a one-year term for a total not-to-exceed amount of \$288,000; and

**Be It Further Resolved** that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with BrightStar in full conformity with the terms and conditions of the negotiated agreement, and in a form approved by legal counsel; and

**Be It Further Resolved** that the Board authorizes the Acting General Manager/CEO or designee to exercise up to four additional one-year option terms for an aggregate total not-to-exceed amount of \$1,152,000, if in the best interest of the District.

Regularly passed and adopted this 6<sup>th</sup> day of April, 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  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer      David Olmeda, Chief Operating Officer,  
Bus  
Subject: **Award of Contract to eScreen, Inc. for Department of Transportation Testing Compliance and Program Management Services**

**Action**

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

1. Award a contract to eScreen, Inc. of Kansas City, Missouri (eScreen) for Department of Transportation (DOT) testing compliance and program management services (Services) for a not-to-exceed amount of \$82,000 for a two-year base term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with eScreen in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the Acting General Manager/CEO or designee to exercise up to two, successive one-year option terms, at a not-to-exceed aggregate total cost of \$83,500, if deemed in the best interest of the District.

**Significance**

Approval of the above actions will provide the District with a dedicated contractor to provide an automatic, secure and efficient web-based platform for testing and health screening compliance, program management and results reporting.

**Budget Impact**

Funds to support the award of this contract have already been included in the adopted Fiscal Year (FY) 2022 Operating Budget, and will be included in future approved FY operating budget(s).

**Background**

The District issued a Request for Proposals (RFP) 22-S-S-012 for the Services on October 6, 2021. The solicitation was advertised on the District's website. Solicitation notices were sent

to interested firms and small and disadvantaged business enterprises. As part of the outreach effort, staff published a notice of upcoming solicitation on the agency’s e-Procurement website. The District received two proposals:

1. eScreen, Inc., Kansas City, MO
2. DATCO Services Corporation, Auburn, CA

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

	Points
• Company Qualifications, Experience & References	25
• Qualifications and Experience of Key Personnel	25
• Project Understanding and Management Plan	30
• Reasonableness of Cost	20
• Small Business Enterprise (SBE) Preference	5

Following the initial proposal review, the Committee found both firms were responsive and within the competitive range and invited both firms to proceed in the next phase of the evaluation process, including interviews and program demonstrations. Upon completion of interviews and demonstrations, the Committee identified eScreen as the highest-ranked proposer and further determined eScreen is best-positioned to meet the District’s needs, as detailed in the RFP scope of services and eScreen’s proposal.

Staff and legal counsel have determined that the proposal submitted by eScreen is responsive to the solicitation’s requirements. Staff conducted a price analysis and determined the contractor’s prices are fair and reasonable as compared to previously procured services and market rates. Based on market research, staff determined there are only a few firms that provide an online “one-stop shop” program for automatic and secure DOT testing compliance and program management. eScreen is considered a pioneer of such programs, while a few similar firms have programs that are still in development.

Currently, eScreen provides the Services to the District under a two-year pilot program with a not-to-exceed contract amount of \$150,000. eScreen’s performance under the contract has been satisfactory. This contract expires in May 2022. Award of the new contract to eScreen will ensure uninterrupted Services to the District.

Prepared By:	Terry Loo	Procurement Administrator II	650-508-7788
	Dawn Harris	Manager, Employee Relations	650-508-7788

**Resolution No. 2022 –**

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

\* \* \*

**Awarding a Contract to eScreen, Inc. for Department of Transportation Testing Compliance and Program Management Services for a Total Not-to-exceed Amount of \$165,500 for a Two-year Term**

**Whereas**, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) 22-S-S-012 to provide Department of Transportation testing compliance and program management services (Services); and

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

**Whereas**, a Selection Committee (Committee) comprised of qualified District staff reviewed, evaluated, scored and ranked these proposals in accordance with the criteria set forth in the RFP; and

**Whereas**, the Committee determined the proposal submitted by eScreen, Inc. of Kansas City, MO (eScreen) to be the highest ranked proposal; and

**Whereas**, staff and legal counsel have reviewed eScreen's proposal and have determined it complies with the requirements of the solicitation documents; and

**Whereas**, staff determined that eScreen possesses the necessary qualifications and is fully capable of providing the specified services at prices that have been deemed fair and reasonable; and

**Whereas**, the Acting General Manager/CEO recommends that the Board of Directors (Board) award a contract to eScreen for provision of the Services for a two-year term for a total not-to-exceed amount of \$82,000, and authorize the Acting General Manager/CEO or designee

to exercise up to two additional one-year option terms for an aggregate not-to-exceed amount of \$83,500, if in the best interest of the District.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to eScreen, Inc. to provide Department of Transportation testing compliance and program management services for a two-year term for a total not-to-exceed amount of \$82,000; and

**Be It Further Resolved** that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with eScreen in full conformity with the terms and conditions of the negotiated agreement, and in a form approved by legal counsel; and

**Be It Further Resolved** that the Board authorizes the Acting General Manager/CEO or designee to exercise up to two additional one-year option terms for an aggregate total not-to-exceed amount of \$83,500, if in the best interest of the District.

Regularly passed and adopted this 6th day of April, 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  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: April Chan  
Chief Officer, Planning, Grants and Transportation Authority  
Subject: **Authorization to File Applications with the Metropolitan Transportation Commission for Programming of Federal Transit Administration Formula Funds**

**Action**

Staff proposes the Board adopt a resolution to:

- 1) Authorize the General Manager/CEO, or designee, to execute and file Federal Transit Administration (FTA) Formula Program funds programming applications with the Metropolitan Transportation Commission (MTC) for a total of \$135,313,558; and
- 2) Commit up to a total of \$33,828,389 in local matching funds; and
- 3) Authorize the General Manager/CEO, or designee, to take all other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation required in order to receive the FTA funds.

**Significance**

Staff is proposing to submit fund programming applications to the MTC for Fiscal Year (FY) 2022, FY2023, and FY2024 FTA Formula funds to support the replacement of 135 end-of-life 2009 Gillig diesel buses, the replacement of paratransit vehicles, and operation of Redi-Wheels paratransit services. The MTC requires each transit agency seeking FTA funds to adopt a resolution authorizing the programming of the funds. The tables on the following page show the breakdown of funds by each fiscal year for eligible project categories.

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Replacement of (135) 2009 Gillig Buses	\$41,128,360	\$10,282,090	\$51,410,450
Replacement of Paratransit Vehicles	\$3,845,520	\$961,380	\$4,806,900
Ada Paratransit Operating	\$2,589,649	\$647,412	\$3,237,061
<b>Total for FY22</b>	<b>\$47,563,529</b>	<b>\$11,890,882</b>	<b>\$59,454,411</b>

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Replacement of (135) 2009 Gillig Buses	\$42,714,000	\$10,678,500	\$53,392,500
Ada Paratransit Operating	\$2,644,002	\$661,000	\$3,305,002
<b>Total for FY23</b>	<b>\$45,358,002</b>	<b>\$11,339,500</b>	<b>\$56,697,502</b>

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Replacement of (135) 2009 Gillig Buses	\$37,258,200	\$9,314,550	\$46,572,750
Replacement of Paratransit Vehicles	\$2,420,471	\$605,118	\$3,025,588
Ada Paratransit Operating	\$2,713,356	\$678,339	\$3,391,695
<b>Total for FY24</b>	<b>\$42,392,027</b>	<b>\$10,598,007</b>	<b>\$52,990,034</b>

The amount of funding available to the San Mateo County Transit District (District) is determined by MTC based on the FTA's formula apportionment to the region. With the passage of the Bipartisan Infrastructure Law (BIL), additional formula funds are being made available to the MTC region over the next five fiscal years. MTC staff is working with transit operators, including the District, on options related to increased funding levels above and beyond the proposed programming being considered through this item. Once the discussions on additional funding have been finalized, staff will return to the Board with updated programming recommendations.

**Budget Impact**

There is no budget impact associated with this action. The proposed FTA funding and local match amounts are included in the FY 2022 operating and capital budgets and will be considered by the Board as part of the FY2023 and future operating and capital budgets.

**Background**

The selection of projects for funding is based on MTC's Transit Capital Priorities policy and criteria, which is intended to fund transit projects that are most important to the region and consistent with Plan Bay Area 2050, the region's 25-year plan. The exact amount of FTA funding made available to the region is based on congressional appropriations and the FTA's apportionment of funds to the region.

Prepared By: Lisha Mai

Manager, Grants and  
Fund Programming

650-508-6353

**Resolution No. 2022-**

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

\* \* \*

**Authorizing Filing of Applications for Federal Transit Administration Formula and Surface Transportation Program Funding, Committing Necessary Local Matching Funds, and Assuring Completion of Projects**

**Whereas**, the Infrastructure Investment and Jobs Act, or the Bipartisan Infrastructure Law (BIL, Public Law 117-58) continues and establishes new Federal Transit Administration (FTA) formula programs (23 U.S.C. §53) and continues the Surface Transportation Program (STP) (23 U.S.C. § 133); and

**Whereas**, pursuant to the BIL, and the regulations promulgated thereunder, eligible project sponsors wishing to receive FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants, or STP grants, for a project must first submit an application with the appropriate metropolitan planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**Whereas**, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay region; and

**Whereas**, the San Mateo County Transit District (District) is an eligible project sponsor for FTA Formula Program and STP funds; and

**Whereas**, the District wishes to submit a grant application for MTC for funds from the FY2021-22, FY2022-23, and FY2023-24 FTA Formula Programs and STP for the following District capital and operating projects:

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Replacement of (135) 2009 Gillig Buses	\$41,128,360	\$10,282,090	\$51,410,450
Replacement of Paratransit Vehicles	\$3,845,520	\$961,380	\$4,806,900
ADA Paratransit Operating	\$2,589,649	\$647,412	\$3,237,061
<b>Total for FY22</b>	<b>\$47,563,529</b>	<b>\$11,890,882</b>	<b>\$59,454,411</b>

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Replacement of (135) 2009 Gillig Buses	\$42,714,000	\$10,678,500	\$53,392,500
ADA Paratransit Operating	\$2,644,002	\$661,000	\$3,305,002
<b>Total for FY23</b>	<b>\$45,358,002</b>	<b>\$11,339,500</b>	<b>\$56,697,502</b>

	<u>Federal Funds</u>	<u>Local Funds</u>	<u>Total</u>
Replacement of (135) 2009 Gillig Buses	\$37,258,200	\$9,314,550	\$46,572,750
Replacement of Paratransit Vehicles	\$2,420,471	\$605,118	\$3,025,588
ADA Paratransit Operating	\$2,713,356	\$678,339	\$3,391,695
<b>Total for FY24</b>	<b>\$42,392,027</b>	<b>\$10,598,007</b>	<b>\$52,990,033</b>

**Whereas**, MTC requires, as part of the application, a resolution stating the following:

- 1) The commitment of necessary local matching funds of at least 20 percent for FTA Formula Program funds and 11.47 percent for STP funds; and
- 2) That the District understands that the FTA Formula Program and STP funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program or STP funds; and
- 3) The assurance of the District to complete the projects as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) That the District understands that FTA Formula Program funds must be obligated within three years of programming and STP funds must be obligated by January 31 of the year

that the projects are programmed for in the TIP, or the projects may be removed from the program.

**Now, Therefore, Be It Resolved** by the Board of Directors that the San Mateo County Transit District is authorized to execute and file applications for funding under the FTA Formula Program and/or the Surface Transportation Program in the amount of \$135,313,558 or \$47,563,529 in FY2022, \$45,358,002 in FY2023 and \$42,392,027 in FY2024 for the replacement of (135) 2009 Gillig Buses, replacement of paratransit vehicles and ADA Operating Subsidy; and

**Be It Further Resolved** that the Board of Directors by adopting this resolution does hereby state that:

1) The District will commit \$33,828,389, equal to \$11,890,882 in FY2022, \$11,339,500 in FY2023 and \$10,598,007 in FY2024 in local matching funds for the funded projects; and

2) The District understands that the FTA Formula Program and STP funding for the projects is fixed at \$135,313,558, and that any cost increases must be funded by the District from local matching funds, and that the District does not expect any cost increases to be funded with FTA Formula Program or STP funds; and

3) Vehicle replacements and ADA Operating Subsidy will be implemented and operated as described in this resolution and, if approved, for the amount shown in the MTC TIP with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by January 31 of the year the projects are programmed for in the TIP; and

5) The District will comply with FTA requirements and all other applicable federal, state and local laws and regulations with respect to the proposed projects; and

**Be It Further Resolved:**

- 1) That the District is an eligible sponsor of projects in the program for FTA Formula Program and STP funds; and
- 2) That the District is authorized to submit an application for FTA Formula Program and STP funds for vehicle replacements and ADA Operating Subsidy; and
- 3) That there is no legal impediment to the District making applications for FTA Formula Program and STP funds; and
- 4) That there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of the District to deliver such projects; and
- 5) That the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
- 6) That a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program or STP funded projects in the TIP; and
- 7) That the MTC is requested to support the application for the projects described in the resolution and to program the projects, if approved, in MTC's TIP; and

**Be It Further Resolved** that the Acting General Manager/CEO, or designee, may take all other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances, or other documentation required in order to receive the FTA funds.

Regularly passed and adopted this 6th day of April 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  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: April Chan, Chief Officer, Planning,  
Grants and Transportation Authority  
Subject: **Authorization of the Application for and Receipt of Annual Cap and Trade  
Funding for Battery Electric Buses**

**Action**

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

- 1) Apply for and receive \$2,448,447 in Fiscal Year (FY) 2022 California Low Carbon Transportation Operations program (LCTOP) funds from the California Department of Transportation (Caltrans), which will help fund the replacement of 15 2009 Gillig buses with battery electric buses (BEBs); and
- 2) Take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, certifications and assurances, authorized agent forms, related amendments and any other documentation required for the San Mateo County Transit District (District) to apply for and receive LCTOP funds.

**Significance**

The LCTOP is one of several funding programs that are part of a broad-based State effort to invest cap-and-trade auction proceeds to reduce greenhouse gas emissions as required under California's climate action law, A.B. 32. These funds are distributed annually on a formula basis to transit agencies and Regional Transportation Planning Agencies, including the Metropolitan Transportation Commission (MTC). Similar to the State Transit Assistance program, transit agencies receive a portion of the LCTOP funds via a formula that is based on operating revenues. Caltrans is the administering agency for the funds and requires eligible funding recipients to submit annual resolutions authorizing agency officer(s) to execute and process the application materials associated with the receipt of LCTOP funds. Caltrans also requires applicants to specify the projects to receive the funds within the resolution.

For FY 2022, the District's formula allocation of LCTOP funding is \$2,448,447. The LCTOP program allows agencies to bank up to four years' worth of funding for multi-year projects. This is the second year of fund banking for this project. The District is currently planning to replace a total of 135 2009 Gillig buses that have reached the end of their useful lives in accordance with the Innovative Clean Transit Rule (ICT) roll-out plan adopted by the District Board of Directors in December 2020. The four years of LCTOP funding will be used as part of the 20 percent local match to Federal Transit Administration (FTA) Section 5308 formula funding for the procurement of the 135 replacement buses. Programming of the FTA funds for

the bus replacements is being considered under a separate item at the April 2022 Board meeting.

**Budget Impact**

There is no impact to the budget associated with this action. LCTOP funding for the replacement of the buses will be included in future year Capital budgets along with FTA and local funding.

**Background**

The LCTOP provides capital funding as well as operational assistance for expanded transit service to reduce greenhouse gas emissions and improve mobility. The LCTOP program is funded annually with 5 percent of the auction proceeds from the State's cap-and-trade program. In FY 2021, the first year of the four-year funding plan, through the established LCTOP formula, SamTrans received \$1,042,535 in CLTOP formula funding for the procurement of the 15 battery electric buses. In FY2022, that amount has now been increased to \$2,448,447, due to higher sale of cap & trade proceeds at the State level.

Prepared By: Lisha Mai

Manager, Grants and  
Fund Programming

650-508-6353

**Resolution No. 2022-**

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

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**Authorizing the Application for and Receipt of Annual Cap and Trade Funding for Battery  
Electric Buses**

**Whereas**, the San Mateo County Transit District (District) is an eligible project sponsor and may receive State funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**Whereas**, the statutes related to State-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**Whereas**, Senate Bill 862 (2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

**Whereas**, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the District; and

**Whereas**, the District wishes to use Fiscal Year (FY) 2022 LCTOP funds allocated to the District to help fund the purchase of 15 battery electric buses (Project), which will reduce greenhouse gas emissions in San Mateo County, benefiting disadvantaged communities, such as East Palo Alto, as identified by the State of California; and

**Whereas**, the Acting General Manager/CEO recommends and the Finance Committee concurs, that the Board of Directors authorize the Acting General Manager/CEO, or his designee, to:

1. Apply for and receive \$2,448,447 in FY 2022 LCTOP funds for the Project; and
2. File and execute annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documents required for the District to apply for and receive LCTOP funding.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District, hereby:

1. Authorizes the Acting General Manager/CEO, or his designee, to apply for and receive from the California Department of Transportation \$2,448,447 in FY2022 LCTOP funds, which will help fund the purchase of 15 battery electric buses; and
2. Authorizes the Acting General Manager/CEO, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing annual cap-and-trade funding applications, Certifications and Assurances, authorized agent forms, agreements, related amendments, and any other documents that may be required for the District to apply for and receive LCTOP funds; and
3. Agrees to comply with all conditions and requirements set forth in the annual Certifications and Assurances, authorized agent forms, and any applicable statutes, regulations and guidelines for all Low Carbon Transit Operations Program-funded transit projects.

Regularly passed and adopted this 6th day of April, 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  
Staff Report**

To: Board Of Directors

Through: Carter Mau, Acting General Manager/CEO  
From: April Chan, Chief Officer, Planning, Grants, and Transportation Authority

Subject: **Authorization to Submit Grant Applications and Execute Agreements with the California Department of Transportation for Federal Transit Administration Section 5311 Funds**

**Action**

Staff proposes the Board of Directors (Board) of the San Mateo County Transit District (District) authorize the Acting General Manager/CEO, or designee, to:

1. File and execute applications on behalf of the District with the California Department of Transportation (Caltrans) for financial assistance with operating and/or capital projects through the Federal Transit Administration (FTA) under 49 U.S.C Section 5311, Non Urbanized Formula Program funds (Section 5311), for operation of service in the rural Coastside of San Mateo County; and
2. Take any other actions necessary to give effect to the resolution, including executing and filing all certifications and assurances, agreements, and other documents required by Caltrans for the District to receive the subject funding.

**Significance**

The District annually submits applications for FTA Section 5311 funds to Caltrans to provide funds for operation of service in the rural Coastside of San Mateo County. As part of the application process, Caltrans requires agencies to adopt a resolution every three years authorizing the Acting General Manager/CEO, or designee, to file applications, enter into grant agreements, and execute annual certifications and assurances. The previous resolution was adopted in 2020 and covered applications for Fiscal Years (FY) 2020, 2021, and 2022. The proposed resolution will cover applications for FY2023, 2024, and 2025.

**Budget Impact**

There is no impact to the budget with this action. Projects that receive FTA Section 5311 funds are included as part of the adoption of, and/or amendments to, the District's annual operating budget. The District receives an average of \$200,000 per year from this program.

**Background**

FTA Section 5311 financial assistance is administered by Caltrans and provides funding to support the District's rural programs in the Coastside service area. Caltrans requires applicants to obtain a certified resolution authorizing the filing of applications, the execution of grant agreements, and the filing and execution of certifications and assurances in order to be eligible to receive financial assistance.

Prepared By: Lisha Mai

Manager, Grants and Fund  
Programming

650-508-6353

**Resolution No. 2022 –**

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

\* \* \*

**Resolution Authorizing Submittal of Grant Applications and Execution of Agreements with  
California Department of Transportation for Federal Transit Administration  
Section 5311 Funds**

**Whereas**, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and/or operating assistance projects for non-urbanized public transportation systems under 49 U.S.C Section 5311 (Section 5311); and

**Whereas**, the California Department of Transportation (Caltrans) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public, rural transit and intercity bus; and

**Whereas**, Caltrans requires agencies to adopt a resolution every three years to authorize the filing of applications, enter into grant agreements, and execute annual certifications and assurances, in order to obtain Section 5311 funds; and

**Whereas**, the San Mateo County Transit District (District) desires to apply for said financial assistance to permit operation of service in the rural Coastside of San Mateo County; and

**Whereas**, the District has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies) related to the services to be funded; and

**Whereas**, the Acting General Manager/CEO recommends and the Finance Committee concurs, that the Board of Directors (Board) authorize the Acting General Manager/CEO, or designee, to apply for financial assistance with operating and/or capital projects through the FTA under Section 5311, Formula Grants for Rural Areas, for operation of service in the rural Coastside of San Mateo County.

**Now, Therefore, Be It Resolved** that the Board of Directors does hereby authorize and direct the Acting General Manager/CEO, or designee, to:

- 1) File and execute applications for Fiscal Years 2023, 2024, and 2025 with the California Department of Transportation for financial assistance with operating and/or capital projects for pursuant to 49 U.S.C. Section 5311; and
- 2) Take such actions as may be necessary to give effect to this resolution, including executing and filing all certifications and assurances, agreements, and other documents required by Caltrans for the San Mateo County Transit District to receive the subject funding.

Regularly passed and adopted this 6<sup>th</sup> day of April, 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**

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**Resolution Expressing Support for Ukraine and the Ukrainian People**

**Whereas**, on Wednesday, February 23, 2022, Russian President Vladimir Putin announced and commenced a military invasion of the sovereign nation of Ukraine; and

**Whereas**, since that day, the Russian military has conducted multiple bombings and missile attacks across Ukraine, killing and injuring thousands of soldiers and civilians, including children, while at the same time displacing over 10 million Ukrainians; and

**Whereas**, President Biden and numerous global leaders have strongly condemned this unprovoked invasion, imposing severe economic sanctions upon Russia; and

**Whereas**, this unprecedented Russian invasion of Ukraine occurs at a time of relative peace across Europe, and, in addition to the desecration of Ukraine, it has caused significant hardship and grief to our Ukrainian neighbors; and

**Whereas**, a number of Ukrainians live in our community and call San Mateo County their home.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District stands in solidarity with the people of Ukraine who are inspiring the world with their incredible heroism, bravery, and resilience as they defend their homeland in the face of unprovoked aggression and overwhelming military force from Russia; and

**Be It Further Resolved** that the Board stands ready to support the people of Ukraine and the opportunity for Ukrainian refugees to be welcomed into our community.

