



Agenda

Board of Directors Meeting

August 3, 2022, 2:00 pm

San Mateo County Transit District

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

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

<https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAweUpSVUg3L1V5U1RoUXFrdz09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the public comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Wednesday, August 3, 2022

2:00 pm

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Consent Calendar

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|------|---|-------------|
| 3.a. | Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue | Resolution |
| 3.b. | Approval of Minutes of the Board of Directors Meeting of July 6, 2022 | Motion |
| 3.c. | Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook | Motion |
| 3.d. | Reaffirm the San Mateo County Transit District Investment Policy and the Paratransit Trust Fund Investment Policy, and Reauthorize Investment of Monies with the Local Agency Investment Fund | Resolutions |

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| 3.e. | Information on Statement of Revenues and Expenses for the Period Ended June 30, 2022 | Informational |
| 3.f. | Award of Contract for Repair and Maintenance Services of Power Equipment | Resolution |
| 3.g. | Award of Contract to Brink's, Inc., for Armored Car Cash Collection Services | Resolution |
| 4. | Public Comment for Items Not on the Agenda
<i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | |
| 5. | Report of the Chair | Informational |
| 6. | Report of the General Manager/CEO | Informational |
| 7. | Board Member Requests/Comments | |
| 8. | Recess to Committee Meetings | |
| 8.a. | Community Relations Committee / Committee of the Whole
<i>R. Guilbault (Chair), M. Fraser, R. Medina</i> | |
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of July 6, 2022 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Paratransit Coordinating Council Update | Informational |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Monthly Performance Report June 2022 | Informational |
| 8.a.7. | Adjourn | |
| 8.b. | Finance Committee / Committee of the Whole
<i>M. Fraser (Chair), J. Gee, R. Guilbault</i> | |
| 8.b.1. | Call to Order | |

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| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of July 6, 2022 | Motion |
| 8.b.3. | Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation Commission as Part of the Caltrain Right of Way Repayment | Motion |
| 8.b.4. | Information About Pension Prefunding Trusts | Informational |
| 8.b.5. | Adjourn | |
| 8.c. | Legislative Committee / Committee of the Whole
<i>R. Medina (Chair), C. Groom, C. Stone</i> | |
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Legislative Committee Meeting of July 6, 2022 | Motion |
| 8.c.3. | State and Federal Legislative Update | Informational |
| 8.c.4. | Adjourn | |
| 9. | Reconvene Board of Directors Meeting | |
| 10. | Matters for Board Consideration: Community Relations Committee | |
| 10.a. | Accessible Services Update | Informational |
| 10.b. | Paratransit Coordinating Council Update | Informational |
| 10.c. | Citizens Advisory Committee Update | Informational |
| 10.d. | Monthly Performance Report June 2022 | Informational |
| 11. | Matters for Board Consideration: Finance Committee | |
| 11.a. | Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation Commission as Part of the Caltrain Right of Way Repayment | Resolution |
| 11.b. | Information About Pension Prefunding Trusts | Informational |
| 12. | Matters for Board Consideration: Legislative Committee | |

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| 12.a. State and Federal Legislative Update | Informational |
| 13. Communications to the Board of Directors | Informational |
| 14. Date/Time of Next Regular Meeting - Wednesday, September 7, 2022 at 2:00 pm | |
| <i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 15. General Counsel Report | |
| 15.a. Closed Session: Conference with Legal Counsel - Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case | |
| 16. Adjourn | |

Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at: <https://www.samtrans.com/meetings>
Communications to the Board of Directors can be emailed to board@samtrans.com.

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

*Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> for any updates or further instruction.

Public Comment

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

Accessible Public Meetings/Translation

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

Action

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

Significance

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

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

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

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

With passage of the proposed resolution, certain committee meetings and all advisory committee meetings will continue to be conducted remotely with no in-person option.

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

Budget Impact

There is no impact on the budget.