Regularly passed and adopted this 6<sup>th</sup> day of April, 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**

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**Resolution Recognizing Arab-American Heritage Month**

**Whereas**, from April 1, 2022, through April 30, 2022, the United States celebrates Arab-American Heritage Month; and

**Whereas**, for over a century, Arab-Americans have been making valuable contributions in every aspect of American society—medicine, law, business, technology, civic engagement, government, and culture; and

**Whereas**, since coming to America, people of Arab descent have shared their rich culture and traditions with neighbors and friends, setting fine examples of model citizens and public servants; and

**Whereas**, Arab-Americans brought with them traditions of resilient family values, a strong work ethic, dedication to education, and diversity in faith and creed that have added strength to our democracy; and

**Whereas**, according to Census Bureau data, Arabic is one of the fastest growing languages in the United States; and

**Whereas**, there is a need for public education, awareness, and policies that are culturally competent when describing, discussing, or addressing the impacts of being Arab-American in all aspects of American society, including discourse and policy; and

**Whereas**, the incredible contributions of Arab-Americans have helped us build a better Nation; and

**Whereas**, the SamTrans Board remains committed to the mission of promoting equity and will continue to advance the cause of diversity, access, equity and inclusion in its policies, programs and practices;

**Now, Therefore, Be It Resolved** that the SamTrans Board of Directors hereby recognizes April as **Arab-American Heritage Month** to celebrate the immense contributions of Arab-Americans in the United States.

Regularly passed and adopted this 6<sup>th</sup> day of April, 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:** March 30, 2022  
**To:** SamTrans Board of Directors  
**From:** Carter Mau, Acting General Manager/CEO  
**Subject:** General Manager/CEO Report

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### COVID-19

The FTA extended the mask requirement from March 18, 2022 to April 18, 2022 on all public transit vehicles. SamTrans continues its sanitary protocols with enhanced cleaning and sanitation even though studies have shown the virus is generally not transmittable through surface contact. The offices at Central headquarters remain closed to the public.

### Safe Driving

SamTrans directly operated fixed route services achieved **zero (0)** preventable accidents during the month of February 2022. Congratulations to our SamTrans' North Base and South Base Bus Operators for achieving an outstanding performance!

### Caltrain Bus Bridge Service

Following a Caltrain accident on Thursday, March 10, 2022, SamTrans provided bus bridge service between South San Francisco and Millbrae train stations. Three Supervisors and seven Bus Operators participated in the bus bridge delivering 17 schedules (9 NB and 8 SB) and transporting 700-800 passengers.

### Youth Unlimited Pass (Pilot)

The Youth Unlimited Pass is a six month pilot program that offers free SamTrans passes to low-income students. It has achieved continued participation and growth since its rollout in January 2022. To date, the highest number of free rides in one day was achieved on March 17<sup>th</sup> with 2,086 uses.

Staff received FTA approval to extend the current pilot period through August 31, 2022 to allow time for a thorough evaluation, as well as to cover the summer break. As part of the evaluation, staff sent out a survey to every student participating in the pilot. The results of the survey will be used for the Title VI analysis and to understand the pass usage of new and existing riders, as well as the overall benefit to the participating students and their families. The evaluation will also identify the total number of passes distributed and whether any school-related routes

experienced overcrowding during the pilot period. Staff will evaluate the success of the pilot program to determine future recommendations for the next school year and will return to the Board with the evaluation results in early summer.

**Reimagine Implementation Update**

The implementation of the Reimagine SamTrans network changes is underway with the first phase of changes taking effect on August 7, 2022. An interdepartmental task force was formed to ensure the implementation of the new network is well communicated and executed smoothly. A comprehensive task list has been developed representing all the tasks, timelines and responsible parties. Monthly updates to the Board will be included in the GM Report and a more detailed informational presentation will be provided early this summer.

**Ridership**

SamTrans monthly ridership for the month of January 2022 was 58.5 percent of its ridership from January 2020 (pre-pandemic). SamTrans ridership performance measures favorably against local peer agencies and with other out of state bus agencies. The national bus ridership monthly average recovery rate was 48.8 percent compared to pre-pandemic, January 2020. The decline in ridership observed in January from December, can be attributed to the surge of the Omicron variant that impacted many communities.

	<u>Jan. 2020</u>	<u>Jan. 2022</u>	<u>January Recovery Rate</u>	<u>December Recovery Rate</u>
<b><u>Bus Service:</u></b>				
SamTrans	922,053	539,353	58.5%	61.6%
AC Transit	4,515,084	2,081,846	46.1%	53.0%
SFMTA	17,686,982	8,654,983	48.9%	52.9%
VTA	2,194,886	1,190,553	54.2%	54.1%
Dallas	3,068,463	1,637,023	53.3%	58.0%
Seattle - King	10,265,825	4,284,138	41.7%	45.7%
Chicago	19,482,386	8,606,585	44.2%	54.7%
Atlanta	4,336,952	2,076,454	47.9%	54.1%
New York MTA	59,261,521	31,612,657	53.3%	67.6%
<b><u>Rail Service:</u></b>				
JPB	1,595,134	257,770	16.2%	17.9%
BART (system)	9,925,918	2,328,579	23.5%	24.7%
BART (extension)	1,052,133	253,406	24.1%	30.1%
National bus only	375,907,068	186,555,224	48.8%	57.6%
National total	815,015,130	374,445,868	45.9%	54.1%

January 2022 data are preliminary and are the latest monthly data available from the NTD (National Transit Database).

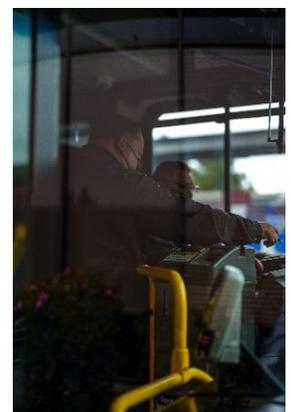
**Human Capital Investment**

	<u>Feb. 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	3,774	472	19,916	2,490	5,087	636
VTT/DMV mandated training	229	29	1,941	243	1,932	242
Bus Operator retraining	89	11	965	121	1,683	210
Maintenance training	400	50	2,453	307	2,349	294
Other	<u>5</u>	<u>1</u>	<u>73</u>	<u>9</u>	<u>135</u>	<u>17</u>
Total Hours	4,497	562	25,348	3,169	11,186	1,398

Class #169 graduated 19 Bus Operator Trainees on March 18, 2022. Class #170 begins 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 but will have a maximum of eight students per class. The new training program condenses the 10-week training schedule to 6-weeks specifically designed to improve the behind the wheel experience and overall instruction. The new smaller classes will run concurrently every four weeks to meet staffing demands and to improve retention. Two additional Transit Instructors were added in March to facilitate the frequency of the new class schedules, and to provide 7-day coverage for ongoing operational training needs.

**The People and Culture Group (Human Resources, Employee Relations and Office of Civil Rights)**

On Saturday, February 26, 2022, the District (Human Resources, Operations, Planning and Marketing) in partnership with JobTrain held its first post-pandemic Bus Operator job fair at the East Palo Alto City Hall. The District interviewed 12 bus operator applicants and had close to 30 additional applicants apply for various job opportunities.



On Tuesday, March 8, 2022, the District celebrated International Women’s Day by hosting a women leadership virtual brown bag forum. The forum was hosted by Juliet Nogales-Deguzman, Director, Human Resources; speakers included Michelle Bouchard Acting Executive Officer, Caltrain, April Chan, Acting Deputy GM/CEO of the District, Casey Fromson, Chief Communication Officer, and Ana Rivas, Director, Bus Transportation. Each of the speakers offered amazing insights on their leadership styles, who they are as individuals, and what motivates them as leaders. The virtual event was attended by close to 80 District employees.



On Friday, March 18, 2022, the People and Culture Group in conjunction with the Transportation and Marketing Departments celebrated Transit Operator Appreciation Day at both North and South Bases. The celebration event included a continental breakfast (that started at 4:00 AM), commemorative pins, and BBQ lunch for all bus operators and administrative staff who joined in the celebration.



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

The month of March is "Distracted Driving Awareness Month." According to the National Safety Council (NSC), U.S. roads are the most dangerous they've been in years with an increase in motor vehicle deaths since 2019.

This month's safety campaign reminds Operators to stay focused and attentive while driving, and to observe the following safe practices:

- Keep eyes focused and minds from wandering as they connect to equipment and technologies within the vehicle
- Avoid distractions while driving

# Bus Operator Recruitment and Retention Efforts

April 6, 2022

# Our Challenge

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Item #7.b.  
4/6/2022

The vision of **Reimagine SamTrans** relies on an expanded Operator workforce.

- Prior to the pandemic, SamTrans was facing an **operator shortage**.
  - In 2021 **training retention rates** declined, and **tenured operators** retired at an increased rate, impacting our workforce levels and ability to expand service.
- SamTrans staff formed the **Hiring and Training Task Force** to provide a venue for staff to brainstorm and develop solutions.

# Building our Workforce: A 360° Approach

Item #7.b.  
4/6/2022

To increase the number of applicants and to improve training retention rates, staff are initiating the following:

- 1) Smaller and more frequent training classes:** Beginning at the end of March, we are moving from 10 week to 6 week-long operator training program; goal is classes of 8 every month.
- 2) Connecting Trainees to the District:** HR is staffing an office at North Base to increase the touch points with trainees as well as to be a resource for existing employees.

# Building our Workforce: A 360° Approach (Cont.)

Item #7.b.  
4/6/2022

- 3) **Explaining the big picture:** Human Resources and Planning meet with NBO classes to review their benefits and discuss the importance of their role as a Bus Operator.
- 4) **One-time hiring or retention bonuses:** Data is being collected on one-time bonus amounts at comparable transit agencies as well as local private-sector companies.

# Building our Workforce: A 360° Approach (Cont.)

Item #7.b.  
4/6/2022

## 5) Targeted, pro-active and focus on local recruitment: Employer Spotlight Events with NOVAWorks and Job Train in February.

**EMPLOYER SPOTLIGHT**  
Hosted by NOVAworks Job Center

**samTrans**

Attend this informational event to learn about the Bay Area's premier public transportation agency

**Tuesday, February 22, 2022**  
2:00 - 3:30 p.m. (virtual meeting)

**Hiring Bus Operators**

SamTrans, the public bus operator in San Mateo County, is finalizing plans for a new bus network that expands service throughout San Mateo. To deliver this visionary service plan, SamTrans needs to hire a significant number of bus operators.

SamTrans is looking for individuals who enjoy working with people and making a positive impact in our community.

At this event, Bus Operations, HR, and the Training Team will share:

- What it is like to be a bus operator
- SamTrans' hiring process
- SamTrans' Bus Operator training program
- Employee benefits
- Opportunities for advancement

Join us to learn how you can become a member of the SamTrans family!

Register online at <https://bit.ly/nova-spotlight-samtrans>  
— This event is open to the general public —

**NOVAWORKS** NOVA is an equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities.

**HIRING SPOTLIGHT**

Hosted by  
**EAST PALO ALTO CAREER CENTER**  
OPERATED BY JOBTRAIN  
and **SAMTRANS**

Learn how you can join the Bay Area's premier public transportation agency.

**Saturday, February 26, 2022**  
10:00 a.m. – 2:00 p.m.  
2415 University Ave, East Palo Alto

**HIRING BUS OPERATORS**

SamTrans, the public bus operator in San Mateo County, is finalizing plans for a new bus network that expands service throughout San Mateo. To deliver this visionary service plan, SamTrans needs to hire a significant number of Bus Operators.

SamTrans is looking for individuals who enjoy working with people and making a positive impact in our community.

At this event, Bus Operations, HR and the Training Team will be on hand to share:

- What it is like to be a Bus Operator
- SamTrans' hiring process
- SamTrans' Bus Operator training program
- Employee Benefits
- Opportunities for advancement

Same day on-site interviews will be available for individuals who bring:

- DA (DMV Report)
- Resume

Scan QR Code to register online →

Open to the public. Walk-ins Welcomed.

Join us to learn how you can become a member of the SamTrans family!

For Questions, contact Larry Moody at LMoody@JobTrainWorks.org

**samTrans** **EAST PALO ALTO Career Center** **JOBTRAIN**

JobTrain provides Career Training programs in high-demand fields, and job search assistance through its four Career Centers. Auxiliary aids and services are available upon request to individuals with disabilities. For more information, visit [JobTrainWorks.org](http://JobTrainWorks.org).



## Agenda

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

### San Mateo County Transit District

**Wednesday, April 6, 2022 – 2:30 pm**

or immediately following Board meeting recess

- |         |  |               |
|---------|--|---------------|
| 9.a.1.  | Call to Order  |               |
| 9.a.2.  | Approval of Minutes of Community Relations Committee Meeting of March 2, 2022                    | Motion        |
| 9.a.3.  | Appointment of Denise Seibert, Representing Community Riders, to the Citizens Advisory Committee | Motion        |
| 9.a.4.  | Accessible Services Update   | Informational |
| 9.a.5.  | Paratransit Coordinating Council Update  |               |
| 9.a.6.  | Citizens Advisory Committee Update   |               |
| 9.a.7.  | Quarterly Dashboard Report - October-December 2021   | Informational |
| 9.a.8.  | Monthly Performance Report – February 2022   | Informational |
| 9.a.9.  | New SamTrans Website Launch  | Informational |
| 9.a.10. | 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**

**March 2, 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, C. Groom, D. Pine, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: None

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

**1. Call to Order**

Committee Chair Rose Guilbault called the meeting to order at 2:26 pm.

**2. Approval of Minutes of Committee Meeting of February 2, 2022**

Motion/Second: Stone/Medina

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

Noes: None

Absent: None

**3. Accessible Services Update**

Tina Dubost, Manager, Accessible Transit Services, said they had met with the PCC to discuss the wording of the no-show letters to be as customer-friendly as possible. She said the PCC consultants noted that SamTrans' no-show and cancellation rate is among the best in the industry.

**4. Paratransit Coordinating Council Update**

Ben McMullan, PCC Chair, said they would consider the support of Senate Bill (SB) 19 regarding Seamless Transit at their March 8 meeting. He added that they are working to organize a conference with other PCCs throughout the region.

## **5. Citizens Advisory Committee Update**

Meredith Park, CAC Vice Chair, provided a summary of the February 23 meeting, noted that a number of the Committee members felt that the 101 Express Lanes project was not equitable. Director Charles Stone noted that the Managed Lanes project had been instituted by the State of California and suggested having a public website page that provides a background of the project and further explains the equity program. Director Rico Medina noted that there would be a detailed update and discussion on the northern portion of the 101 Managed Lanes project at the TA (San Mateo County Transportation Authority) Board meeting the following day (March 3).

## **6. Monthly Performance Report – January 2022**

Ana Rivas, Director of Bus Transportation, said the report was in the packet and provided a brief summary.

## **7. New SamTrans Website Launch**

The item was continued to the April 6 Board meeting.

## **8. Adjourn**

The meeting adjourned at 2:35 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: **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 February 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 Services      650-508-6247

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of February 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 ; Alex Madrid, Consumer; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA ; Marie Violet, Dignity Health (Member attendance = 11/13, Quorum = Yes)

Guests:

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

Absentees:

Dao Do, Rosener House; Scott McMullin, CoA

**WELCOME/INTRODUCTIONS:**

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

**APPROVAL OF JANUARY MINUTES:**

Sandra Lang moved to approve the January meeting minutes; Sammi Riley seconded the motion; Marie Violet abstained; 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**

Nothing to report.

**Education – Sammi Riley, Chair**

The next meeting will be on March 4<sup>th</sup> at 1 pm.

**Executive – Ben McMullan, Chair**

The committee met on February 1<sup>st</sup>.

- Working with SamTrans to explore alternatives to the no-show/suspension letters as they can be alarming to some consumers.
- Developing PCC recruiting talking points.
- Considering a presentation by UberWAV and will also reach out to Lyft to have their information.
- Contacted Rich Hedges to give a presentation on BART station access at a future PCC meeting.
- Continued reviewing/updating the Workplan:
  - Orientation materials
  - Encouraging advocacy with an advocacy toolkit
  - Addressing systemic issues around safety
  - Distributing the Mobility Guide
  - Advocating for a regional PCC conference
  - Informing members of emergency services related training and events
  - Advocating for driver sensitivity training
  - Planning a driver appreciation event

Richard reported that he was able to contact someone at LYFT to present on their capacity for providing wheelchair trips probably in March or April. They will get back to him.

Richard also reported he had been in touch with Drennen Shelton regarding the PCC Regional Conference; this is very timely as she wants to tie this to the Blue Ribbon Task Force recommendations. The conference would be held before the end of June. He will follow up with her and report to the Executive Committee.

Tina had attended the UberWAV presentation for the San Francisco Mayor's Office on Disability; the presentation was more than 10 minutes and provided information on the services offered.

Kathy Uhl hoped that there would be an opportunity to ask them about their driver training. She had had some bad experiences with using Lyft for her elderly mother and now will not use their services.

Mike was concerned about timing of the presentation as the March meeting will have both a legislative update and possibly a presentation by Rich Hedges.

Alex Madrid mentioned that LYFT used to have a contract with MV Transportation for driver training. He thought it was good to have both companies present.

Sandra Lang thought that the talking points are vital links to the success of the workplan. MTC has funding that will be available, could we be able to find out how much would be designated for paratransit?

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

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

#### **OPERATIONAL REPORTS**

Tina reported that SamTrans made some changes to the bus routes on January 16<sup>th</sup>. The changes are listed on the website.

Reimagine SamTrans is ending and staff will be seeking Board adoption of the final service plan as well as the Title VI and CEQA evaluation and environmental review reports at the March 2<sup>nd</sup> meeting. Details can be found at [www.reimaginesamtrans.com](http://www.reimaginesamtrans.com). The first stages of the changes will occur on August 22<sup>nd</sup>. The Customer Service team will be able to help riders understand the changes taking place as well as the additional phases happening over the next 18 months.

Mike asked if Customer Service can answer questions now on the route changes. Tina said they can answer questions on what has been proposed.

Alex asked for an update about making the website accessible for people with disabilities. Tina said that they are working to make sure that the website is accessible. She had met with the web developers and gave them a list of pdfs currently on the website and asked that the information be accessible, e.g. the *Riders' Guide*. They are also going to make the site easier to navigate.

#### **PERFORMANCE REPORT**

Tina reviewed preliminary data for January.

- Ridership is slightly down compared to December, because of the Omicron surge.
- There are a lot of advance reservation calls, a decrease in agency trips, and subscription trips are consistent.
- Taxi trips were a slightly lower percentage.
- Late cancels and no-shows are low.
- The number of people riding is lower.
- On time performance is 96%; the on-time performance for December was 94.9% (this was incorrectly reported last month.)
- Productivity is 1.34 passengers per hour.
- Telephone hold time had increased because of short staffing due to Omicron, but is still better than the standard of 2.5 minutes.

Richard praised the late cancels and no-shows percentages as this was one of the lowest he'd seen in the industry; he asked why this is. Tina said that staff members spend a lot of time on it and working with people to help them avoid late cancels and no-shows.

Sammi Riley reported that the night before call has a reminder to call if the rider needs to change or cancel a ride. She felt it was good for customers to hear these reminders.

Alex had noticed that on the weekends, there is no option to talk to dispatch. The only options are to make a reservation and to cancel a reservation. Tina will look into this as it seems to be an error.

### **COMMENT STATISTICS REPORT**

Tina reviewed the data for December. There was an increase in the number of compliments but fewer comments than before COVID. Most comments are through the phone center rather than comment cards. There are more policy-related than service-related comments.

### **SAFETY REPORT**

Charles Posejpal reported four incidents in January, all were minor, and three were preventable.

### **LIAISON REPORTS**

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

Marie reported that she had been contacting community centers and other places that use Redi-Wheels services inviting comments. She has not received anything yet. She distributed the *Senior Mobility Guide* to various departments at Sequoia Hospital and has invited feedback.

Susan Capeloto shared an update on the Department of Rehabilitation:

- They have started a “contact” on the web page. Individuals complete a few questions online and their message is sent to their closest office. The system is working well and they have received several requests. It's much easier than having someone complete an application to be contacted.
- They are ceasing to issue bank drafts for clothing, books, supplies, etc. They will now be issuing consumer account cards with a bank. This will start February 15 or 16<sup>th</sup> and should be much easier.
- They are looking for vendors to provide adult work experience for clients. It is designed for people who don't have a lot of work experience or have been out of work. There is a challenge as many of the agencies they work with are down staff, but they hope it will help clients be successfully employed.
- They are open although the building is physically shut. Staff are in the office a few days a week for meetings. There are tables outside the building.

Sandra asked about the type of vendors they are looking for. Susan responded that they contract with certain vendors who provide job development and job prep skills. There will be a new fee structure and they will be paid based on the services given to a client. Marie Violet mentioned that Dignity Health has someone from Ability Path working there and it's going very well.

**ERC – Mike Levinson**

Mike reported an ERC meeting was planned to discuss the no-show and suspension letters, which were modified by the Executive Committee. There was no update on the new IVR system.

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

They are still recruiting members and developing a transportation survey for paratransit customers, followed by a fixed-route survey.

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

CID is working on their strategic plan.

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

CoA are participating in an annual evaluation of what was done last year and the direction for next year. They will be participating individually and as a Commission in the County Commissioner training. They are also continuing to work with Age Friendly Cities in their communities and at the commission level. They are looking at transportation and paratransit as seniors get back into the community.

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

The committee has not set a date for the next meeting. She is providing information on the changes taking place in the summer.

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

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

- A motion was passed to accept revenues and expenditures for the period ending December 31, 2021.
- A motion was passed to accept the Quarterly Investment Report and Fixed Income Market Review and Outlook
- Receipt of a report on the 101 Express Lanes project. The portion south of Whipple will open on February 11. The north portion is still undergoing a draft environmental report.
- Receipt of detailed financials and updates on the Peninsula Corridor Electrification cutaways scheduled for March.
- There will be possible new action regarding transportation through AB2086.

- The Citizens Oversight Committee for Measure W will meet on March 7<sup>th</sup>, at 1pm.

## **OTHER BUSINESS**

None.

The next meeting will be on March 8<sup>th</sup> at 1:30pm. The meeting adjourned at 2:30pm.

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

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

### Legislative Update

The legislative update from SamTrans staff was postponed until the March 8 meeting.

Mike Levinson reported that there was discussion at the SamTrans Board of Directors meeting about Caltrain governance and the ongoing dispute as to who will control the system. Tina Dubost briefly described the situation. More information on the issue can be found at:

[https://www.samtrans.com/about/MediaRelations/news/SamTrans\\_Proposal\\_on\\_Caltrain\\_Governance\\_to\\_be\\_Discussed\\_at\\_February\\_Board\\_of\\_Directors\\_Meetings.html](https://www.samtrans.com/about/MediaRelations/news/SamTrans_Proposal_on_Caltrain_Governance_to_be_Discussed_at_February_Board_of_Directors_Meetings.html).

### Advocacy

#### Transit Recovery Update – Tina Dubost

Paratransit ridership is lower as customers are still being cautious about going out. Some employers are delaying their return to the office for their employees. Some agencies are restricting or limiting access. Transit and paratransit agencies throughout the region are being affected as their staff are getting sick from COVID, having to take care of others, or isolate because they have been exposed. Although this hasn't affected Redi-Wheels yet, customers are asked to be patient and flexible.

The TSA has extended the mandate to wear face masks on public transit through March 18, 2022. Governor Newsom may rescind the indoor mask mandate.

They are continuing to offer free rides to vaccination sites.

Mike commented that the CDC is contemplating a second booster shot.

### Policy Issues:

None.

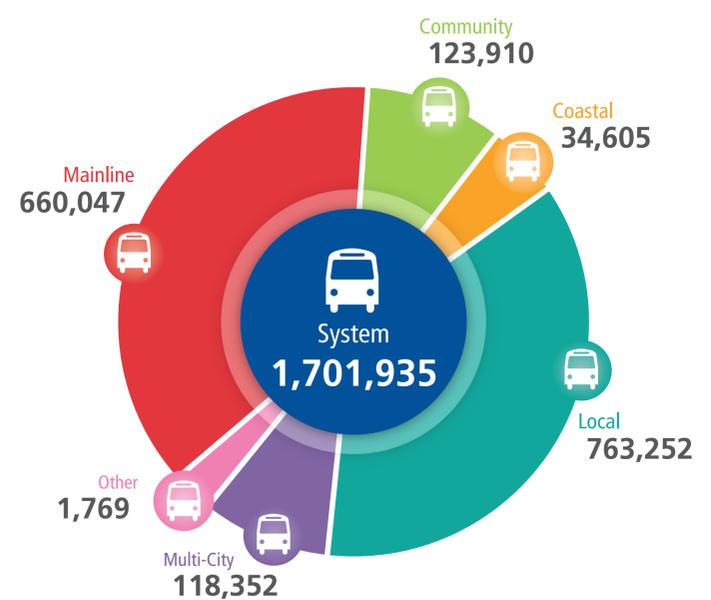
The next PAL meeting will be on March 8<sup>th</sup>, 2022.



# FY22 SamTrans Service Statistics

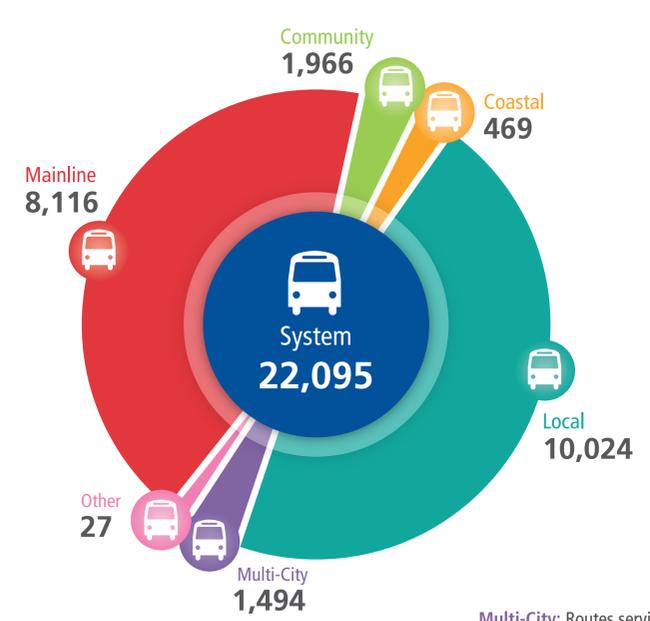
## Quarterly Report (Oct-Dec)

### TOTAL PASSENGERS



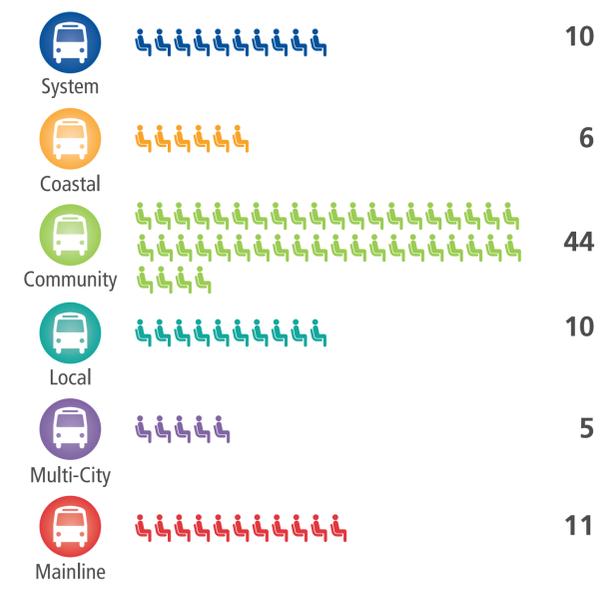
**Coastal:** Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 17, 294, etc...)  
**Community:** Infrequent, community-specific routes which do not operate during off-peak hours. (Route 24, 38, 49, 60, etc...)  
**Local:** Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods. (Routes 110, 120, 250, 280, etc...)

### AVERAGE WEEKDAY RIDERSHIP

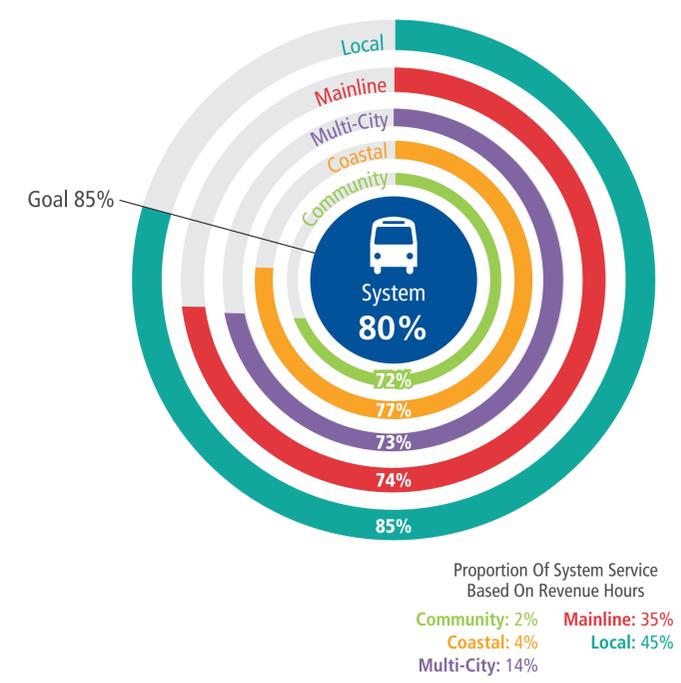


**Multi-City:** Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)  
**Mainline:** Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)  
**Other:** Trippers, standby routes,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

### WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



### WEEKDAY ON-TIME PERFORMANCE



### TOTAL MILES TRAVELED



### PREVENTABLE ACCIDENTS



### MILES BETWEEN PREVENTABLE ACCIDENTS



### SERVICE CALLS



### MILES BETWEEN SERVICE CALLS



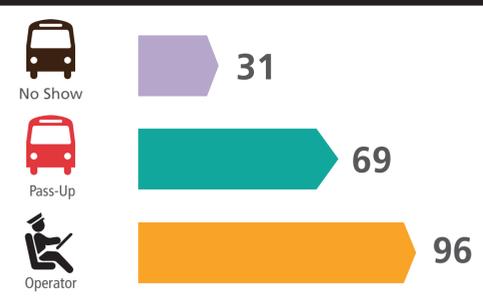
### DID NOT OPERATE



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



### TOP 3 COMPLAINTS



### COMPLAINTS/100,000 Boardings



### FAREBOX RECOVERY RATIO



**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  
April Chan, Chief Officer, Planning, Grants/Transportation Authority  
Subject: **Monthly Performance Report | February 2022**

**Action**

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

**Significance**

**SamTrans:** Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 74.0 percent in the month of February 2022 compared to February 2021. Similarly, the total monthly ridership increased by 63.9 percent comparing February 2022 to February 2021. SamTrans is operating at approximately 88 percent of the pre-COVID-19 service level.

When comparing February 2022 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for all SamTrans modes is 51.3 percent lower.

**Caltrain:** Average weekday ridership increased by 214.5 percent in the month of February 2022 compared to February 2021. Similarly, the total monthly ridership increased by 207.2 percent comparing February 2022 to February 2021. Caltrain increased the number of weekday trains by 48.6 percent from 70 weekday trains to 104 weekday trains on August 30, 2021. Prior to the COVID-19 pandemic, Caltrain was operating 92 weekday trains.

When comparing February 2022 to average weekday ridership levels just prior to the start of pandemic related restrictions (February 2020), ridership for Caltrain is 83.7 percent lower.

**Other SamTrans' Key Performance Indicators:**

- Preventable Accidents - In February 2022, there were 4 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; SamTrans (including Contracted services) had 0.61 accidents per 100,000 miles surpassing the goal.
- Miles Between Service Calls (MBSC) - SamTrans met its goals with 0.80 service calls per 25,000 miles. The goal is to have one or fewer service calls per every 25,000 miles.
- On-Time-Performance (OTP) for February 2022 was below SamTrans' OTP goal of 85.0 percent at 82.3 percent.
- In February 2022, there were 472 DNOs (trips that did not operate) – 639 less than in January 2022.

Data shown in this report is current as of March 15, 2022.

**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	Feb-20	Feb-21	Feb-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Bus	37,113	13,050	22,535	72.7%	36,653	12,733	21,163	66.2%
Paratransit	1,046	348	539	54.9%	1,110	373	527	41.3%
Shuttles	12,135	684	1,427	108.6%	11,584	1,228	1,273	3.7%
<b>Total</b>	<b>50,294</b>	<b>14,082</b>	<b>24,501</b>	<b>74.0%</b>	<b>49,347</b>	<b>14,334</b>	<b>22,963</b>	<b>60.2%</b>

SAMTRANS   Total Ridership								
Mode	Feb-20	Feb-21	Feb-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Bus	893,726	334,948	544,571	62.6%	7,393,900	2,800,107	4,400,673	57.2%
Paratransit	25,538	8,664	12,474	44.0%	219,684	76,298	107,966	41.5%
Shuttles	238,246	13,409	28,216	110.4%	1,975,572	206,628	214,499	3.8%
<b>Total</b>	<b>1,157,510</b>	<b>357,021</b>	<b>585,261</b>	<b>63.9%</b>	<b>9,589,156</b>	<b>3,083,033</b>	<b>4,723,138</b>	<b>53.2%</b>

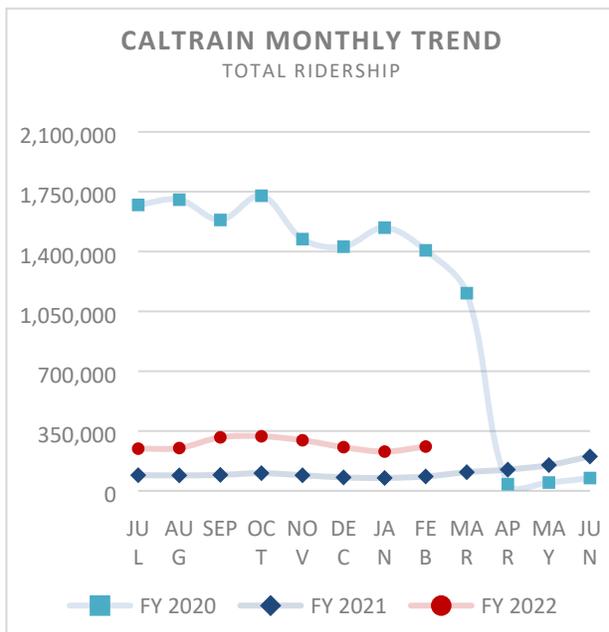
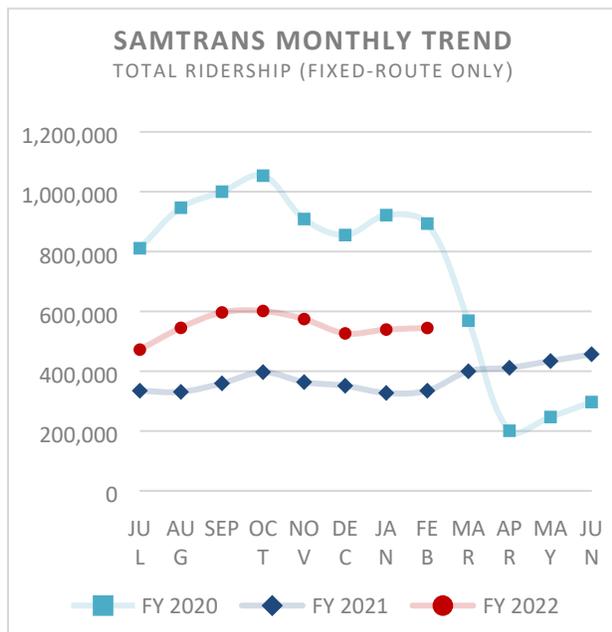
CALTRAIN   Average Weekday Ridership								
Mode	Feb-20	Feb-21	Feb-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Caltrain	67,218	3,484	10,956	214.5%	68,614	3,491	10,356	196.6%

CALTRAIN   Total Ridership								
Mode	Feb-20	Feb-21	Feb-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Caltrain	1,406,951	84,365	259,190	207.2%	12,534,948	710,040	2,170,300	205.7%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Feb-20	Feb-21	Feb-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Dumbarton	142	39	58	48.2%	139	47	53	13.0%
BART (San Mateo County)	43,088	4,358	11,053	153.6%	45,210	4,501	11,003	144.5%

OTHER MODES in San Mateo County   Total Ridership								
Mode	Feb-20	Feb-21	Feb-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Dumbarton	2,706	774	1,098	41.9%	23,612	8,010	9,017	12.6%
BART (San Mateo County)	977,245	103,598	277,338	167.7%	8,846,296	914,777	2,379,130	160.1%

**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	Feb-20	Feb-21	Feb-22
Adult	477,304	207,362	311,915
Youth	182,369	17,367	93,735
Eligible Discount	234,505	110,153	138,763
<b>Total</b>	<b>894,178</b>	<b>334,882</b>	<b>544,413</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	Feb-20	Feb-21	Feb-22
On-Time Performance	81.1%	88.6%	82.3%
Preventable Accidents	20	8	4
Service Calls	24	18	21
Trips Scheduled	41,336	33,126	35,455
Did Not Operate DNOs	186	5	462

**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	Feb-20	Feb-21	Feb-22
Revenue Hours (Sched.)	49,493	44,807	42,917
Revenue Miles (Sched.)	538,856	465,750	478,770
Total Fleet Miles (Actual)	747,265	632,062	658,809

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 164,702 Miles between Preventable Accidents this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	Feb-20	Feb-21	Feb-22
On-Time Performance (RW)	92.9%	98.2%	95.7%
On-Time Performance (RC)	96.2%	96.6%	95.3%
Preventable Accidents (RW)	1	1	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	5	3	5
Service Calls (RC)	0	0	0

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 31,372 Miles between Service Calls this month.

**Notes:** KPIs include participating contractors' performance.

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

RW = Redi-Wheels  
RC = RediCoast

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Feb-20	Feb-21	Feb-22
Revenue Miles (RW)	175,486	73,371	108,804
Revenue Miles (RC)	33,827	9,918	11,703
Fleet Miles (RW)	190,150	86,449	122,307
Fleet Miles (RC)	40,079	15,603	14,635

**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Feb-20	Feb-21	Feb-22
Complaints	146	106	88
Accessibility	12	11	9
Compliments	19	5	12
Service Requests	39	21	34
<b>Reports Total</b>	<b>216</b>	<b>143</b>	<b>143</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 January (207) to February (143).

**SAMTRANS YOUTH UNLIMITED PILOT PROGRAM**

SAMTRANS (BUS)   Pass Usage			
KPI	Jan-22	Feb-22	
Ridership	4,163	26,873	

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 **February 2022**:

- “Drive with Us” Bus Operator Recruitment Campaign
- WiFi on Buses
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans Reaches Three-year Agreement with Union Representing Operators and Maintenance Workers"
- Press Release: "SamTrans Recognizes African American History Month"
- Press Release: "SamTrans, County Office of Education Announce 2022 Art Takes a Bus Ride Contest"
- Press Release: "SamTrans to Hold Operator Recruitment Events"
- Press Release: "SamTrans to Adjust Schedules for Presidents’ Day Holiday"

**Digital Communications Report:**

In the month of February, the largest events for SamTrans were the operator hiring events, the listening sessions, honoring Black History Month, Rosa Parks’ Memorial, and Art Takes a Bus Ride making a return.

February 2022 Highlights:

Final elements of the new websites are in development; this is theming the website’s look and design. The “power users” have been trained to review content and are currently editing. The website launch has been scheduled for March 29, 2022. Some of the key highlights of the new site include the following: a trip planner, live maps, improved calendar features for meetings and events, and mobile-friendly.

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

# ***New SamTrans Website Launch***

SamTrans Board, April 6, 2022

Digital Communications Manager  
Jeremy Lipps

# Current Website

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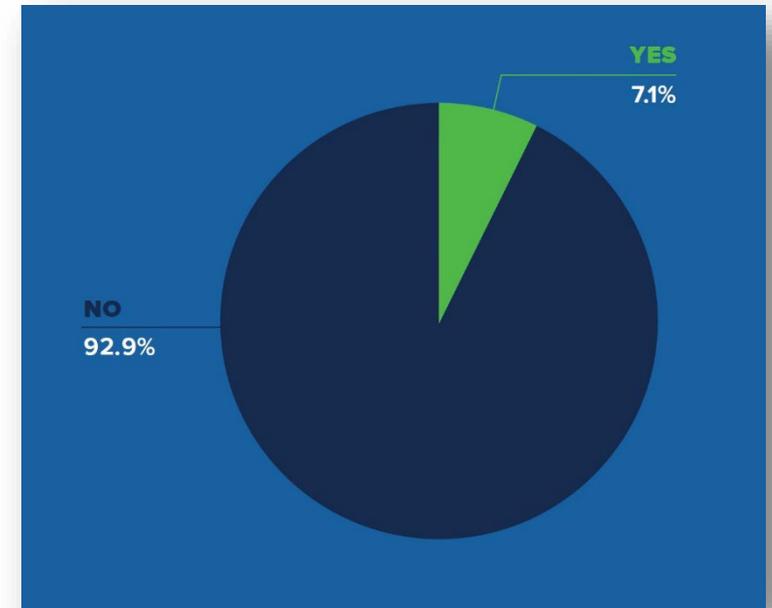
Current site launched in 2010 (ancient in technology time)

Partially mobile optimized

Content Management System for Staff (bugs, customized, obsolete)

Obsolete & Outdated security (outdated infrastructure/hosting)

Are you proud of the District websites?