Background

Pending Legislation

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. Under certain circumstances, the bill also would allow, upon a determination by a majority vote of the legislative body, a member of the legislative body to be exempt from identifying the address of the member's teleconference location in the notice or agenda or having the location be accessible to the public.

AB 1944, as amended, passed the Assembly on May 26, 2022 and is pending in the Senate. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

COVID-19 and AB 361

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

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

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

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

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2022 -

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

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

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

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

Whereas, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transit District (District) Board of Directors (Board) adopted its first monthly resolution making the requisite findings to allow teleconferencing for 30 days; and

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

Whereas, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (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 COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

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

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

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

Now, Therefore, Be It Resolved, that the Board of Directors has reviewed the findings made in prior AB 361-compliant resolutions and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the State of Emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

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

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

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

Regularly passed and adopted this 3rd day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

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

Minutes of Board of Directors Meeting

July 6, 2022

Members Present: C. Groom, P. Ratto (Chair)
(In Person)

Members Present: M. Fraser, J. Gee, R. Guilbault, R. Medina, D. Pine, J. Powell (Vice Chair),
(Via Teleconference) C. Stone (left at 2:49 pm)

Members Absent: None

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

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

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

3. Consent Calendar

3.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-40

3.b. Approval of Minutes of the Board of Directors Regular Meeting of June 1, 2022, and Special Meetings of May 27, 2022 and June 21, 2022

3.c. Acceptance of Statement of Revenues and Expenses for the Period Ending May 31, 2022

3.d. Award of Contract for Portable Toilet Rental Service and Maintenance – Approved by Resolution No. 2022-41

Motion/Second: Stone/Gee

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

Chair Ratto reported that he attended a conference on Mobility as a Service (MaaS) in San Francisco on June 22, noting that one of the hallmarks of MaaS is integrated fare payments.

6. Report of the General Manager/CEO

Carter Mau, Acting General Manager/CEO, provided an update on the Caltrain governance MOU (Memorandum of Understanding), which was approved on June 21 by the SamTrans Board and on June 23 by the Caltrain (Peninsula Corridor Joint Powers) Board.

Mr. Mau noted that a successful Bus Roadeo was held on June 11, the first since 2019. He thanked the training department, Board members, and staff who made the Roadeo possible and announced the Roadeo winners. Mr. Mau encouraged staff and Board members to continue to participate in the Roadeo in the future.

Chair Ratto thanked SFMTA (San Francisco Municipal Transportation Agency) and Santa Cruz Metro, who sent some of their buses, drivers, and a team of mechanics. The other directors expressed their appreciation for the Roadeo event.

7. Board Member Requests/Comments

There were no comments.

8. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:16 pm.

9. Reconvene Board of Directors Meeting

Chair Ratto reconvened the Board meeting at 3:20 pm.

10. Matters for Board Consideration: Community Relations Committee

Director Rose Guilbault reported on the following items:

- 10.a Accessible Services Update**
- 10.b Paratransit Coordinating Council Update**
- 10.c Citizens Advisory Committee Update**
- 10.d Quarterly Dashboard Report – January-March 2022**
- 10.e Monthly Performance Report | May 2022**

11. Matters for Board Consideration: Finance Committee

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

- 11.a Awarding a Contract to Trapeze Software Group for Paratransit Scheduling Software and Services for a Total Not-to-exceed Amount of \$683,298 for a Five-year Base Term –**
Approved by Resolution No. 2022-42
- 11.b Approving and Ratifying the Insurance Program for Fiscal Year 2023 –**
Approved by Resolution No. 2022-43

11.c Authorizing the Filing of an Application with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2022-23 – Approved by Resolution No. 2022-44

Motion/Second: Pine/Gee

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

Noes: None

Absent: Stone

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

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

12.a Amending the Fare Structure to Make the Youth Unlimited Pass a Permanent Fare Product, Add the Regional All-Agency Pass Pilot Program and Make Other Minor Revisions, and Approving the Title VI Analysis of the Youth Unlimited Pass – Approved by Resolution No. 2022-45

Motion/Second: Groom/Fraser

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

Noes: None

Absent: Stone

13. Matters for Board Consideration: Legislative Committee

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

13.a State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1919 (Holden)

Motion/Second: Fraser/Guilbault

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

Noes: None

Absent: Stone

14. Communications to the Board of Directors

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

15. Date and Time of Next Regular Meeting

Chair Ratto announced the time and location of the next meeting as Wednesday, August 3, 2022 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

16. General Counsel Report

Joan Cassman, Legal Counsel, said there was nothing to report.

17. Adjourn

The meeting adjourned at 3:26 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2022.

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 10, 11, 12, 13, 14, and 15. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFM), liquidity funds which are managed by District staff, and trust funds which are managed by a third party trustee. The

Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

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

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

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

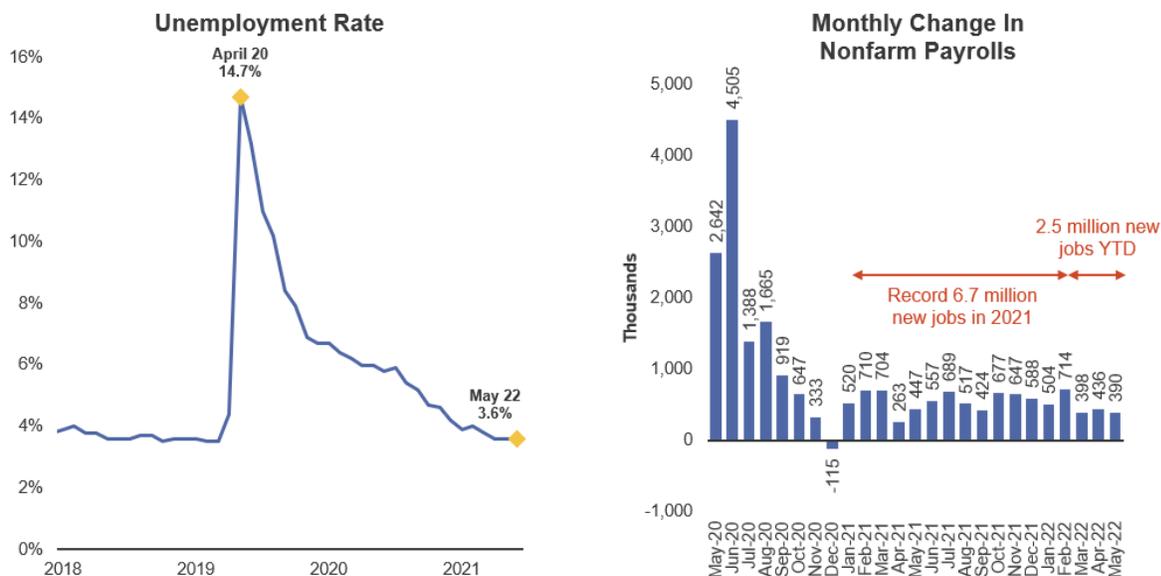
Discussion

Market Conditions

As we wrap up the fourth quarter of FY 2022, most of the significant headwinds are still in place: high levels of inflation, slowing growth, rising rates, Fed policy uncertainty, and fallout from Russia's war on Ukraine:

- Inflation has peaked with the consumer price index (CPI) increasing 8.6%, the largest 12-month increase since December 1981. There are numerous factors that have driven this inflation. Prices for food at home rose 11.9 percent over the last 12 months, the largest 12-month increase since the period ending April 1979. Energy prices rose 34.6 percent over the past 12 months. Gasoline prices increased 48.7 percent over the span.
- The U.S. labor market remains a tailwind to domestic economic growth. Initial jobless claims fell 2,000 to 231k last week of the quarter, a figure that is now above the pre-pandemic average (225k). The U.S. unemployment rate fell below 4%, as labor force participation held steady. The tight labor market also added pressure to higher inflation, as wages rose rapidly and companies increased prices to offset these higher costs.
- As a result of surging inflation, the Federal Reserve lifted the fed funds rate in the June meeting by three-quarters of a percentage point, to between 1.5% and 1.75%, a hike of the biggest magnitude in almost 28 years. In addition to more forecasted interest rate hikes for the year, the Fed embarked on actively reducing its balance sheet through the

taper of agency-backed mortgage security reinvestments and outright run-off maturities.