# Timeline New Website

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- Dec 2020
  - Contractors Onboard ---- Expert Transit Website Developer
- 2021
  - Staff and External Input (such as CAC, user feedback)
  - Built site, migrated and updated content
- 2022
  - Training: Internal Staff new system
  - Final Theming/Design Updates
  - Launch: April 19



**FivePaths**

# New Website Improvements

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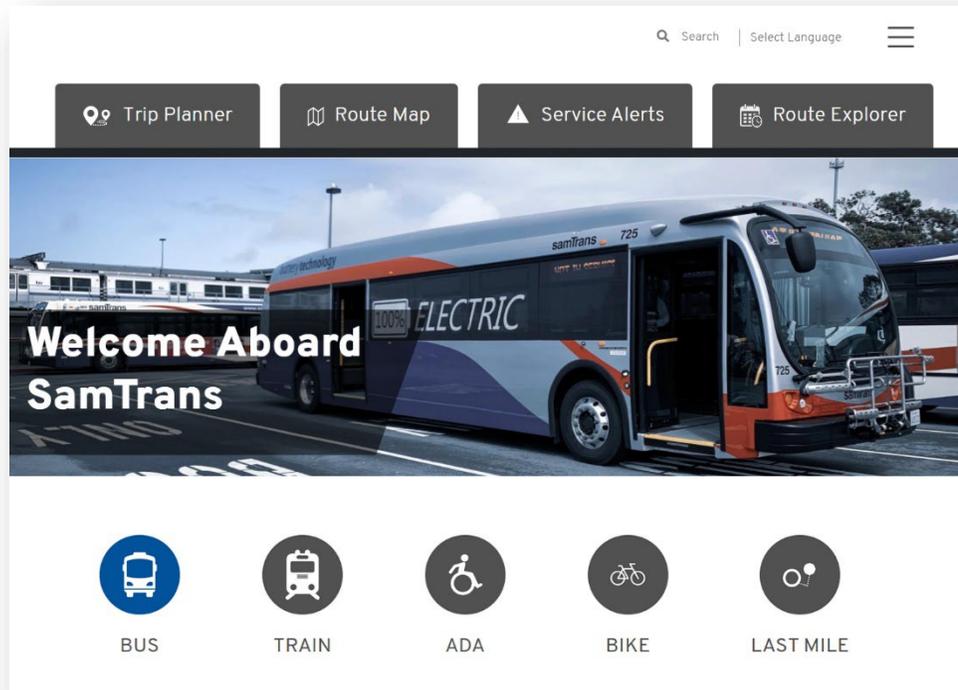
- Trip Planning, Maps
- Improved Customer Experience
- Dynamic Events and Meetings Calendar
- Mobile Optimized
- Modern Content System (Drupal)
- Improved User Interface (staff)
- Increased 3<sup>rd</sup> Party Integration Flexibility (Bonfire, Social Media, etc.)
- Increased Security and Stability

# ADA Improvements

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- Converting Documents to ADA Accessible (Section 508)
- Staffing Issues
- Align with Title VI
- Minimize Creation of Non-Accessible Docs
- OnBase Agenda Management

# Improvements – Customer Experience



## Additional Rider-Facing Improvements

- Mobile First Design
- Improved Info Architecture
- Route finding
- Live bus maps
- Improved customer alerts

# Improvements – Trip Planning

Route Map

Service Alerts

From

To

Depart after

02/28/2022 11:09 AM

Wheelchair accessible

GO

397 San Francisco - Palo Alto Transit Ctr

398 Redwood City Transit Center to SF Transbay Terminal

ECR Daly City BART - Palo Alto Transit Ctr

95 Redwood City Caltrain - Ralston/Alameda

L3 LTD 3

L5 LTD 5

B7 Bullet

Trip Planner

Route Map

Service Alerts

Route Explorer

From

To

Depart after

02/28/2022 11:09 AM

Wheelchair accessible

GO

# Improvements

2022 Meeting Dates - PDF File

2022	Agenda	Minutes
February 11	SMC Express Lanes JPA Agenda	
February 4	SMC Express Lanes JPA Special Meeting Agenda	
February 3	TA Board Agenda	#9 202: #8 202:  #11a P  #11b P
January 25		Comple  Presen
January 14	SMC Express Lanes JPA Agenda	
January 6	TA Board Agenda cover -	#7b M:

## SMCTA Meetings (past)

Title

APPLY

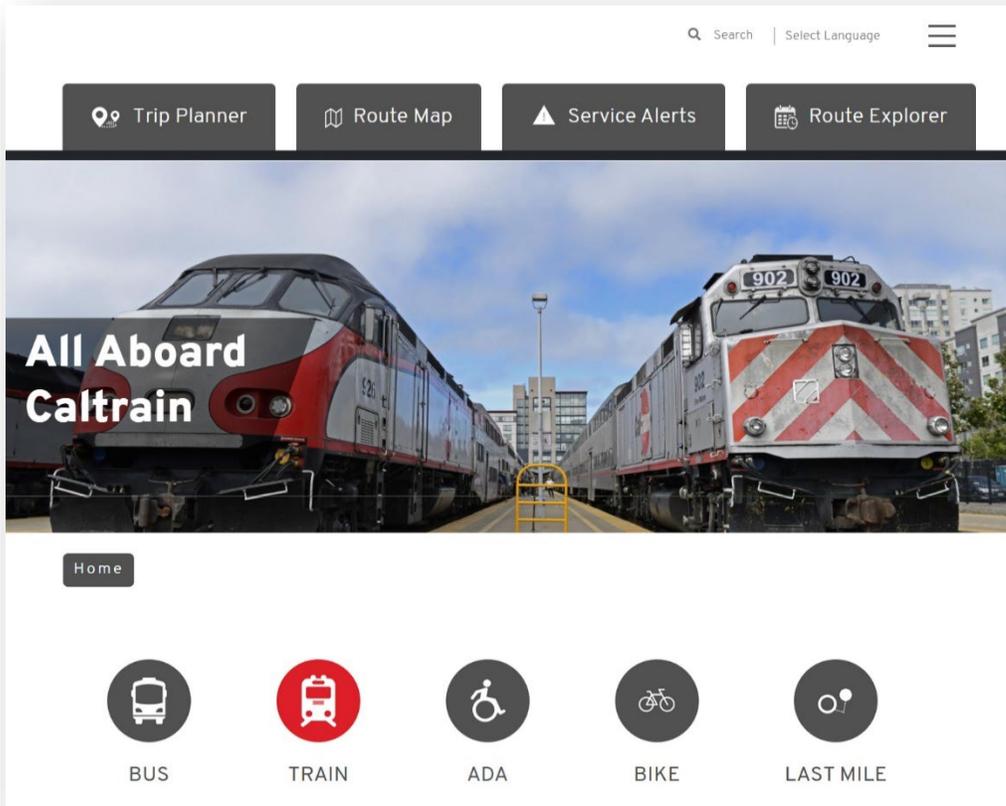
RESET

- FEB 3 9:02 am TA Board of Directors
- FEB 1 8:02 am TA Citizens Advisory Com...
- JAN 25 8:01 am Complete Streets Webinar
- JAN 6 9:01 am TA Board of Directors

OLD  
Small text  
Not mobile formatted  
"pinch" to resize  
Difficult to select links

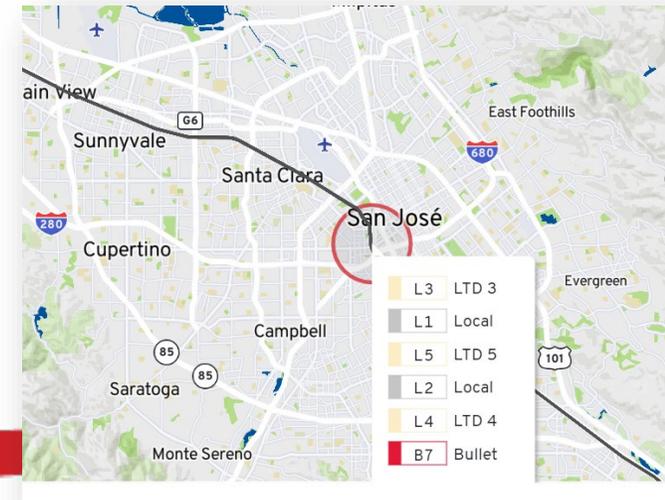
NEW  
Clear Events and Dates  
Unique Events Pages  
Finger-touch Links  
Simplified Event Management

# New Caltrain Site

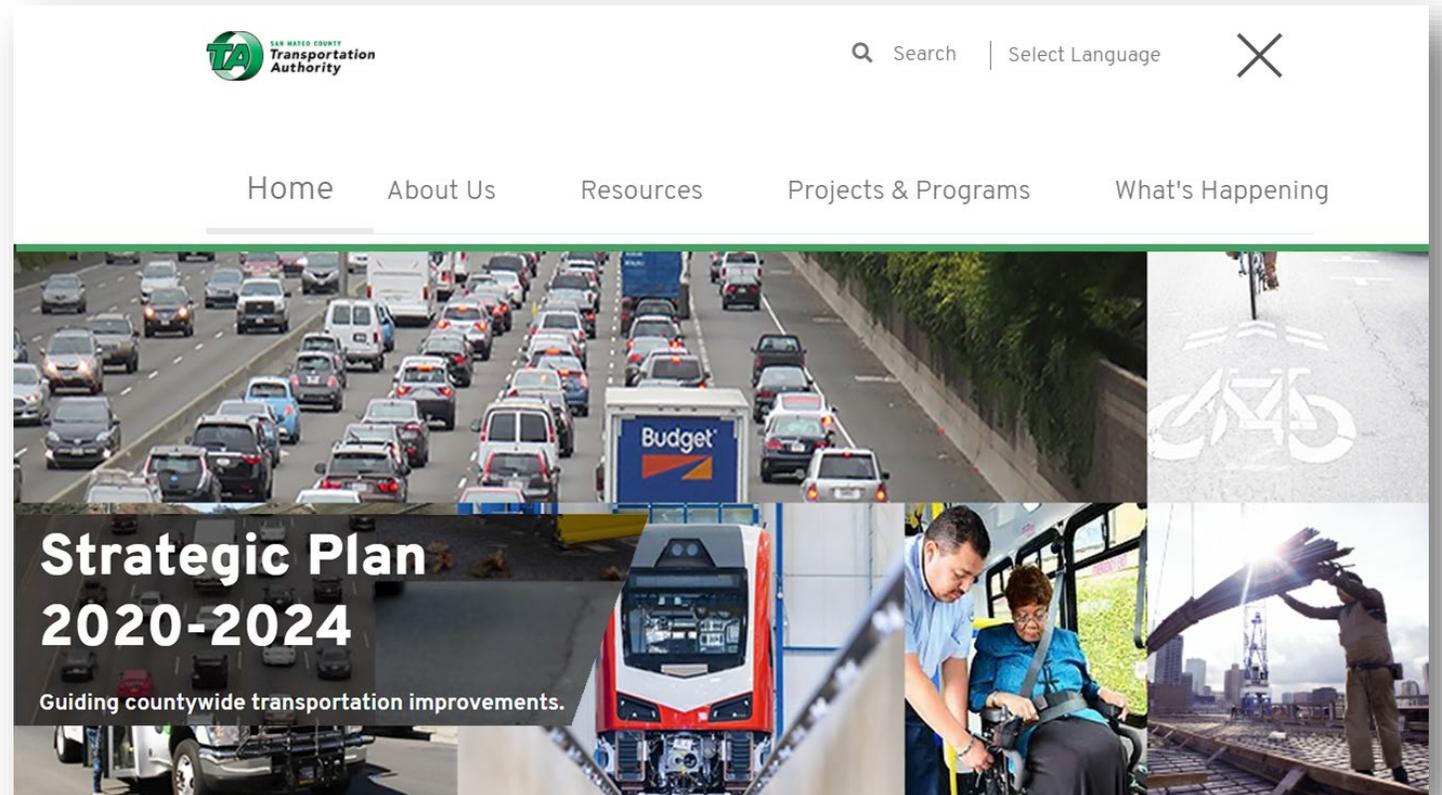


## Additional Rider-Facing Improvements

- Deeply Integrated GTFS
- Live train maps
- Route Finding
- Improved customer alerts



# New TA Site



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# Questions



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, April 6, 2022 – 2:45 pm**

or immediately following the Community Relations Committee meeting

- |        |  |        |
|--------|--|--------|
| 9.b.1. | Call to Order  |        |
| 9.b.2. | Approval of Minutes of Finance Committee Meeting of March 2, 2022  | Motion |
| 9.b.3. | Amendment of Contract with MV Transportation for Contracted Urban Bus Services   | Motion |
| 9.b.4. | Acceptance of Fuel Hedge Update Since Inception  | Motion |
| 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 | Motion |
| 9.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**

**March 2, 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: C. Groom, R. Medina, D. Pine, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: None

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

**1. Call to Order**

Committee Chair Marina Fraser called the meeting to order at 2:35 pm.

**2. Approval of Minutes of Committee Meeting of February 2, 2022**

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: None

**3. Authorize an Amendment to Contract #21-S-M-050 for the Purchase and Delivery of 17 Battery Electric Heavy-duty Low-floor Buses and 20 Depot Chargers, Increase the Budget for the Express Bus Project by \$16,535,180, and Amend the Fiscal Year 2022 Capital Budget to \$55,519,700**

David Harbour, Director of Maintenance, presented the staff report.

Motion/Second: Gee/Stone

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

Noes: None

Absent: None

#### **4. Adjourn**

The meeting adjourned at 2:42 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: Finance Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer     David Olmeda, Chief Operating Officer,  
Bus  
Subject: **Amendment of Contract with MV Transportation for Contracted Urban Bus Services**

**Action**

Staff proposes the Finance Committee recommend the Board:

1. Approve an amendment ( Amendment 7) to the Contracted Urban Bus (CUB) Services Agreement - 12-SAMTR-S-033 (Agreement) with MV Transportation, Inc. (MV) to continue provision of CUB Services through January 31, 2024 for an estimated additional contract amount of \$46,154,250; and
2. Authorize the Acting General Manager/CEO or designee to execute Amendment 7 in a form approved by legal counsel.

**Significance**

Amendment of the Agreement will provide uninterrupted provision of CUB Services to the San Mateo County Transit District (District) by MV from May 1, 2022 through January 31, 2024.

**Budget Impact**

The funds to pay for the annual cost of CUB Services will come from the approved Fiscal Year (FY) 2022 and future approved FY Operating Budgets.

**Background**

The District and MV entered into the Agreement, effective January 1, 2013. The Agreement has subsequently been amended to (1) exercise Board-approved option terms; (2) revise contract pricing terms through a set of incentives and assessments to better align the performance and quality of services, and (3) make an equitable and justifiable adjustment to the vehicle revenue mile (VRM) rate/price). The current Agreement, as previously amended, is set to expire on April 30, 2022.

After review of the operational and financial impacts of the COVID-19 pandemic, the District determined it is in its best interest to research and assess current and alternative means of providing CUB Services. Staff has further determined the District requires additional time to

properly research both the marketplace and operational alternatives before it can develop and deploy sound strategic operational and procurement plans for the current CUB Services. The latter may include issuing a Request for Information and/or Interest in spring 2022, followed by a Request for Proposals in fall 2022/spring 2023 with the objective of awarding and executing a new agreement in the fall of 2023.

The District informed the Federal Transit Administration (FTA) of the District's intent to extend the Agreement on a non-competitive basis. The FTA did not object to the proposed action. In accordance with District's procurement rules, the District processed a single source justification for the Agreement file.

Given the foregoing, the District and MV negotiated a two-year extension to the Agreement beginning May 1, 2022 and ending January 31, 2024. This Seventh Amendment to the Agreement will change the VRM price from \$11.36/mile in 2021 to \$12.14/mile in 2022, and \$13.15/mile in 2023. Including estimated lower annual VRMs of 1,825,000 for each year of the extension, the Agreement contract amount will increase by an estimated, negotiated total of \$46,154,250 (\$22,155,500 in 2022; a 6.9% increase from 2021; and \$23,998,750 in 2023, an 8.3% increase over 2022). Staff has reviewed the negotiated pricing and has deemed it to be fair and reasonable.

The current Board-authorized contract amount as previously amended is \$156,916,060. Amendment 7 to the Agreement will extend the term two years until January 31, 2024, and increase the total contract amount by \$46,154,250 from \$156,916,060 to \$203,070,310.

Prepared By:	Luis F. Velasquez	Sr. Contract Officer, PA III	650-622-8099
	Enrique Silvas	Manager, Bus Contracts	650-508-6491

**Resolution No. 2022 –**

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

\* \* \*

**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**

**Whereas**, the San Mateo County Transit District (District) and MV Transportation, Inc. (MV) entered into an agreement to provide Contracted Urban Bus (CUB) Services under Agreement 12-SAMTR-S-033 (Agreement) on January 1, 2013; and

**Whereas**, the Agreement is set to expire on April 30, 2022; and

**Whereas**, due to the operational and financial impacts of the COVID-19 pandemic, the District has determined that it is in its best interests to extend the Agreement while it researches and assesses current and alternative means of providing CUB Services, with the objective of awarding and executing a new agreement in the Fall of 2023; and

**Whereas**, MV has agreed to extend the Agreement term through the implementation of the January 2024 SamTrans run book, no later than January 31, 2024; and

**Whereas**, the parties have engaged in negotiations and arrived at fair and reasonable terms, which are to be memorialized in an amendment (Seventh Amendment) to the Agreement; and

**Whereas**, the Seventh Amendment is intended to accomplish the following objectives:  
(1) extend the contract from May 1, 2022 through implementation of the January 2024 SamTrans run book, no later than January 31, 2024; and (2) provide an equitable and justifiable adjustment to the vehicle mileage rate paid for revenue service; and

**Whereas**, the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors approve the Seventh Amendment to extend the Agreement with MV through no later than January 31, 2024 for an estimated cost of \$46,154,250 thereby increasing the total contract amount from \$156,916,060 to \$203,070,310.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby approves the Seventh Amendment to the Contracted Urban Bus Services Agreement with MV Transportation, Inc. through no later than January 31, 2024 for an estimated additional contract amount of \$46,154,250; and

**Be It Further Resolved** that the Acting General Manager/CEO or designee is authorized to execute the Seventh Amendment in a form approved by legal counsel.

Regularly passed and adopted this 6<sup>th</sup> day of April, 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: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Acceptance of Fuel Hedge Update Since Inception**

**Action**

Staff proposes the Board of Directors (Board) review and accept a staff presentation on implementation of the San Mateo County Transit District (District) Fuel Hedging Program (Program) and strategy.

**Significance**

The Board adopted the District's current Diesel Fuel Hedging Program and a related Statement of Policy & Strategy on April 1, 2020. The Program is managed in cooperation with consultant Linwood Capital, LLC.

The District invested \$200,000 into the Program at the end of Fiscal Year (FY) 2020, allowing the District to pre-purchase contextually-appropriate anticipated diesel fuel in advance, with the precise amounts determined by anticipated consumption and fuel market fluctuations. Based on the current parameters of the Program, hedging has produced:

- Realized net gains of \$808,585 (actual savings experienced based on closed-out fuel contracts) for the time-period June 2020 through February 2022;
- Unrealized gains of \$951,703 (anticipated savings for fuel contracts currently held by the District) for the time-period June 2020 through March 11, 2022; and
- Combined realized net gains and unrealized gains of \$1,760,288 through March 11, 2022.

Moving forward, the District and Linwood Capital will work to:

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

As a result, the Program is expected to help the District:

- Avoid \$666,454 in potential additional fuel costs (representing 67% in fuel cost savings versus without hedging) over the next 10 months if fuel prices average 1 standard deviation higher than current fuel market pricing; and
- Result in unrealized gains representing a fuel cost savings of approximately \$0.98 per gallon through December 2022.

**Budget Impact**

There is no impact on the budget associated with receipt of this report.

**Background**

The Program is designed to minimize large budget variances due to the volatility of diesel fuel prices, increase budget certainty, and facilitate a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as it relates to the District's annual budget, with realized gains or losses considered to be an element of fuel costs.

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

# LINWOOD CAPITAL, LLC

ENERGY PRICE RISK MANAGEMENT CONSULTING

Jeffrey R. LeMunyon, CFA  
Principal

## SamTrans Hedging Program Overview April 6, 2022

# Program Performance Historical Pricing

Item #9.b.4.  
4/6/2022

SamTrans Diesel Hedge Analysis  
Supplier Price vs. SamTrans Cost  
March 11, 2022



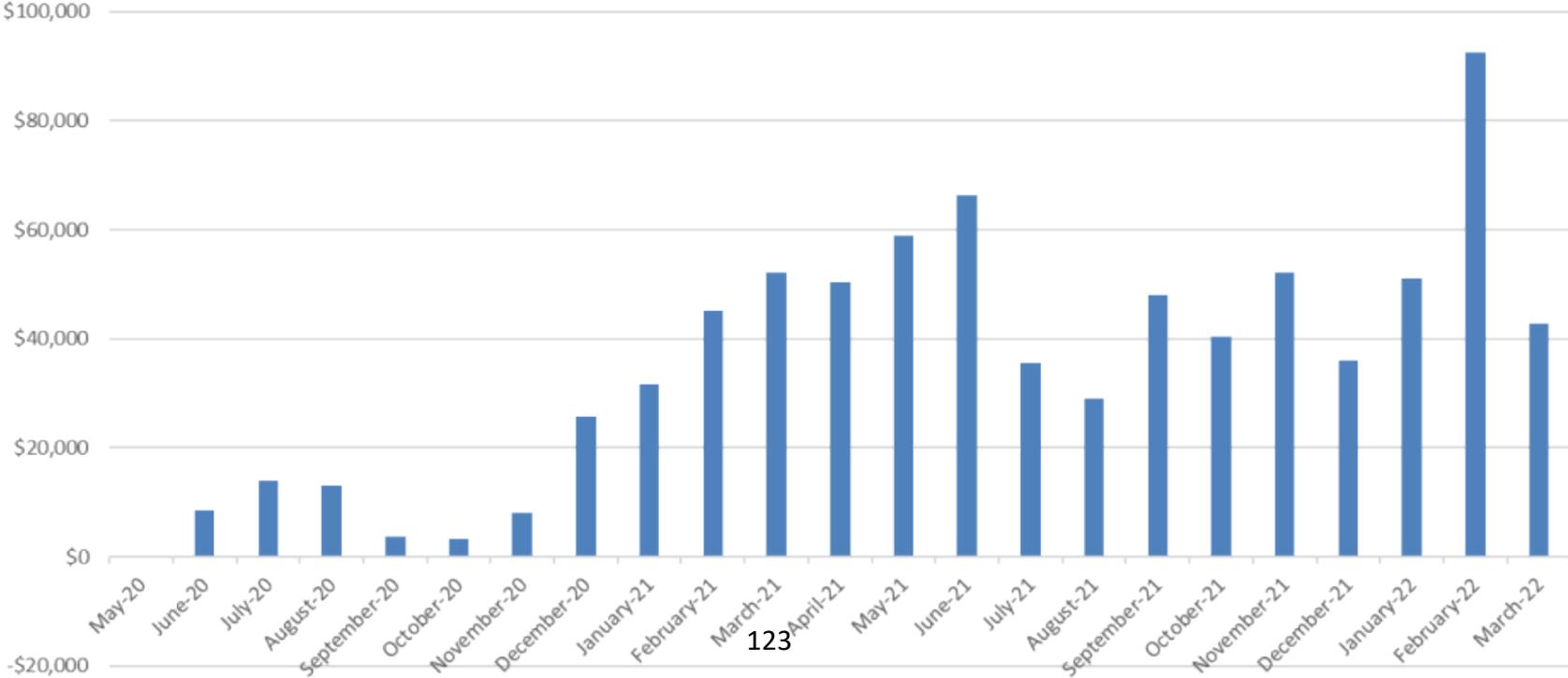
# Program Performance

## Historical Realized Gains & Losses

Item #9.b.4.  
4/6/2022

- Cumulative net realized gain since inception is +\$808,585
- (+\$0.35 per gallon approximately)