Portfolio Recap

Our strategy for FY 2022 Q4 encompassed the following:

- Strategic themes for the quarter:
 - Maintain a defensive duration posture in the face of rising rates and expectation for continued Fed hikes to the overnight target rate
 - Maintain long-term focus on broadly diversified fixed income portfolios
 - Utilize bouts of increased market volatility and wider spreads (underperformance in non-US Treasury sectors) to build upon positions in spread sectors (namely corporates and asset-backed securities)
 - The higher income associated with current yield levels helps position portfolios for potential future incremental earnings.
- The federal agency sector generated positive excess returns during 2Q despite very narrow spreads, as the sector provided investors protection from the rapidly rising yields of Treasuries over the past three months. The relative outperformance of the sector during 2Q provided further opportunity to trim holdings. Market volatility surrounding Fed policy meetings created opportunities, albeit minimal, for some callable structures.

- Investment grade corporates generated notably negative excess returns for the second consecutive quarter. While the sector generally weighed on portfolio performance relative to Treasury-only benchmarks, underperformance has resulted in wider and more attractive spreads. As a result, we continued to view the weakness in the sector as a buying opportunity to increase allocations off recent historically low strategic targets. Further, our overweight to higher-quality names within the investment-grade sector boded well for portfolios as lower quality issuers underperformed substantially.
- After a volatile start to the year, asset-backed securities (ABS) spreads widened and generated negative excess returns during 2Q. Similar to the IG corporate sector, we viewed the weakening in ABS spreads as a buying opportunity and allocations were increased over the quarter, as historically wide spreads offered attractive re-entry. Some measures of collateral performance are trending worse, such as consumer delinquencies, but overall are in a good position from a historical perspective and remain within rating agency expectations.
- Mortgage-backed securities (MBS) continued to broadly underperform most other investment grade fixed income sectors during Q2. The primary drivers to poor performance were mortgage rates flying past 5% and the looming reduction to the Fed's balance sheet. We generally remained defensive posture in the sector during the past several quarters, with any new purchases targeted to maintain allocations in the sector as paydowns naturally reduce allocations. Maintaining allocations, not adding to, helps dollar-cost-average into the weakening sector at better (but not great) valuations, while maintaining ample room in the sector to add to targets once headwinds diminish.
- Taxable municipals were one of the few investment grade fixed income sectors to generate positive excess returns during 2Q. But while issuance has slowed despite appearing at attractive levels, deals remain heavily oversubscribed, pressuring spreads modestly lower.
- Short-term credit (negotiable CDs and commercial paper) spreads remain elevated and attractive for shorter-duration strategies. While the short-term credit curve remains somewhat flat inside six months, maturities near nine months have heightened value with wider spreads and steeper curve.

Investment Strategy Outlook

Consumer balance sheets are in a healthy position to weather the storm of record-breaking inflation. Continued price pressures, notably in the energy sector and most impactfully in gasoline prices, have broadly brought economic expectations lower, and with it, all-time low consumer sentiment. As consumers begin to tap built up savings, risks to growth have pushed probabilities of recession higher.

- In continued combatting of inflation, it is widely expected for the Federal Reserve to continue tightening monetary policy as they try to thread the policy needle and achieve a "soft landing" – creating stable prices while avoiding a recession.

- Market expectations for the fed funds rate point to an additional 150-175 bps of rate hikes through the balance of 2022.
- Building upon portfolio allocations in spread sectors (non US Treasury sectors) will likely remain a key element to our strategy over at least the near term.
 - After increasing portfolio dry powder (or portfolio liquidity via US Treasury allocations) throughout 2021, portfolios are now afforded ample opportunity to reinvest proceeds back into these spread sectors at now wider and more attractive levels.

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

- **Treasuries:** We continue to expect the Federal Reserve to reduce accommodative policy with the potential to move towards restrictive policy further down the road. Spread sectors have cheapened relative to Treasuries, offering select opportunities to rotate out of Treasuries.
- **Agencies:** Federal agency spreads remain anchored out to five years, while spreads in longer maturities have widened a couple basis points in recent months. Supply is limited in this area of the curve, and new issuance is expected to remain light as spreads continue to trade in a very low and narrow range. As such, the lack of yield benefit in this sector promotes other sectors, while reducing the most expensive agency holdings in portfolios.
- **Supranationals:** Shorter-duration maturities have elevated spreads, particularly less than 18 months, although longer maturities are tight on a historical basis. In addition, summer is traditionally a slow time of the year for supranational issuance and supply year-to-date has been much lighter than this time last year. While the sector could present attractive opportunities as a cheap substitute for similar maturity federal agency securities, expectations are tempered for meaningful opportunities in the sector over the next several months.
- **Corporates:** We remain constructive on investment-grade corporates. Corporate fundamentals and ratings are expected to stabilize, while also carrying a low default rate. We view the recent widening into quarter-end as an attractive entry point to build on current portfolio positions, as valuations appear to have priced a recession on the horizon. Selectivity will remain key as market volatility remains elevated and new issue concessions the preferred outlet to new purchases.
- **Asset-Backed Securities (ABS):** Fundamentals remain strong for the sector while the market continues to deal with concerns around lower liquidity and the threat of slower growth and elevated inflation. Despite tightening modestly into quarter-end, spreads in the sector remain elevated near mid-March wides and from a longer-term historical perspective. At these valuations, we will look for opportunities to add exposure in shorter-duration mandates (less than three years).
- **Agency MBS:** The sector will likely remain under pressure from heightened market volatility, decade-high mortgage rates, and the Fed's reduction and selling of MBS

holdings, the latter of which is expected to begin later this year. Shorter duration accounts face narrowed opportunities in the agency MBS universe as there has been a general duration extension in the sector. We will broadly avoid increasing target allocations in the sector for the foreseeable future as even selectivity has little value in the face of myriad headwinds for the sector.

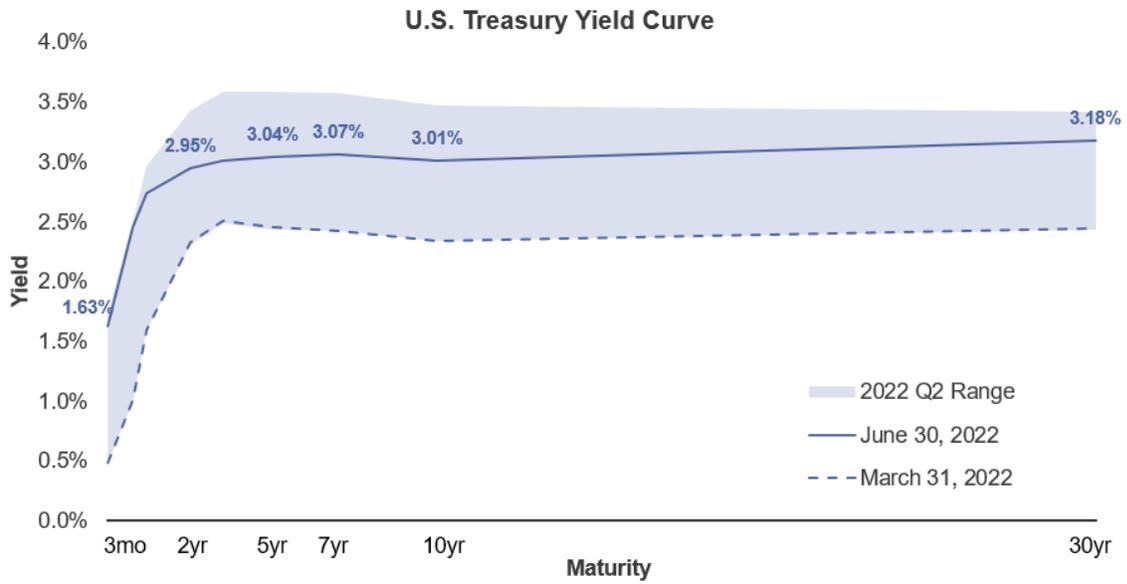
- **Taxable Municipals:** We will continue to evaluate new opportunities as they come to market and participate when we are able. Although expectations are limited as new issues are heavily oversubscribed, the secondary market may present opportunities. New purchases will remain selective, on an issuer-by-issuer basis.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30, the total gross return of the Reserve Fund portfolio was **-0.78 percent** and the total gross return of the Paratransit Fund portfolio was **-0.80 percent**. This compares to the benchmark return of **-0.65 percent** for both funds. The Performance graph on page 16 shows the relative performance of the District over the last 12 months.