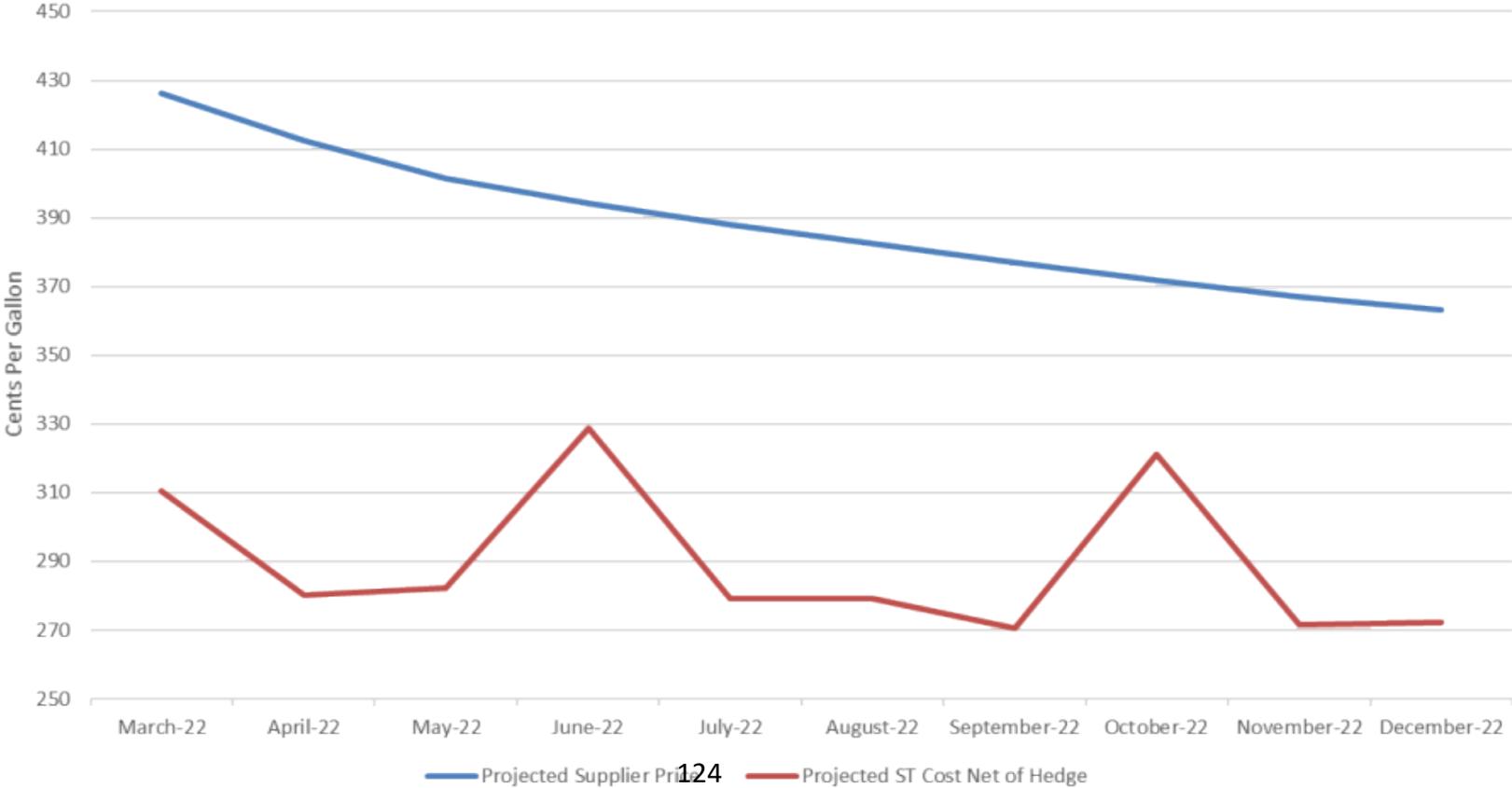
Monthly Realized Gains  
March 11, 2022



# Program Performance

Item #9.b.4.  
4/6/2022

Prospective Analysis  
Projected Supplier Price vs. Projected ST Cost Net of Hedge  
March 11, 2022

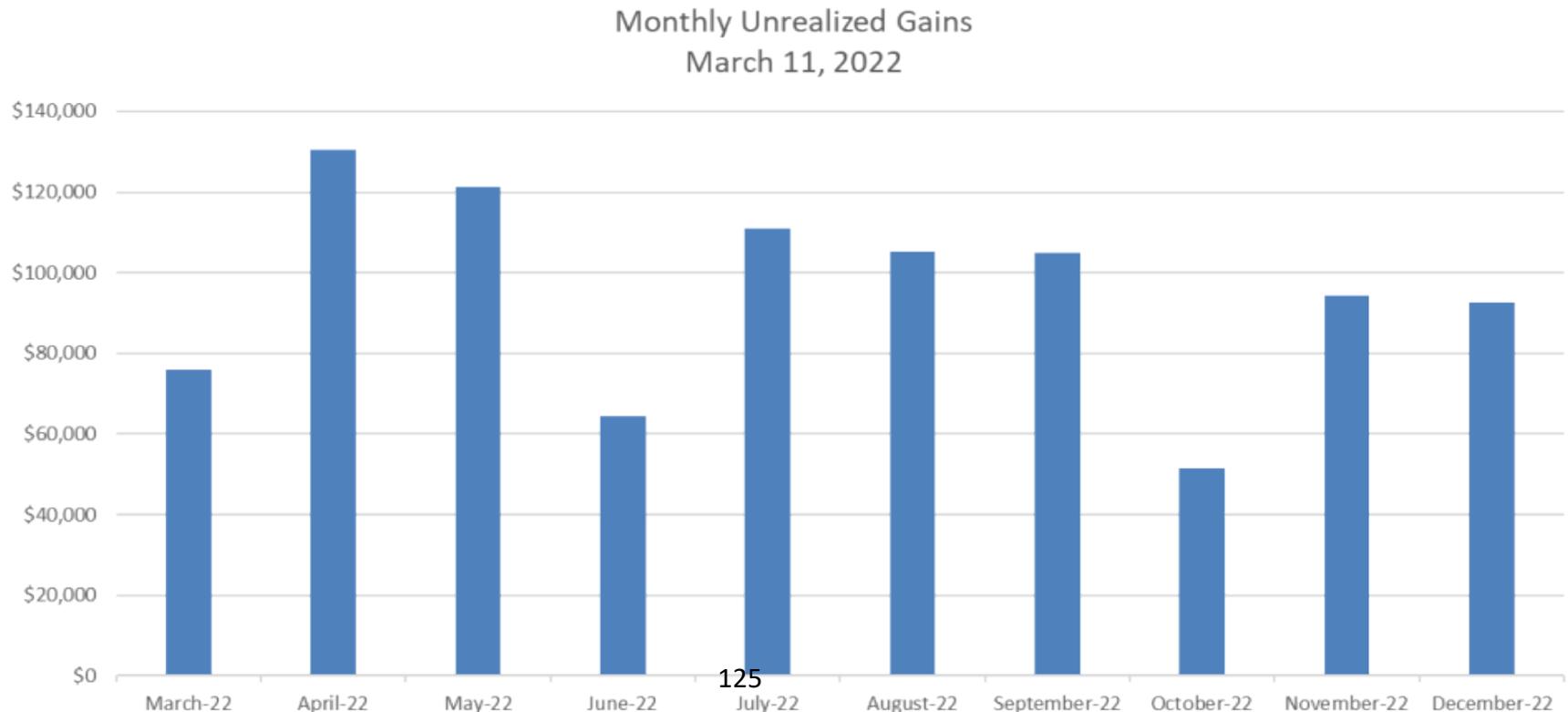


# Prospective Analysis

## Current Unrealized Gains (losses)

Item #9.b.4.  
4/6/2022

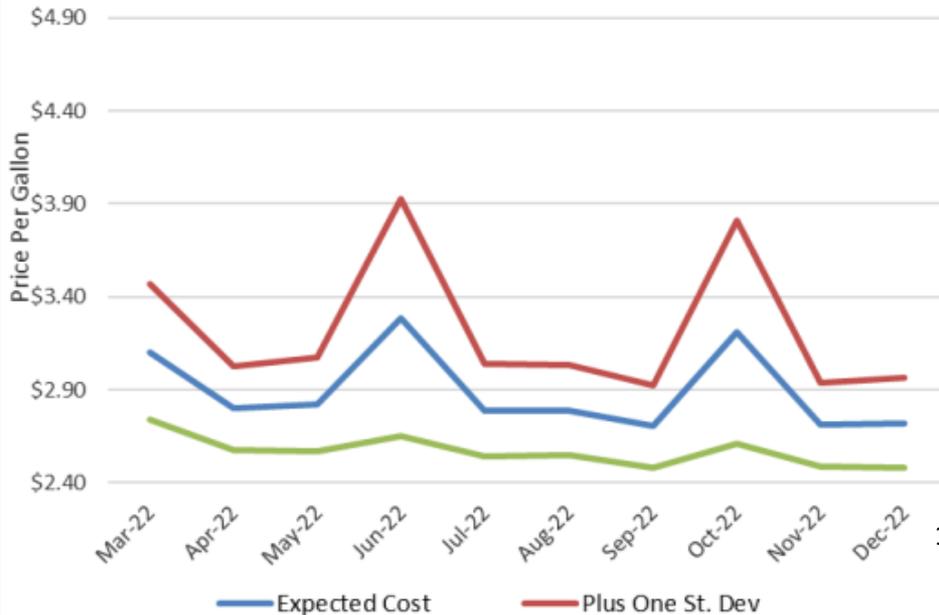
- Current unrealized gain is +\$951,703
- Combined unrealized gains and cumulative realized gains is +\$1,760,288
- Unrealized gain of approximately \$0.98 per gallon through December 2022.



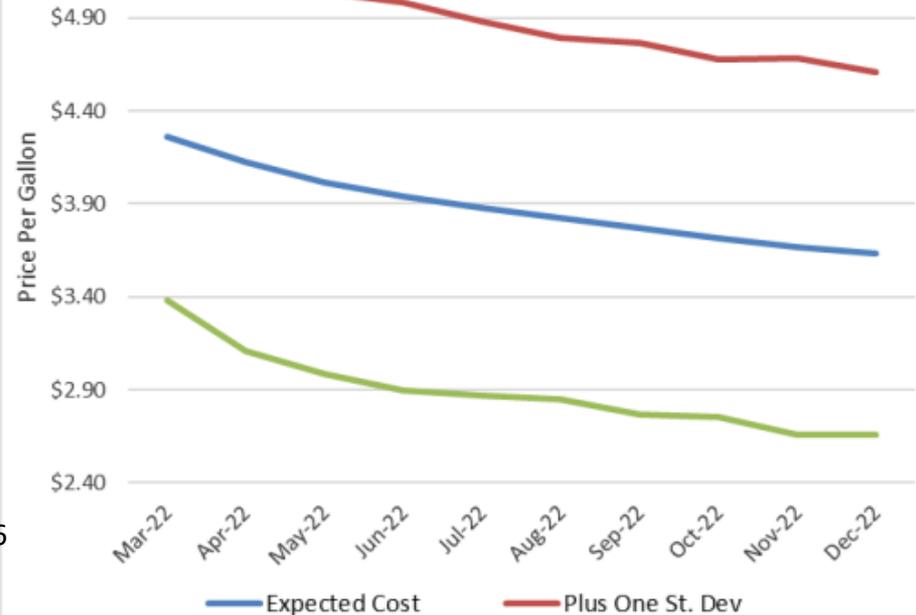
# Projected SamTrans Cost Variability

- Projected variability in SamTrans cost as indicated by plus and minus one standard deviation of expected market movement between now and the indicated time period.
- Graph on left is current variability profile net of hedge.
- Graph on right is current variability profile if there were no hedging.

**SamTrans Hedged  
Diesel Fuel Cost Variability Analysis  
March 11, 2022**

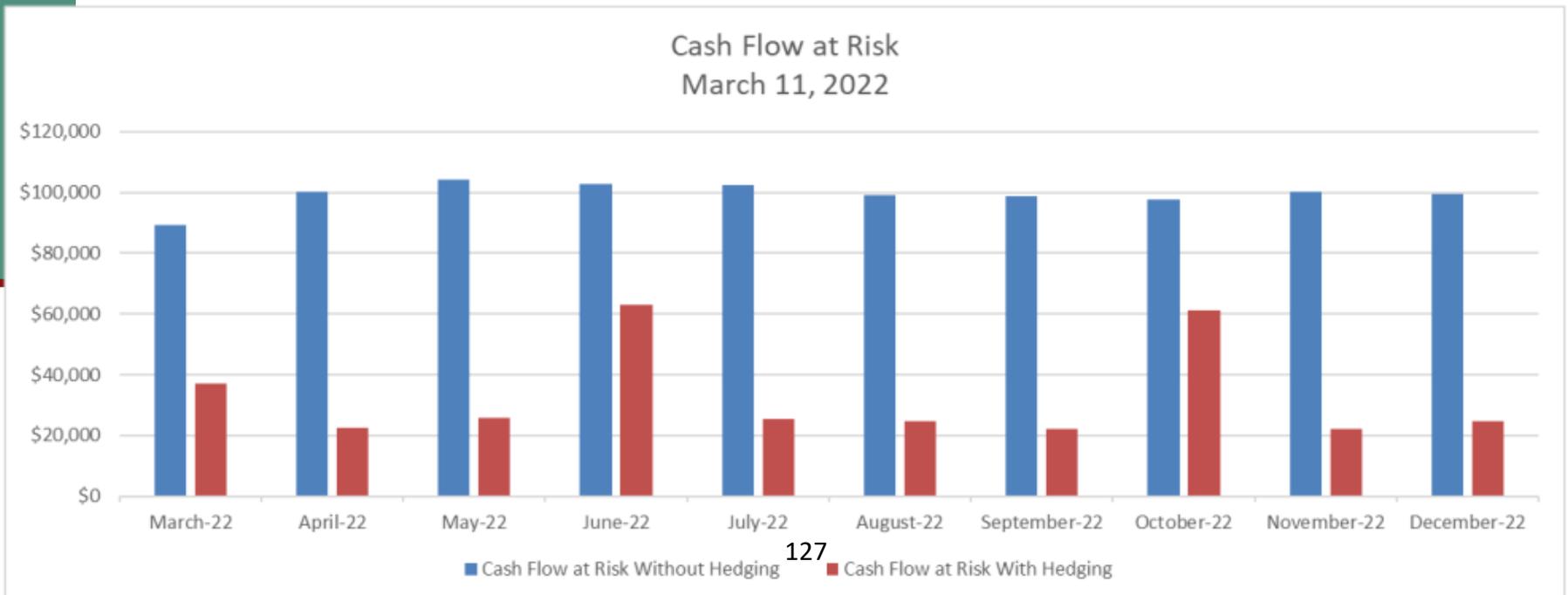


**SamTrans Un-Hedged  
Diesel Fuel Cost Variability Analysis  
March 11, 2022**



## Cash Flow at Risk (CFaR)

- CFaR is the difference between the projected cost and the plus one standard deviation cost.
- This is to analyze the amount by which projected costs could increase given the current hedge position and without the current hedge position.
- CFaR through December 2022 with hedging is \$328,017.
- CFaR through December 2022 without hedging is \$994,471
- Not only is hedging currently producing gains, but it is avoiding an additional \$666,454 in fuel cost in the next 10 months should prices average 1 standard deviation higher than current market.



**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Receive Measure W Citizens' Oversight Committee Report for Fiscal Year 2020 and Annual Audit of Measure W Funds for Fiscal Year 2021**

**Action**

Staff proposes the Finance Committee recommend the Board receive Measure W Citizens' Oversight Committee (COC) Report for Fiscal Year (FY) 2020, and Annual Audit of Measure W Funds (Measure W Audit) for FY 2021. The COC Report for Fiscal Year FY 2020 was approved by the COC on October 12, 2021, and the Measure W Audit for FY 2021 was reviewed by the COC on March 7, 2022.

**Significance**

On July 11, 2018, the San Mateo County Transit District (District) adopted and sought voter approval to implement an ordinance imposing a half-cent retail transactions and use tax to implement the San Mateo County Congestion Relief Plan (Measure W Ordinance). The County's voters approved Measure W on November 6, 2018. The Measure W Ordinance requires the District to have an independent auditor annually review the receipts and expenditures of tax proceeds under the Congestion Relief Plan. The COC must then receive and hold a public hearing on the Measure W Audit, and issue a report to provide County residents with information regarding how tax proceeds are being spent. The Measure W Audit for FY 2021 has been completed with an unmodified "clean" audit opinion, meaning that the financial statements are fairly presented, and that there are no audit findings to report.

**Budget Impact**

There is no impact on the Budget.

**Background**

The District contracts with an independent auditor, Eide Bailly LLP to conduct the Measure W Audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America. The Measure W Audit consists of (1) an Independent Auditor's Report, (2) Financial Statements, (3) Notes to Financial Statements, (4) Supplementary Information and (5) the Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards. The Financial Statements, Notes to Financial Statements and Supplementary Information

provide the detail as well as the perspective with which to assess the Measure W Funds' financial condition and project expenses.

Prepared By: Jennifer Ye                      Acting Director, Accounting                      650-622-7890



San Mateo County Transit District

Report of the Measure W Citizens' Oversight Committee

Fiscal Year 2020 (July 2019 – June 2020)

## Introduction and Findings of the Citizens' Oversight Committee

The Measure W Citizens' Oversight Committee (COC) is pleased to provide its annual report on the expenditure of proceeds from the San Mateo County Transit District's (District) 2018 Measure W. This report covers the 2019-2020 fiscal year, from July 1, 2019, through June 30, 2020. Principal duties of the COC are to ensure that the proceeds have been expended for the purposes set forth in the Measure W ballot language and to provide a report on the independent audit conducted pursuant to the ballot language and the District Ordinance (Ordinance) which placed Measure W on the ballot.

Measure W tasks the COC with providing information to the taxpayers of San Mateo County in the following ways:

- Receive the District's annual audit report on receipt and expenditures of Measure W tax proceeds and expenditures under the Congestion Relief Plan
- Hold an annual public hearing on the audit report
- Issue an annual report of the COC on the audit results

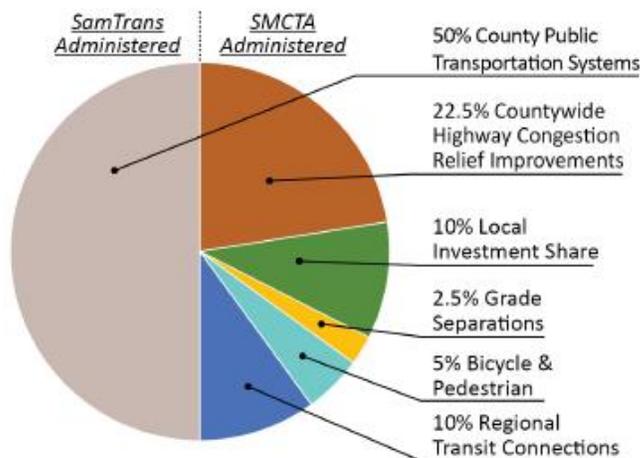
The Board of Directors of the District and the Board of Directors of the San Mateo County Transportation Authority (TA) are responsible for the prioritization and distribution of funds received pursuant to the provisions of Measure W. The independent audit conducted by the District and the COC's report are intended to provide additional accountability with respect to the expenditure of these proceeds by both the District and the TA.

The COC finds the Independent Auditor's report appropriately presents the Measure W revenues and expenditures, as contemplated by the ballot language, for the period ending June 30, 2020. The COC also is pleased with the process by which the audit was conducted and with the outcomes. The COC has asked that its report reflect the findings of the report of the Independent Auditor but in a more graphic, "user-friendly" manner. This more graphic approach is followed in this report, and links to key documents are provided at the request of the COC at the end of this report.

## Purpose of Measure W

Measure W levies a one half-cent sales tax on retail sales in San Mateo County. The purpose of Measure W is to provide funding to address transportation and transit needs in San Mateo County, pursuant to a [Congestion Relief Plan](#) adopted by the District as part of the Ordinance. The funding provisions of the Congestion Relief Plan provide for investment in the following transportation related categories.

**Table 1: Measure W Funding Categories**



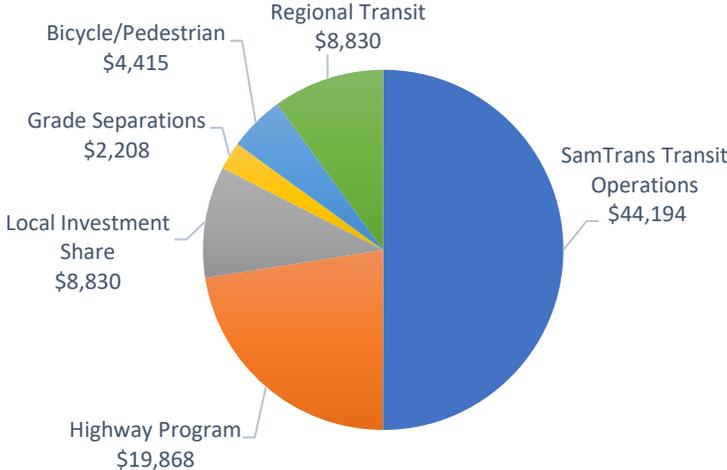
### Audit Findings

The District’s annual audit report on receipt and expenditures of Measure W tax proceeds for the Fiscal Year ended June 30, 2020, was provided on June 30, 2021, by Eide Bailly, LLP, an independent accounting firm. This firm has several years of experience in conducting independent audits of the financial results of both the District and the TA. In its audit, Eide Bailly, LLP provided what is known as an unmodified opinion (what is often referred to as a “clean” opinion) on the Measure W financial statements as prepared by District staff. The COC held a [public hearing](#) on the audit report on July 22, 2021 and a copy is attached as Appendix A.

### Receipt and Distribution of Funding

A total of \$88.345 million in Measure W sales tax was realized and received in Fiscal Year 2020. It is important to note the distribution of funding to District and TA programs, while technically an “expense” as noted in the audit, do not represent actual expenditures of the funds. Program expenditures are addressed in the following sections. Also, while this report breaks out the local investment share and grade separation program, these categories are combined in Measure W, and the Audit Report as “major arterials and local roadway investments”.

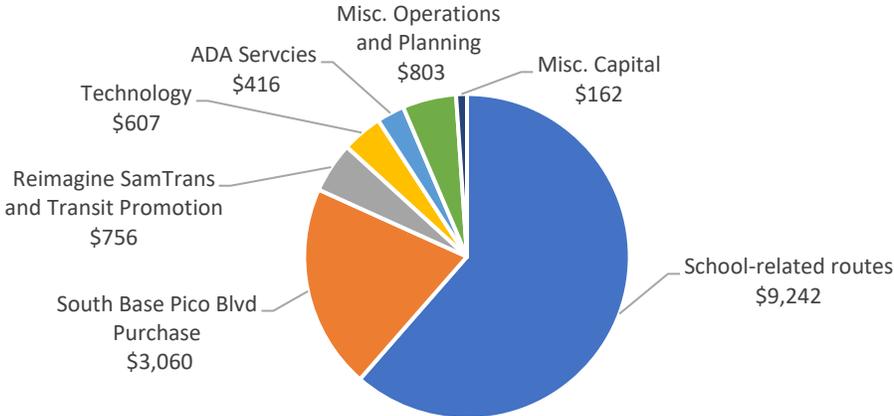
**Table 2: Measure W Distribution (in thousands)**



District Expenditures of Measure W

District Measure W revenues were spent on supporting SamTrans transit services in several operating areas and on several capital projects. While Measure W contributed \$44.19 million to the District, expenditures totaled \$15.05 million were spent in Fiscal Year 2020. The remaining balance of \$29.15 million has been retained for future uses. Of the funds expended, the largest share was for SamTrans routes and services adjacent to schools that are timed to match school bell schedules, referred to in the graph below as "school-related routes". Table 3 below outlines the expenditures of the District's share of Measure W funds.

**Table 3: SamTrans Expenditures (in thousands)**

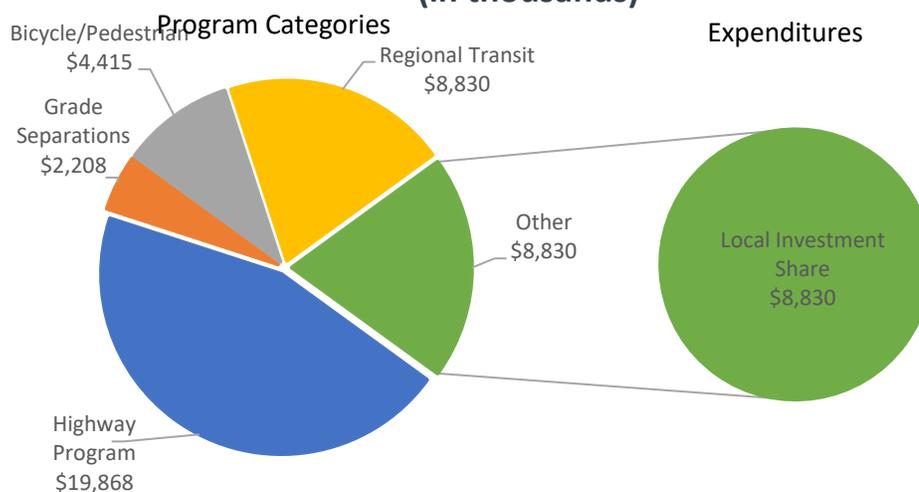


TA Expenditures of Measure W

Unlike SamTrans, which expends Measure W funds on projects and programs directly, the TA serves primarily as a granting agency and provides funds to cities and other local agencies throughout San Mateo County. The TA’s investments in each category are guided by the TA’s [Strategic Plan 2020-2024](#), which was adopted in December 2019 by the TA Board of Directors. Adoption of a Strategic Plan every 5 years is a requirement of both the TA’s [Measure A Transportation Expenditure Plan](#) and the [Measure W Congestion Relief Plan \(CFP\)](#).

With the notable exception of the local investment share, which is allocated directly to cities and the county, most of the Measure W funding is programmed and allocated through competitive calls of projects (CFP) for each of the Measure W program categories. The TA’s CFPs for each of the program categories typically occur on biennial cycles. While funds are awarded to projects in each CFP cycle by the TA Board of Directors, the expenditure of funds is based on actual reimbursements to project sponsors for eligible project expenses. In Fiscal Year 2020, ending in June 30, 2020, the TA did not conduct any CFPs to award Measure W funding. As a result, only actual expenditures for Fiscal Year 2020 are reported in the local investment share, which totals 10 percent of the Measure W funding that is directly allocated to the cities and the County (Expenditures in Table 4).

**Table 4: TA Program Category Funding and Actual Expenditures (in thousands)**



## Equity Considerations for the Distribution of TA Funding

As part of the TA Strategic Plan 2020-2024, equity is a core evaluation principal in TA CFP processes. Projects are evaluated holistically in terms of geographic and socioeconomic equity. As funds are awarded to projects in future fiscal years, allocations will be displayed in maps in associated Measure W annual reports. These maps will show where and how these awards are distributed across San Mateo County, as well as in the various MTC Priority Equity Communities (formerly known as "communities of concern") and SamTrans Equity Zones. SamTrans Equity Zones are being established as part of the Reimagine SamTrans comprehensive route analysis study.

## TA Funding Allocations and Consistency with Measure W Core Principals

The TA allocates funds to projects based on the application of the Measure W Core principles<sup>1</sup>, as well as the Goals of Measure A<sup>2</sup>, as part of the evaluation of project proposals. The Strategic Plan 2020-2024 establishes scoring criteria<sup>3</sup> based on these principles for the following program categories: Highways, Grade Separations, Pedestrian and Bicycle, and Regional Transit Connections. Future annual COC reports will include more specific information on the application of the Measure W Core Principals and Measure A Goals to the various CFP processes so the recipients of this report will have a better understanding and appreciation of adherence to the intents of these voter-approved tax measures.

## Findings of the Citizens' Oversight Committee and Future Requests

The COC finds the Independent Auditor's report appropriately presents the Measure W revenues and expenditures, as contemplated by the ballot language, for the period ending June 30, 2020. The COC also is pleased with the process by which the audit was conducted and with the outcomes. The COC has asked that its report reflect the findings of the report of the Independent Auditor but in a more graphic, "user-friendly" manner. This more graphic approach is followed in this report, and links to key documents are provided at the request of the COC (see Additional Information section below).

For future audit reports, the COC requests the following to be included:

- Geographic and Socioeconomic Distribution of funds throughout San Mateo County (both TA and the District allocation and distribution of funds)
- Discussion of how the TA provides technical assistance to jurisdictions to assist in accessing the funds
- Alignment of allocation and expenditure of funds with Measure W Core Principals
- Embedded links to tables/plans that provide guidance for expenditures and allocations by the Transportation Authority or the District

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<sup>1</sup> [Strategic Plan 2020-2024](#), Table 3-2

<sup>2</sup> [Strategic Plan 2020-2024](#), Page 3

<sup>3</sup> [Strategic Plan 2020-2024](#), Appendix E

## Additional Information

1. FY2020 Measure W audit (attached)
2. [District FY2020 CAFR \(click on link\)](#)
3. [District FY2020 PAFR \(click on link\)](#)
4. [TA FY2020 CAFR \(click on link\)](#)
5. [Short Range Highway Plan: 2021-2030 \(click on link\)](#)



Financial Statements  
Measure W Funds  
For the Years Ended June 30, 2021  
and June 30, 2020

San Mateo County Transit District

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## Independent Auditor's Report

Governing Board and  
Citizens Oversight Committee  
San Mateo County Transit District  
San Carlos, California

### Report on the Financial Statements

We have audited the accompanying financial statements of the San Mateo County Transit District's Measure W Funds (Measure W), as of and for the year ended June 30, 2021 and June 30, 2020, and the related notes to the financial statements, which collectively comprise the Measure W's basic financial statements as listed in the table of contents.

### Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statement in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of financial statements, whether due to error or fraud. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting principles used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### **Opinions**

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Measure W as of June 30, 2021 and June 30, 2020 and the respective changes in financial position, and where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

### **Emphasis of Matter**

As discussed in Note 1, the financial statements of the Measure W are intended to present the financial position and the changes in financial position attributable to the transactions of that Fund. They do not purport to, and do not, present fairly the financial position of San Mateo County Transit District as of June 30, 2021 and June 30, 2020, and the results of its operations for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

### **Other Matters**

#### *Required Supplementary Information*

Management has omitted the management's discussion and analysis that the accounting principles generally accepted in the United States of America requires to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by the missing information.

#### *Other Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Measure W's financial statements. The Measure W Allocations and Expenses, and Current Year Measure W projects are presented for purposes of additional analysis and are not a required part of the financial statements.

The Measure W Allocations and Expenses, and Current Year Measure W projects are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated February 17, 2022, on our consideration of the Measure W's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Measure W's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Measure W's internal control over financial reporting and compliance.

A handwritten signature in cursive script that reads "Eide Bailly LLP".

Menlo Park, California  
February 17, 2022

Item #9.b.5.  
 San Mateo County Transit District  
 Measure W Funds  
 Statement of Net Position  
 June 30, 2021 and 2020 (In thousands)

	2021	2020
Current Assets		
Cash and cash equivalents	\$ 63,313	\$ 22,564
Accounts receivable	9,465	6,701
Total assets	72,778	29,265
Liabilities		
Current Liabilities		
Accounts payable	135	117
Net Position		
Restricted for Measure W projects	72,643	29,148
Total net position	\$ 72,643	\$ 29,148

Item #9.b.5.  
 San Mateo County Transit District  
 Measure W Funds

Statement of Revenues, Expenditures, and Changes in Net Position  
 Years Ended June 30, 2021 and 2020 (In thousands)

	2021	2020
Revenues		
Measure W sales tax	\$ 93,198	\$ 88,345
Total operating revenues	93,198	88,345
Expenses		
District		
Transit operations	4,115	15,046
Disbursements to Transportation Authority		
Highway	20,980	19,868
Major arterial and local roadway improvements	11,655	11,038
Bicycle, pedestrian, and active transportation projects	4,662	4,415
Infrastructure and services designed to improve transit connectivity	9,324	8,830
Total expenses	50,736	59,197
Operating Income	42,462	29,148
Nonoperating Revenues (Expenses)		
Interest income	1,033	-
Total nonoperating revenues (expenses)	1,033	-
Change in Net Position	43,495	29,148
Net Position - Beginning	29,148	-
Net Position - Ending	\$ 72,643	\$ 29,148

Item #9.b.5.  
San Mateo County Transit District  
Measure W Funds  
Statement of Cash Flows  
Years Ended June 30, 2021 and 2020 (In thousands)

	2021	2020
Cash Flows from Operating Activities		
Cash received from California Department of Tax and Fee Administration	\$ 90,434	\$ 81,644
Payments to vendors for goods and services	(3,917)	(14,475)
Payments to employees	(181)	(453)
Disbursements to the Transportation Authority	(46,620)	(44,152)
Net Cash Provided by Operating Activities	39,716	22,564
Cash Flows from Investing Activities		
Investment income received	1,033	-
Net cash provided by investing activities	1,033	-
Net Change in Cash and Cash Equivalents	40,749	22,564
Cash and Cash Equivalents, Beginning of Year	22,564	-
Cash and Cash Equivalents, End of Year	\$ 63,313	\$ 22,564
Reconciliation of Operating Income to Net Cash Provided by Operating Activities		
Operating income	\$ 42,462	\$ 29,148
Adjustments to reconcile operating income to net cash provided by operating activities		
Accounts receivable	(2,764)	(6,701)
Accounts payable and accrued liabilities	18	117
Net Cash provided by Operating Activities	39,716	22,564

## **Note 1 - Summary of Significant Accounting Policies**

### **Financial Reporting Entity**

Under Measure W approved by the voters of San Mateo County in November 2018, San Mateo County Transit District (District) receives a share of the one-half percent sales tax to be used for local transportation-related expenses. The duration of the sales tax is for a period of 30 years, beginning on July 1, 2019 and ending June 30, 2049.

The financial statements of the funds do not purport to, and do not, present the financial position of the District as of June 30, 2021, and the changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. The activities of the Funds are reported within the District's enterprise fund. The projects funded by Measure W represent a portion of the activities of the District and, as such, are included in the District's financial statements.

### **Basis of Accounting**

The accompanying financial statements have been prepared on the accrual basis of accounting. Under the accrual basis of accounting, revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows.

### **Net Position**

Net position is reported on the statement of net position as "restricted net position." This category represents net position that may only be used to support activities and costs allowable per the Measure W enabling legislation.

### **Spending Order**

The accounting policy is to first consume the most restricted resources when multiple resources are available for the same purpose.

### **Cash and Cash Equivalents**

For purpose of the statement of cash flows, the District considers all highly liquid investments with an initial maturity of 90 days or less when purchased to be cash equivalents.

### **Investments**

The District's investments are generally carried at fair value, as required by generally accepted accounting principles. The District adjusts the carrying value of its investments to reflect their fair value at each fiscal year end and includes the effects of these adjustments as a component of interest and investment income for that fiscal year.

**Use of Estimates**

The preparation of financial statements requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Actual results could differ from those estimates.

**Note 2 - Cash and Investments**

**Policies**

All of the Measure W Program’s cash and investments are deposited in the District’s Treasury pool managed by Public Financial Management and District staff. The pool is unrated. Investments in the pool are made in accordance with the District’s investment policy as approved by the Board. Investments are stated at fair value. However, the value of the pool shares in the District’s Treasury pool that may be withdrawn is determined on an amortized cost basis, which is different from the fair value of the Measure W Program’s position in the pool.

**Investments Authorized by the California Government Code and the Fund’s Investment Policy**

The table below identifies the investment types that are authorized for the District by the California Government Code or the District’s investment policy, whichever is more restrictive, that addresses interest rate risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by the provisions of debt agreements of the District, rather than the general provisions of the District’s investment policy.

Authorized Investment Type	Minimum Credit Rating	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. Treasury Obligations	None	15 years	100%	N/A
U.S. Agency Securities	None	15 years	100%	N/A
Banker's Acceptances	None	180 days	40%	30%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	40%	10%
Negotiable Certificates of Deposit	None	5 years	30%	N/A
Repurchase Agreements	None	1 year	100%	N/A
Reverse Repurchase Agreements	None	92 days	20%	N/A
Medium-term Notes	A	5 years	30%	10%
Shares of beneficial interest issued by diversified management companies	None	N/A	20%	10%
Local Government Investment Pools	None	N/A	100%	N/A
Asset-backed and Mortgage-backed securities	AA	5 years	20%	N/A
Municipal Obligations	None	10 years	100%	N/A
Supranational Obligations	AA	5 years	30%	N/A
Local Agency Investment Fund (LAIF)	None	N/A	None	\$75M
San Mateo County Investment Pool	None		Up to the current state limit	

### **Interest Rate Risk**

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the District manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.



Supplementary Information  
June 30, 2021

## San Mateo County Transit District

Item #9.b.5.  
 San Mateo County Transit District  
 Measure W Funds  
 Allocations and Expenses  
 Through June 30, 2021

The following table shows the total Measure W allocations and amount reported as expended by the District and the Authority from inception to June 30, 2021.

(In thousands)	Inception to Date as of June 30, 2021		
	Measure W Allocations	Measure W Expenses	Unexpended Amounts
District			
Transit operation	\$ 90,772	\$ 19,168	\$ 71,604
Interest income	1,033	-	1,033
Disbursements to Transportation Authority			
Highway projects	40,847	214	40,633
Major arterial and local roadway improvements	22,693	18,154	4,539
Bicycle, pedestrian, and active transportation projects	9,077	-	9,077
Infrastructure and services for transit connectivity	18,154	8	18,147
Interest income	130	-	130
Total - restricted for Measure W	<u>\$ 182,706</u>	<u>\$ 37,544</u>	<u>\$ 145,163</u>

Item #9.b.5.  
 San Mateo County Transit District  
 Measure W Funds  
 Current Year Measure W Projects  
 For the year ended June 30, 2021

The tables below show the current year Measure W project expenses for the District and the Authority, respectively.

District's Measure W Projects	Amount (In thousands)
Transit Operation	
School Bus Services	\$ 899
MobileView (WiFi) Enhancement	552
FY20 Comprehensive Operation Analysis	418
SB Gas Line Replacement	391
Business Intelligence Solution	387
Upgrade District Website	263
Capital Program and Project Development	205
Technology Refresh Project	187
MB-2000 Bus Simulator System	172
ZEB Program Management	108
FY20 Shuttle Study	104
SPEAR System Improvement	82
ITS PADS Upgrade 3G to 4G	81
Energy Procurement Plan	75
Way2go	53
FY2020 ADA Subsidy	54
South Base Switchgear Replace	24
SamTrans Visioning	20
ECR Pinch Point Study	13
ADA Scheduling Software	12
Climate Adaptation Planning	8
Electric Bus Procurement	6
North and South Base Exterior	1
Promoting Senior Mobility	1
Total transit operation	<u>\$ 4,115</u>
Transportation Authority's Measure W Projects	Amount (In thousands)
Highway Projects	
FP&A Services-W-Highway	\$ 207
Major Arterial and Local Roadway Improvements	
Local investment share	9,324
Infrastructure and Services for Transit Connectivity	
FP&A Services-W-RTC	1
Total	<u>\$ 9,532</u>



Independent Auditor's Report  
For the Years ended June 30, 2021  
and June 30, 2020

## San Mateo County Transit District

**Independent Auditor's Report on Internal Control over Financial Reporting and  
on Compliance and Other Matters Based on an Audit of Financial Statements Performed  
in Accordance with *Government Auditing Standards***

Governing Board and  
Citizens Oversight Committee  
San Mateo County Transit District  
San Carlos, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the San Mateo County Transit District's Measure W Funds (Measure W) as of and for the year ended June 30, 2021 and 2020, and the related notes of the financial statements, and have issued our report thereon dated February 17, 2022.

**Emphasis of Matter**

As discussed in Note 1, the financial statements of the Measure W Funds are intended to present the financial position and the changes in financial position attributable to the transactions of the Funds. They do not purport to, and do not, present fairly the financial position of San Mateo County Transit District as of June 30, 2021 and 2020, and the results of its operations for the year then ended in accordance with accounting principles generally accepted in the United States of America. Our opinion is not modified with respect to this matter.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Measure W San Mateo County Transit District's internal control over financial reporting (internal control) as a basis for designing the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Measure W's internal control. Accordingly, we do not express an opinion on the effectiveness of Measure W San Mateo County Transit District's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's Measure W Funds financial statements will not be prevented or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Item #9 b.5  
4/6/2022

### **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether Measure W's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Menlo Park, California  
February 17, 2022

None reported.



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, April 6, 2022 – 3:00 pm**

or immediately following the Finance Committee meeting

- |        |   |               |
|--------|---|---------------|
| 9.c.1. | Call to Order   |               |
| 9.c.2. | Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of March 2, 2022 | Motion        |
| 9.c.3. | SamTrans 2021 Sustainability Report   | Informational |
| 9.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: C. Groom (Committee Chair), J. Gee, D. Pine

Committee Members Absent: None

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

Other Board Members Absent: None

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

**1. Call to Order**

Committee Chair Carole Groom called the meeting to order at 2:42 pm.

**2. Approval of Minutes of Committee Meeting of February 2, 2022**

Motion/Second: Fraser/Medina

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

Noes: None

Absent: None

**3. Adoption of SamTrans Service Policy Framework**

Jonathan Steketee, Manager, Bus Operations, presented the staff report.

Motion/Second: Gee/Pine

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

Noes: None

Absent: None

**4. Adoption of Reimagine SamTrans Final Plan, Approval of the Associated Title VI Analysis, and Adoption of a Negative Declaration Under the California Environmental Quality Act**

Christy Wegener, Director of Planning, introduced Millie Tolleson, Manager, Strategic Planning, who provided the presentation.

Committee Member Jeff Gee requested that Ms. Wegener share what the purpose of Title VI is. Ms. Tolleson said Title VI is designed to protect the low-income and minority populations. Joan Cassman, Legal Counsel, said that Title VI is a federal requirement to ensure that the affected populations are not disproportionately affected.

Chair Peter Ratto commended staff on the broad amount of work and outreach that went into the plans and their compliance with Title VI.

Director Charles Stone noted that some underprivileged riders living in more affluent areas would be negatively impacted by the changes. He encouraged schools and school districts to communicate with the District about bell schedules. He commended staff on their outreach and engagement efforts, especially given the pandemic.

Director Rose Guilbault said the inclusivity and extensive outreach was impressive. She noted that Reimagine project was needed given the ever-changing needs of the County. Director Rico Medina noted the great outreach resulting in a living document that can be adjusted as needed by the riders and the community.

Public Comment:

Adina Levin thanked staff for their outreach efforts to ensure equity of service.

Motion/Second: Stone/Guilbault

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

Noes: None

Absent: None

**5. Update on Metropolitan Transportation Commission (MTC) Transit Network Management (TNM) Business Case and Fare Coordination and Integration**

Carter Mau, Acting General Manager/CEO, provided the presentation.

Ms. Wegener continued providing the Fare Integration portion of the presentation.

Director Stone asked if integrated fares would increase costs to the District. Mr. Mau said that MTC is providing seed money to cover the projected cost to the various transit agencies, but they would need to determine how those costs would be covered in the long run.

Committee Member Gee asked for clarification on the business case proposal to maintain local transit agency authority. Mr. Mau said it was from the transit operators' perspective that they should have control of the fares based on locally sourced funding.

Director Josh Powell asked if more riders are expected to make multi-agency trips. Ms. Wegener said they are studying if travel behavior changes with integrated fares.

Chair Ratto said he supported regional transit services but said that the cost effects on the various agencies is a concern.

Public Comment:

Adina Levin said she was happy to see the fare integration pilot moving forward.

Gina Papan thanked Mr. Mau, staff, and the Blue Ribbon Transit Recovery Committee. She said there has been more connectivity and coordination during the pandemic.

Director Stone said the District was not in a position to accept any more unfunded mandates.

## 6. Adjourn

The meeting adjourned at 3:44 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: **SamTrans 2021 Sustainability Report**

**Action**

Staff recommends the Board accept the 2021 SamTrans Sustainability Report.

**Significance**

SamTrans publishes a sustainability report biennially to provide transparency to the public regarding SamTrans' environmental performance and benefit. This staff report summarizes SamTrans' sustainability report for the calendar years 2019 and 2020.

**Budget Impact**

Not at this time.

**Background**

Improving the environment is both a core benefit SamTrans provides to the community, but also a driving organizational value. SamTrans has monitored its environmental performance in its Sustainability Program for the past eight years, and was awarded "Silver" by APTA's Sustainability Committee in 2018.