As of the end of the quarter, the portfolio's gross yield to maturity at cost for the Reserve Fund was **1.35 percent** and for the Paratransit Fund was **1.45 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's gross market yield to maturity for the Reserve Fund was **3.00 percent** and for the Paratransit Fund was **2.93 percent**.



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INVESTMENT GLOSSARY

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

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

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

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

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

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

Excess Returns – Excess returns can be either positive or negative. Positive excess returns suggest that a portfolio's performance is greater than the benchmark, whereas, negative excess returns suggest that a portfolio has underperformed as compared to the benchmark.

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

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

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

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

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

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

EXHIBIT 1
SAN MATEO TRANSIT DISTRICT
REPORT OF INVESTMENTS (AGGREGATE)
FOR QUARTER ENDING JUNE 30, 2022

Item #3.c.
8/3/2022

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
05591RAD6	BMWLT 2021-1 A4	370,000.00	07/25/2024	369,985.31	358,732.87	358,755.68
05591RAD6	BMWLT 2021-1 A4	65,000.00	07/25/2024	64,997.42	63,020.64	63,024.65
09661RAD3	BMWOT 2020-A A3	173,131.77	10/25/2024	173,118.70	170,859.85	170,873.70
09661RAD3	BMWOT 2020-A A3	49,466.22	10/25/2024	49,462.49	48,817.10	48,821.06
14041NFU0	COMET 2019-2 A	1,660,000.00	08/15/2022	1,659,582.01	1,659,704.18	1,660,973.16
14041NFU0	COMET 2019-2 A	475,000.00	08/15/2022	474,880.40	474,915.35	475,278.46
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,391,574.55	1,391,935.10
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	240,577.29	240,639.63
14041NFY2	CAPITAL ONE MULTI TR ABS SER 2021 3 CLA	1,145,000.00	11/16/2026	1,144,842.22	1,082,610.48	1,083,139.73
14041NFY2	CAPITAL ONE MULTI TR ABS SER 2021 3 CLA	215,000.00	11/16/2026	214,970.37	203,284.94	203,384.32
14044CAC6	COPAR 2021-1 A3	460,000.00	09/15/2026	459,991.31	435,472.64	435,630.07
14044CAC6	COPAR 2021-1 A3	80,000.00	09/15/2026	79,998.49	75,734.37	75,761.75
14315FAD9	CARMX 2020-3 A3	303,272.96	03/17/2025	303,220.97	299,055.38	299,138.94
14315FAD9	CARMX 2020-3 A3	87,612.19	03/17/2025	87,597.17	86,393.78	86,417.92