SamTrans reports on its sustainability key performance indicators (KPIs) every two years. This report, the SamTrans 2021 Sustainability Report, can be found at the following URL: [https://www.samtrans.com/Assets/SamTrans+Report+2021\\_ADA\\_Amelia+Timbers.pdf](https://www.samtrans.com/Assets/SamTrans+Report+2021_ADA_Amelia+Timbers.pdf) and includes data for calendar years 2019 and 2020. Because SamTrans evaluates its environmental efficiency and impact per rider, the negative impact of the Covid-19 pandemic on SamTrans' ridership did reduce its environmental performance over the last two years. Despite these challenging circumstances, operational efficiency improvements yielded reductions in air pollution, facility, and fleet energy use. The 2021 Sustainability Report reflects both steady progress across many indicators, as below:

KPI	2018	2019	2020	% Change 2020 over 2018
GHG Emissions (MTCO <sub>2</sub> e- Metric Tons Carbon Dioxide Equivalent)	28,245	28,508	25,704	- 9%
Criteria Air Pollution (tons)	239	230	196	- 18%
Facility Energy Use (kBtu)	26,696,786	22,356,564	20,631,392	- 23%
Fleet Energy Use (kBtu)	351,382,122	348,439,963	314,434,076	- 10%
Water Use (gallons)	6,895,812	7,847,065	7,012,986	+ 2%
Generated Waste (tons)	1,189	1,189	1,206	+ 1%

The majority of SamTrans’ greenhouse-gas (GHG) emissions and generated air pollution result from its diesel revenue fleet. The implementation of SamTrans’ Innovative Clean Transit Plan, which charts a course from a diesel to a zero-emission bus fleet, will significantly reduce SamTrans’ emissions in the long term.

Prepared By: Amelia Timbers      Principal Planner, Sustainability      (650) 508-7713

# SamTrans

## 2021 Sustainability Report Update

Amelia Timbers

Principal Planner, Sustainability

April 6, 2022

# Agenda

- SamTrans Sustainability Report Content
- Report Findings: Consistent, Steady Progress
- Conservation Gains
- Performance Data
- Next steps

# SamTrans Sustainability Report Content

- 2021 report includes data from CY 2019 and CY 2020
- Report Topics
  - Greenhouse Gas (GHG)
  - Criteria Air Pollutants (CAPs)
  - Energy Use
  - Water Consumption
  - Waste & Diversion

## Report Findings

- Consistent Progress Despite Covid-19 Impacts on Per Rider Metrics
  - SamTrans measures environmental and performance efficiency per rider
  - Covid-19 suppressed ridership but modestly reduced resource use

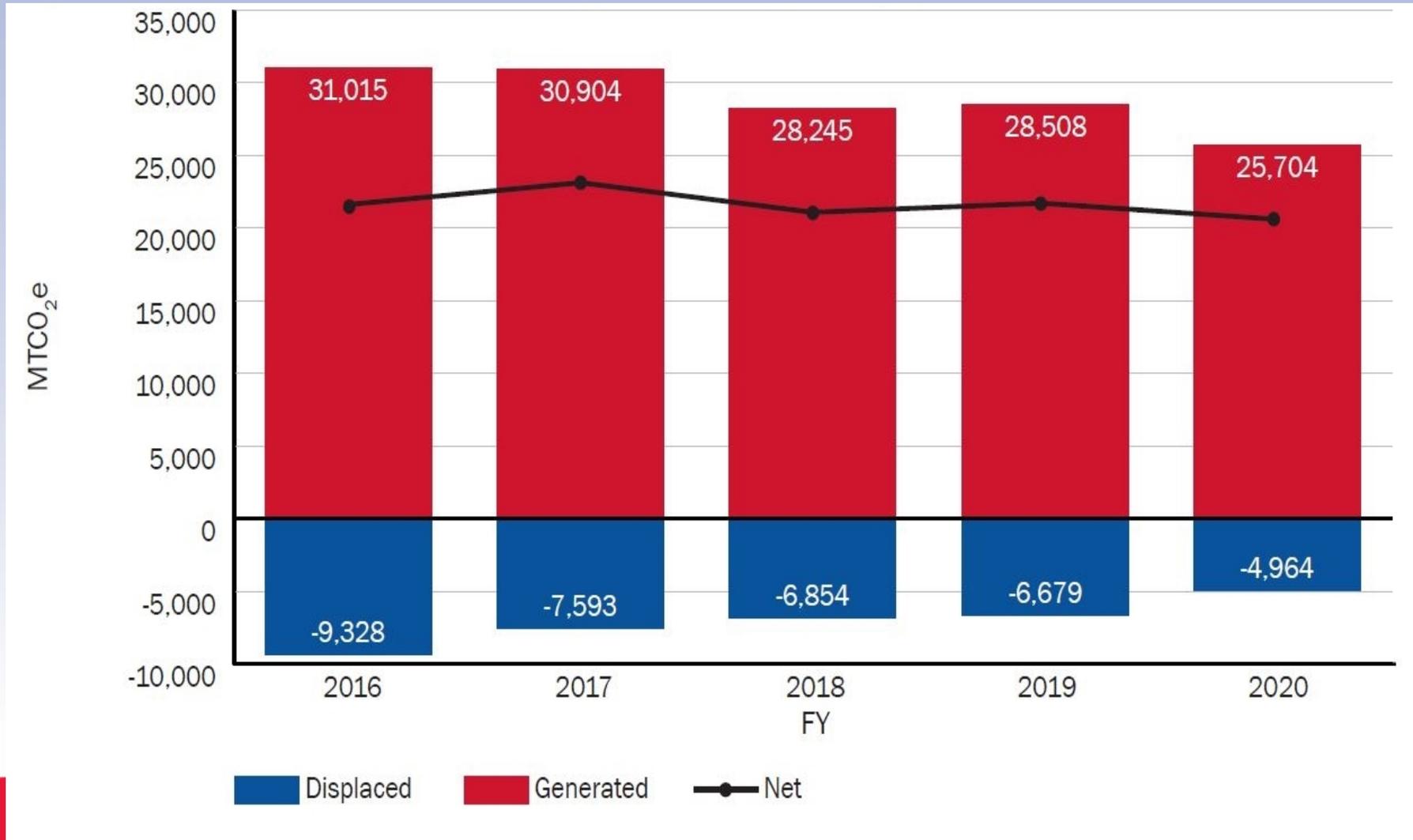
# Conservation Gains

Item #9.c.3.  
4/6/2022

KPI	2018	2019	2020	% Change 2020 over 2018
GHG Emissions (MTCO <sub>2</sub> e- Metric Tons Carbon Dioxide Equivalent)	28,245	28,508	25,704	- 9%
Criteria Air Pollutants (tons)	239	230	196	- 18%
Facility Energy Use (kBTU)	26,696,786	22,356,564	20,631,392	- 23%
Fleet Energy Use (kBTU)	351,382,122	348,439,963	314,434,076	- 10%
Water Consumption (gallons)	6,895,812	7,847,065	7,012,986	+ 2%
Generated Waste	1,189	1,189	1,206	+ 1%

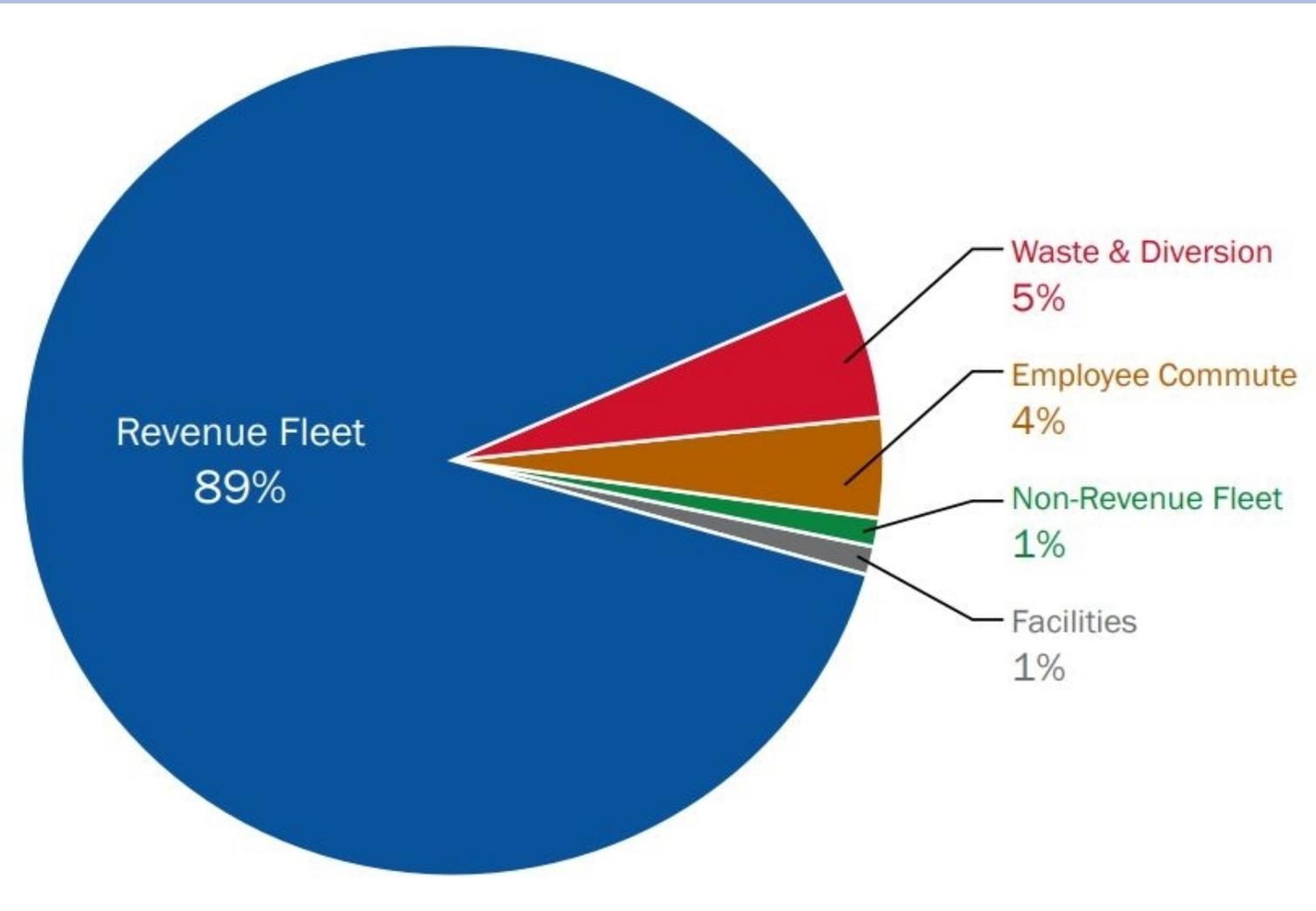
# Greenhouse Gas (GHG) Performance

Item #9.c.3.  
4/6/2022



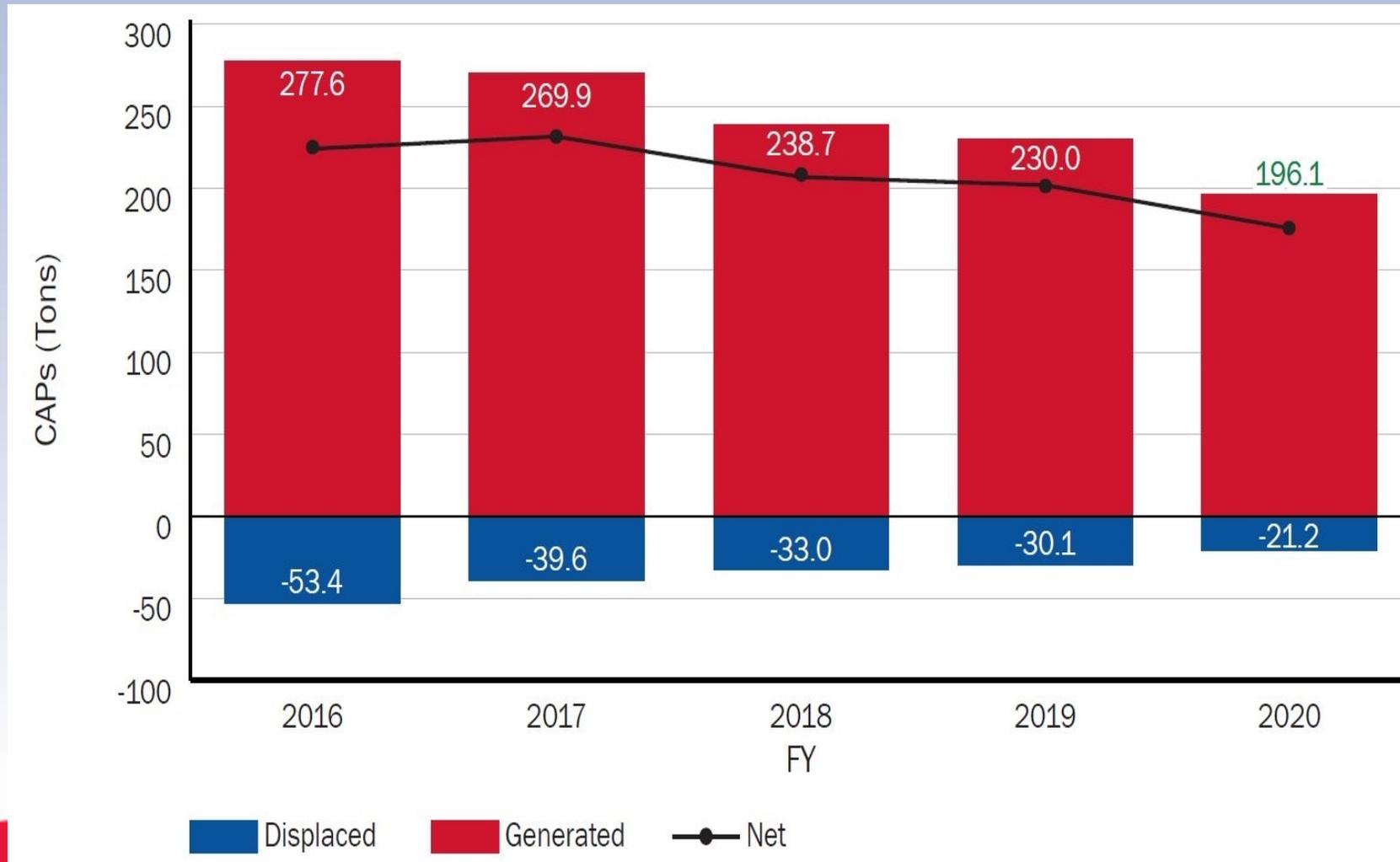
# GHG Sources

Item #9.c.3.  
4/6/2022



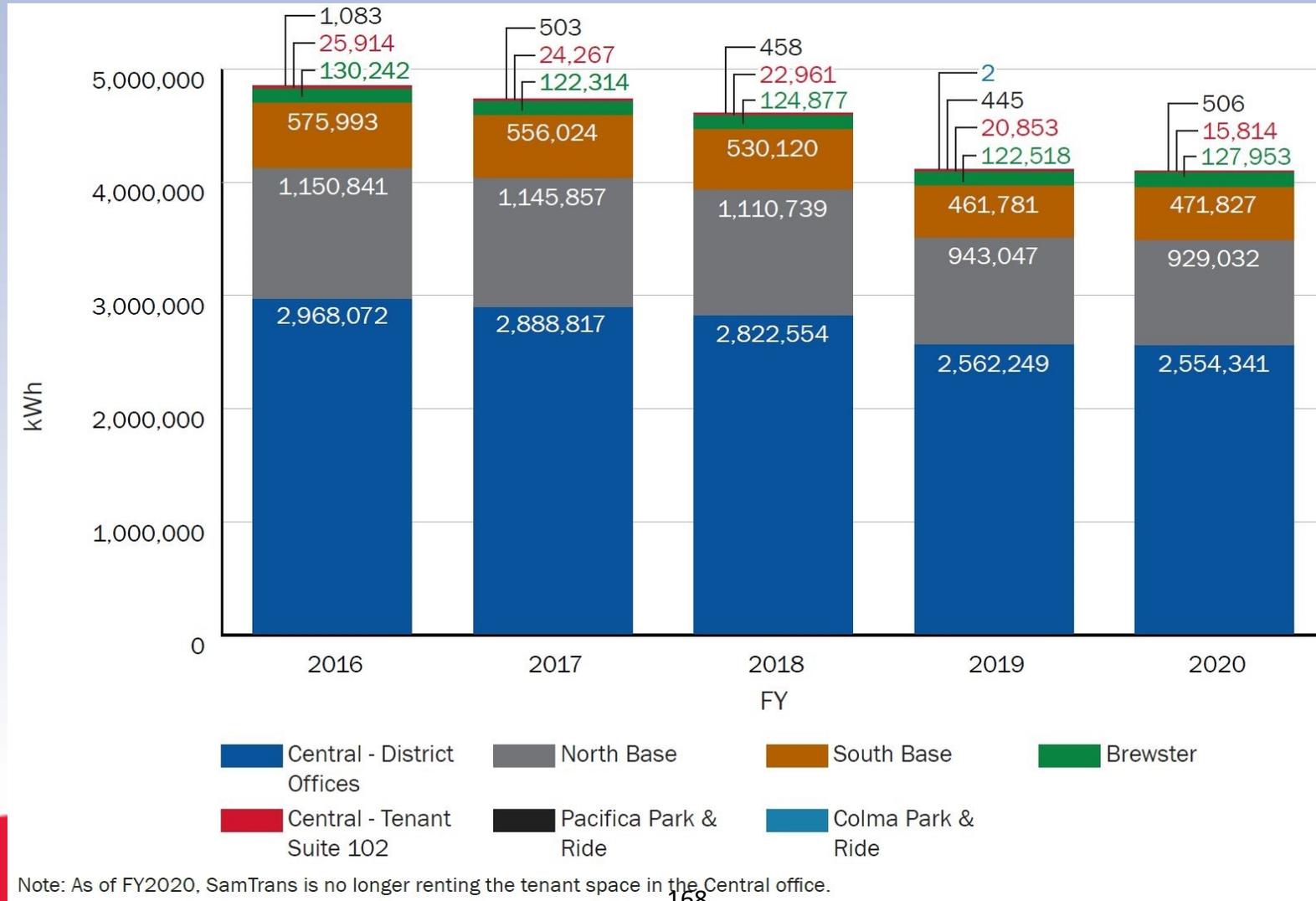
# Criteria Air Pollutants (CAPs)

Item #9.c.3.  
4/6/2022



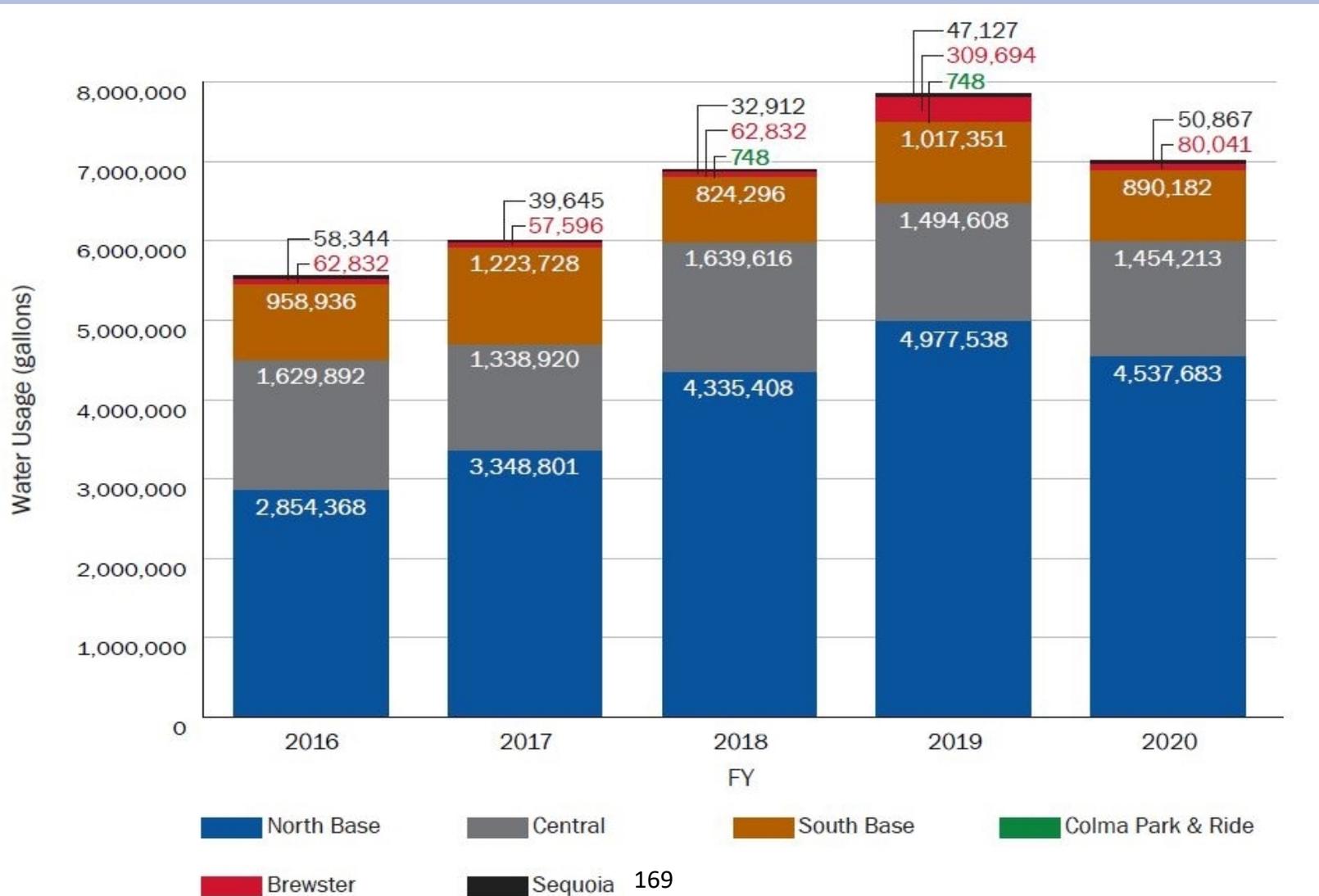
# Facility Electricity Use

Item #9.c.3.  
4/6/2022



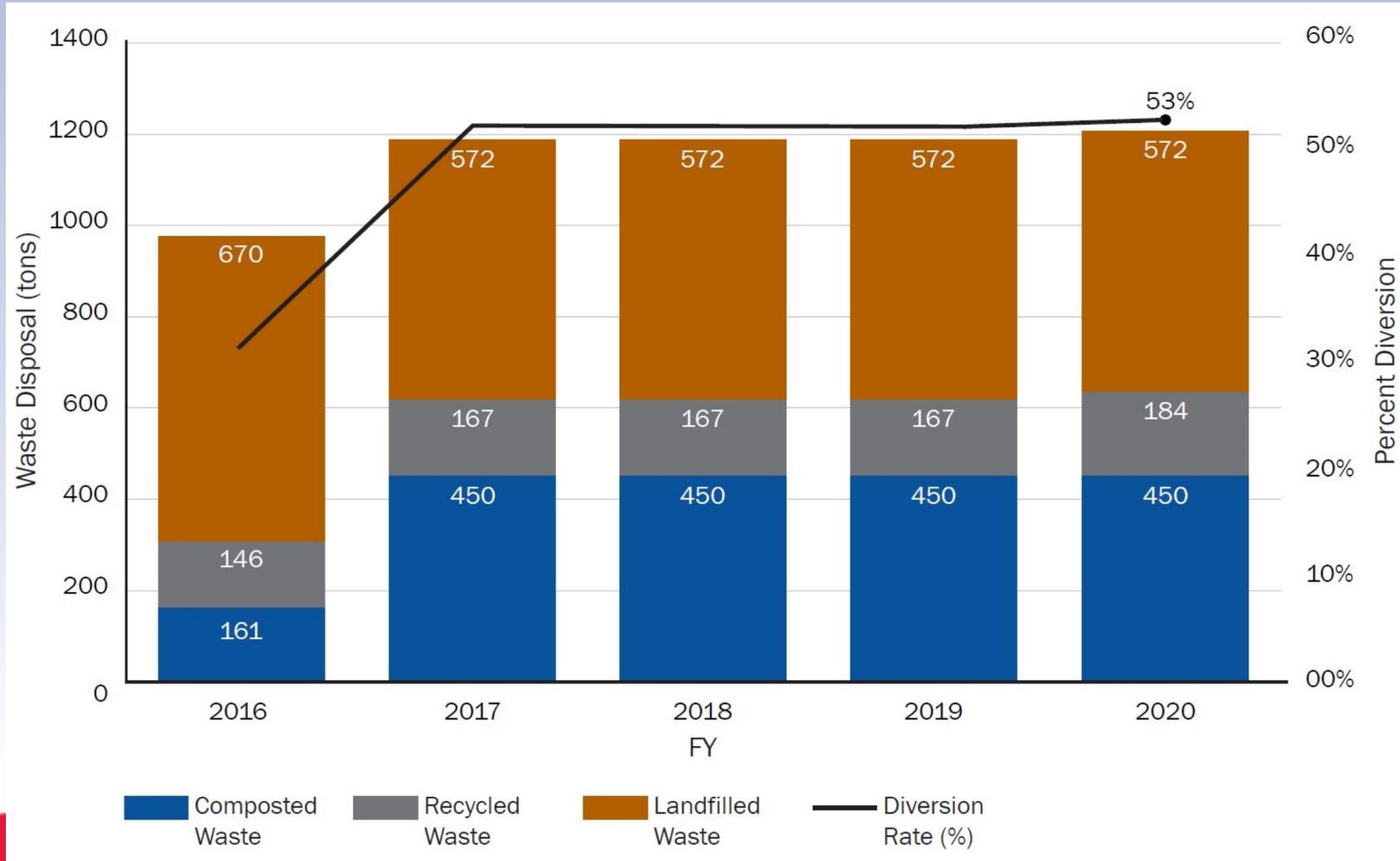
# Water Consumption

Item #9.c.3.  
4/6/2022



# Waste & Diversion

Item #9.c.3.  
4/6/2022



## Next Steps

- Report posted to website
- Gap Analysis for Environmental Management System (EMS)
  - Compares current practices to ISO 14001 Standard

# Thank you!

Amelia Timbers  
Principal Planner Sustainability  
[timbersa@samtrans.com](mailto:timbersa@samtrans.com)  
(650) 508-7713



**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

### Legislative Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, April 6, 2022 – 3:15 pm**

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

- |        |  |        |
|--------|--|--------|
| 9.d.1. | Call to Order  |        |
| 9.d.2. | Approval of Minutes of Legislative Committee Meeting of March 2, 2022  | Motion |
| 9.d.3. | State and Federal Legislative Update and Approval of Legislative Proposals: Support SB 922 (Wiener), AB 1944 (Lee), and AB 2622 (Mullin) | Motion |
| 9.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**

**March 2, 2022**

Committee Members Present: R. Medina (Chair), C. Groom, C. Stone

Committee Members Absent: None

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

**1. Call to Order**

Committee Chair Rico Medina called the meeting to order at 3:44 pm.

**2. Approval of Minutes of Committee Meeting of February 2, 2022**

Motion/Second: Stone/Pine

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

Noes: None

Absent: None

*Committee Member Charles Stone left the meeting at 3:46 pm*

**3. State and Federal Legislative Update and Approval of Legislative Proposals: Support  
AB 2197 (Mullin) and SB 942 (Newman)**

Casey Fromson, Chief Communications Officer, briefly summarized the highlights of recent federal and state legislation. She said they expected to have an omnibus package soon and are anticipating a State transportation program by the summer.

She said AB (Assembly Bill) 2197 would provide \$260 million from the State's general fund to help close the gap for the Caltrain electrification project. She said SB (Senate Bill) 942 is regarding a low-carbon transit operations program (LCTOP) that would allow for a free or reduced fare transit program and give transit agencies the flexibility to use the carbon transit operation program to fund current projects as well as help with longer-term benefits for free youth ridership programs in the future.

Public Comment:

Adina Levin, Friends of Caltrain, asked if the LCTOP program from SB 942 can also help to fund integrated and affordable fares.

Gina Papan spoke in agreement on the Caltrain electrification project. She suggested including San Mateo County projects, such as the intermodal center, in future notification letters regarding the electrification project.

Motion/Second: Gee/Fraser

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

Noes: None

Absent: Stone

**4. Adjourn**

The meeting adjourned at 3:53 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: Legislative Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: Casey Fromson, Chief  
Communications Officer  
Subject: **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)**

**Action**

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transit District (District) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

**Significance**

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Jessica Epstein      Government and Community      650-400-6451  
Affairs Manager

# Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 |  
T 202.955.3000 | F 202.955.5564 Holland & Knight LLP | [www.hklaw.com](http://www.hklaw.com)

## SamTrans Federal Transportation Report As of March 17, 2022

### Congress Passes \$1.5 Trillion Omnibus Bill, Biden Signs Short-term CR

- On March 15, the President signed into law the fiscal year (FY) 2022 Omnibus Appropriations bill ([H.R. 2471](#)), which funds federal agencies and programs including Department of Transportation (DOT), through September 30.
- The package totals \$1.5 trillion across 12 spending bills. This includes \$730 billion in non-defense discretionary spending, a 6.7 percent increase over last year. Federal agencies have been operating under a short-term continuing resolution (CR) that has provided FY 2021 funding for more than five months.
- The package also includes \$13.6 billion in humanitarian, economic, and security assistance for Ukraine. Of this, \$6.8 billion is for humanitarian assistance under Migration and Refugee Assistance (MRA), U.S. Emergency Refugee and Migration Assistance (ERMA), and International Disaster Assistance (IDA).
- The bill provides \$103 billion for DOT, which is an increase of \$16.2 billion above FY 2021 funding.
- The bill fully funds the Infrastructure Investment and Jobs Act (IIJA). This bill authorized significant boosts for DOT programs, but billions in new funds had to wait for Congress' approval of the FY 2023 appropriations legislation.
- For DOT, the bill includes approximately:
  - \$775 million in additional funds for RAISE grants.
  - \$25 million for a new technical assistance and capacity building program, Thriving Communities. The bill directs DOT to assist communities in a variety of geographic areas, including urban and rural communities. In addition, the agreement provides the Department of Housing and Urban Development (HUD) up to \$5 million for an interagency collaborative initiative to ensure housing and infrastructure development are taken into consideration in the administration of the this new program.
  - \$1.23 billion for the new Carbon Reduction program, created in IIJA, to curb greenhouse gas emissions from the transportation sector.

- In addition to the Federal Transit Administration (FTA) formula funding that was funded in the IIJA, the bill provides \$175 million for Bus and Bus Facilities and \$75 million for the Low and No Emission bus grants

### Congress Pivots on Legislative Priorities

- With the midterm elections quickly approaching, House Democrats are seeking avenues for legislative wins in the months ahead. This includes parts of the social spending and tax package formerly known as the Build Back Better Act, finding agreement with the Senate on legislation bolstering U.S. competitiveness with China, and renewing a push for voting rights.

### President Biden's Labor Order Aims to Raise Wages on Infrastructure Jobs

- On February 4, President Biden signed an [executive order](#) requiring all federally procured construction projects above \$35 million in value to use project labor agreements.
- The executive order applies to projects in the IIJA that are direct federal procurement, and not to those led by other entities who have already been awarded federal grants.

### *Department of Transportation Grants Update*

#### National EV Charging Network

- On February 10, the DOT [announced](#) nearly \$5 billion for the new National Electric Vehicle Infrastructure (NEVI) Formula Program established by IIJA, to build out a national EV charging network.
- The program will provide nearly \$5 billion over five years to help states create a network of EV charging stations along designated Alternative Fuel Corridors, particularly along the Interstate Highway System.
  - The total amount available to states in FY 2022 under the NEVI Formula Program is \$615 million.
- Each state is required to submit an EV Infrastructure Deployment Plan to the new Joint Office of Energy and Transportation that describes how the state intends to use its share of NEVI Formula Program funds.
- As part of the announcement, FHWA released the NEVI Formula Program funding to states that will be available following approval of state plans for FY 2022 in addition to the Program Guidance and a Request for Nominations for states to expand their existing Alternative Fuel Corridors.

### RAISE

- In February, DOT announced a Notice of Funding Opportunity (NOFO) for \$1.5 billion in

RAISE grants. DOT will place emphasis on projects that are able to show a local workforce plan round, sustainability, and equity. Deadline for applications is April 14.

Low or No Emission Bus and Bus Facilities Program Grants

- On March 4, the FTA announced a NOFO for \$1.1 billion for the Low or No Emission Grant Program and \$372 million for Bus and Bus Facilities Grant Program.
- Applications are due by May 31.



March 11, 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 – April 2022**

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### **General Update**

The second year of the 2021-22 Legislative Session is underway. Lately, the Legislature has been focused on budget committee meetings to hear the Governor's Fiscal Year 2022-23 budget proposals. In parallel to the budget review, Legislators have been busy introducing, with approximately 2100 bills introduced in the second year of the two-year session before the February 18 [bill introduction deadline](#). Policy committees began hearing bills the week of March 7.

### **Governor Newsom Signs Executive Order Updating Workplace Safety Standards**

On February 28, Governor Newsom signed an Executive Order that updates the Division of Occupational Safety and Health (Cal/OSHA) COVID-19 Emergency Temporary Standard and conforms its provisions with current indoor masking guidance from the California Department of Public Health.

As of March 1 in California, masks are no longer required for unvaccinated workers indoors, consistent with the updated CDPH guidance, but will be strongly recommended for all individuals in most indoor settings. Employers must still provide a face covering upon request of an employee. The order also extends the current Emergency Temporary Standard through May 5, 2022, to ensure the Occupational Safety and Health Standards Board has time to review the new guidance in anticipation of the next readoption of the ETS.

### **PEPRA and 13(c)**

On February 17, the State of California, the United States Department of Labor, and the Amalgamated Transit Union participated in a hearing for summary judgment before the United States District Court for the Eastern District of California.

This hearing, which represents the next step in the ongoing PEPRA and 13(c) litigation is the direct outgrowth of the cross-complaint filed by the State of California in the District Court on November 12, 2021, which itself claims that USDOL violated the Administrative Procedure Act in issuing its October 28 determination. The District Court's December 20 order, which stayed the implementation of the determination and temporarily enjoined the United States Department of Labor from relying on PEPRA as the basis for denying certification of grant applications by California transit agencies subject to PEPRA, was issued "...[t]o prevent irreparable injury and preserve the status quo while this court reviews California's claims [in its cross-complaint]...".

In the lead-up to the hearing, parties submitted a series of motions and briefs on the appropriateness of USDOL relying on PEPR to deny certification of federal transit grants for California transit agencies. These positions were cross-examined by the Court at the hearing and parties were provided an opportunity to present the Court with additional arguments to influence the Court's forthcoming ruling. The Court is expected to issue a ruling in the coming weeks, which will determine whether federal funding will continue to flow to California transit agencies subject to PEPR.

#### **Bills with Recommended Action**

##### **SB 922 (Wiener) CEQA Exemptions for Transit**

This bill would permanently extend statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would similarly permanently extend CEQA exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles; and the building of new bus and light rail stations or terminals. This bill is a follow up to SB 288 (Wiener, 2020) which SamTrans supported. **We recommend SamTrans SUPPORT this measure.**

##### **AB 1944 (Lee) Public Meetings**

This bill would make changes to the Brown Act to clarify 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. This bill would also require all public meetings of a legislative body using teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. **We recommend SamTrans SUPPORT this measure.**

##### **AB 2622 (Mullin) Zero Emission Bus Sales Tax Exemption**

This bill would extend the sunset date from January 1, 2024 to January 1, 2034 on the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California public transit agencies. SamTrans supported a similar bill, AB 784 (Mullin, 2019). **We recommend SamTrans SUPPORT this measure.**

#### **Bills of Interest**

##### **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 1938 (Friedman) Transit and Intercity Rail Recovery Task Force**

This bill would require the Secretary of the CA State Transportation Agency to establish and convene the Transit and Intercity Rail Recovery Task Force, which would include representatives from the department, various local agencies, academic institutions and nongovernmental organizations. The bill would require the task force to develop a process for early engagement of all of these parties to develop policies that grow ridership and improve operations for users. The bill would also require the Secretary to submit a report to the Legislature of the task force's efforts and findings, including a detailed analysis of issues and recommendations. The bill would sunset on January 1, 2028.

**AB 2449 (Rubio) Public Meetings**

This bill would allow a local agency to use teleconferencing for a public meeting if at least a quorum of members of the legislative body participate in person from a single location that is identified on the agenda and is open to the public within the local agency's jurisdiction.

**AB 2441 (Kalra) Local Public Transit Agencies: New Technologies**

This bill would require public transit employers relating to the introduction of new technologies that 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:** Not yet available; see [current FAQ](#)  
**Status:** [Funding cycle for FY 2021-22 will open on March 30](#)

**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 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](#) (Note: The guidelines are currently in draft form)

**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 associated fueling or charging infrastructure or 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 for FY 2021-22 not yet available

***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.**

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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>

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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>

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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>

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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 authorize mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air or water quality of a disadvantaged community, to include measures for avoiding, minimizing, or compensating for the adverse effects on that community. The bill would require compensating measures, included as mitigation measures, to mitigate those effects directly in the affected disadvantaged community. 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>

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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>

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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>

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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>

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<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>Introduced in the Assembly.</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>

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<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. 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>
<p><a href="#">AB 1680</a> <a href="#">Lee D</a></p> <p>Transit operators: ticket machines: access for visually impaired persons.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.</p>	<p>Watch</p>

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<p><a href="#">AB 1721</a> <a href="#">Rodriguez</a> D</p> <p>California Emergency Services Act: Emergency Medical Services Mutual Aid Program.</p>	<p>In the Assembly Emergency Management 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. 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.</p>	<p>Watch</p>

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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 Insurance 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 prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.</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 Transportation 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 remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. 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 1919</a> <a href="#">Holden</a> D</p> <p>Transportation: free student transit passes.</p>	<p>In the Assembly Transportation 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 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. These free youth transit passes would count as full-price fares for purposes of calculating the ratio of fare revenues to operating costs. Upon the appropriation of moneys by the Legislature, this bill would also create the Youth Transit Pass Pilot Program, administered by the department, for purposes of offsetting the costs to transit agencies of offering free youth transit passes to all persons 25 years of age and under with California residency, regardless of immigration status. The bill would require the department to submit an interim report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in greenhouse gas emissions and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1938</a> <a href="#">Friedman</a> D</p> <p>Local transportation funds.</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>

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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>Recommend Support</p>

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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 Labor and Employment 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>Introduced in the Assembly.</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>

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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>  Regional transportation plan: Active Transportation Program.	In the Assembly Transportation Committee.	Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2024, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.	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 prior to 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. 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>
<p><a href="#">AB 2410</a> <a href="#">Chen R</a></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 audit, every 2 to 5 years, of both home-to-school transportation contractors and local educational agencies, as provided.</p>	<p>Watch</p>

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<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 Natural Resources Committee.</p>	<p>Existing law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation’s infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act 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. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds. The bill would require the committee, by December 31, 2024, to provide an interim report, and by December 31, 2027, to provide a final report, to various entities, including the Legislature, on various subjects related to the expenditure of the federal funds. The bill would be repealed by its own terms on a specified date. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2438</a> <a href="#">Friedman D</a></p> <p>Transportation projects: alignment with state plans.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, 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="#">AB 2441</a> <a href="#">Kalra D</a></p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>Introduced in the Assembly.</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>
<p><a href="#">AB 2442</a> <a href="#">Rivas, Robert D</a></p> <p>California Global Warming Solutions Act of 2006: state board.</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. This bill would make a nonsubstantive change to this provision.</p>	<p>Watch</p>

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<p><a href="#">AB 2449</a> <a href="#">Rubio, Blanca</a> D</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>

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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 Public Employment and Retirement 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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<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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<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, 2034. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</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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<p><a href="#">AB 2693</a> <a href="#">Reyes D</a></p> <p>COVID-19: exposure.</p>	<p>In the Assembly Labor and Employment 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>Climate change: scoping plan.</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases by 2020 and to update the scoping plan at least once every 5 years. This bill would require the scoping plan to be for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases consistent with limits established by the act.</p>	<p>Watch</p>

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<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="#">AB 2722</a> <a href="#">Grayson</a> D</p> <p>Greenhouse gases: work-from-home option.</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases that cause global warming to reduce those emissions of greenhouse gases. This bill would require the state board to annually prepare a report quantifying the actual reduction in the emissions of greenhouse gases resulting from work-from-home options offered by employers of the state and compare that with the actual reduction in the state's overall emissions of greenhouse gases for the same year.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2793</a> <a href="#">Muratsuchi D</a>  California Greenhouse Gas Cap-and-Trade Program.	Introduced in the Assembly.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. 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 state the intent of the Legislature to enact subsequent legislation to require a program review of the California Greenhouse Gas Cap-and-Trade Program adopted by the state board pursuant to the California Global Warming Solutions Act of 2006.	Watch
<a href="#">AB 2802</a> <a href="#">Muratsuchi D</a>  Air pollution: carbon tax and dividend.	Introduced in the Assembly.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Existing law requires the state board to adopt greenhouse gas emissions limits and emissions reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving a specified statewide greenhouse gas emissions limit. This bill would express the intent of the Legislature to enact future legislation that would create a carbon tax and dividend program that would impose charges on entities responsible for air pollution emissions and allocate the revenue from those charges to frontline communities that suffer from the air pollution caused by those emissions.	Watch
<a href="#">AB 2822</a> <a href="#">Daly D</a>  Transportation Agency.	Introduced in the Assembly.	Existing law establishes the Transportation Agency within state government under the supervision of the Secretary of Transportation. Existing law requires the secretary to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formulation in public interest matters related to the agency. This bill would make nonsubstantive changes to those provisions.	Watch

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<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>
<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>

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<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>
<p><a href="#">SB 66</a> <a href="#">Allen</a> D</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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<p><a href="#">SB 114</a> Committee on Budget and Fiscal Review</p> <p>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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<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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<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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<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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<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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<a href="#">SB 840</a> <a href="#">Skinner</a> D  Budget Act of 2022.	Introduced in the Senate.	This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.	Watch
<a href="#">SB 849</a> <a href="#">Umberg</a> D  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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<p><a href="#">SB 852</a> <a href="#">Dodd</a> D</p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>In the Senate Governance and Finance 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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<p><a href="#">SB 867</a> <a href="#">Laird D</a></p> <p>Sea level rise planning: database.</p>	<p>In the Senate Appropriations Committee.</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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<p><a href="#">SB 878</a> <a href="#">Skinner</a> D</p> <p>School transportation.</p>	<p>In the Senate Education 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 school buses 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>

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<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 Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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 extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</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 Governance &amp; Finance 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>

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<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 Transportation 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>

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<p><a href="#">SB 1049</a> <a href="#">Dodd D</a></p> <p>Transportation Resilience Program.</p>	<p>Introduced in the Senate.</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>

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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 Natural Resources and Waterway 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>

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<p><a href="#">SB 1100</a> <a href="#">Cortese D</a></p> <p>Open meetings: orderly conduct.</p>	<p>In the Senate Governance &amp; Finance Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. 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 members of the legislative body conducting a meeting to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning, either by the presiding member of the legislative body or a law enforcement officer, that the individual is disrupting the proceedings and a request that the individual curtail their disruptive behavior or be subject to removal. The bill would similarly require a warning before clearing a meeting room for willful interruptions by a group or groups. The bill would define "willfully interrupting" to mean intentionally engaging in behavior during a meeting of a legislative body that substantially impairs or renders infeasible the orderly conduct of the meeting in accordance with law. The term would include failure to comply with a reasonable regulation adopted in accordance with existing law after a warning and request in accordance with the bill, as applicable. 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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1121</a> <a href="#">Gonzalez</a> D</p> <p>Transportation funding: plan.</p>	<p>In the Senate Rules Committee, pending referral to policy 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 Rules Committee, pending referral to policy 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>

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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 certain transit districts to develop and implement initiatives to address the street harassment, as defined, of persons traveling by their systems at any point along the whole journey, as defined, and to consider the safety concerns and needs of these persons when planning, designing, and operating their systems. The bill would require these initiatives to be developed based on specified ridership data and in coordination and consultation with persons who travel by their systems, and would require those transit agencies to conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment. The bill would require these initiatives to include changes to policies, design, operations, or other aspects of transit systems, as specified. 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>
<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>

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<p><a href="#">SB 1217</a> <a href="#">Allen</a> D</p> <p>State-Regional Collaborative for Climate, Equity, and Resilience.</p>	<p>In the Senate Environmental Quality 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>
<p><a href="#">SB 1230</a> <a href="#">Limón</a> D</p> <p>Greenhouse gas emissions: transportation.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation that would implement measures and programs that achieve the 2030 greenhouse gas reduction targets for the transportation sector identified in the 2017 scoping plan and that would minimize increases in greenhouse gas emissions in the electric power sector from transportation electrification through a combination of specified actions.</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>

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<p><a href="#">SB 1391</a> <a href="#">Kamlager</a> D</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>
<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. 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 retain the metric for traffic levels of service for projects outside transit priority areas, and 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>