14316HAC6	CARMX 2020-4 A3	425,000.00	08/15/2025	424,906.46	416,798.74	416,893.19
14316HAC6	CARMX 2020-4 A3	100,000.00	08/15/2025	99,977.99	98,070.29	98,092.52
14316NAC3	CARMX 2021-1 A3	255,000.00	12/15/2025	254,949.61	248,730.84	248,769.37
14316NAC3	CARMX 2021-1 A3	45,000.00	12/15/2025	44,991.11	43,893.68	43,900.48
254683CP8	DCENT 2021-1 A	890,000.00	09/16/2024	889,809.45	833,668.71	833,898.13
254683CP8	DCENT 2021-1 A	155,000.00	09/16/2024	154,966.81	145,189.49	145,229.45
362554AC1	GMCAR 2021-4 A3	385,000.00	09/16/2026	384,990.18	365,751.31	365,860.39
362554AC1	GMCAR 2021-4 A3	65,000.00	09/16/2026	64,998.34	61,750.22	61,768.64
362569AD7	GMALT 2020-3 A4	300,000.00	10/21/2024	299,958.00	296,869.40	296,916.15
362569AD7	GMALT 2020-3 A4	65,000.00	10/21/2024	64,990.90	64,321.70	64,331.83
362590AC5	GMCAR 2020-3 A3	517,454.85	04/16/2025	517,336.46	508,953.52	509,050.54
36260KAC8	GMCAR 2020-4 A3	365,225.71	08/18/2025	365,147.66	357,193.76	357,251.59
36260KAC8	GMCAR 2020-4 A3	77,610.46	08/18/2025	77,593.88	75,903.67	75,915.96
36261RAD0	GMALT 2021-1 A4	410,000.00	02/20/2025	409,938.09	399,615.90	399,657.25
36261RAD0	GMALT 2021-1 A4	70,000.00	02/20/2025	69,989.43	68,227.11	68,234.16
380140AC7	GMCAR 213 A3	610,000.00	06/16/2026	609,962.30	585,469.41	585,591.41
380140AC7	GMCAR 213 A3	105,000.00	06/16/2026	104,993.51	100,777.52	100,798.52
43815GAC3	HAROT 2021-4 A3	460,000.00	01/21/2026	459,903.03	439,489.44	439,601.89
43815GAC3	HAROT 2021-4 A3	85,000.00	01/21/2026	84,982.08	81,210.01	81,230.78
44891RAC4	HART 2020-C A3	1,226,658.95	05/15/2025	1,226,376.46	1,202,554.65	1,202,761.82
44891RAC4	HART 2020-C A3	269,864.97	05/15/2025	269,802.82	264,562.02	264,607.60
44933LAC7	HART 2021-A A3	335,000.00	09/15/2025	334,964.76	324,454.80	324,511.38
44933LAC7	HART 2021-A A3	65,000.00	09/15/2025	64,993.16	62,953.92	62,964.89
44935FAD6	HART 2021-C A3	355,000.00	05/15/2026	354,920.76	338,675.44	338,792.20
44935FAD6	HART 2021-C A3	60,000.00	05/15/2026	59,986.61	57,240.92	57,260.65
47787NAC3	JDOT 2020-B A3	155,473.68	11/15/2024	155,449.99	152,711.97	152,747.21
47787NAC3	JDOT 2020-B A3	37,313.68	11/15/2024	37,308.00	36,650.87	36,659.33
50117TAC5	KCOT 2021-1 A3	355,000.00	08/15/2025	354,927.37	337,429.70	337,527.53
65479CAD0	NAROT 2020-B A3	199,942.36	07/15/2024	199,936.88	198,018.81	198,067.68
65479CAD0	NAROT 2020-B A3	54,984.15	07/15/2024	54,982.64	54,455.17	54,468.61
65480BAC1	NAROT 2021-A A3	1,455,000.00	10/15/2025	1,454,975.41	1,398,688.96	1,398,902.36
89237VAB5	TAOT 2020-C A3	630,959.46	10/15/2024	630,910.87	622,629.03	622,752.42
89237VAB5	TAOT 2020-C A3	67,123.35	10/15/2024	67,118.18	66,237.13	66,250.26
89238EAD8	TLOT 2021-A A4	335,000.00	08/20/2025	334,930.02	323,251.55	323,302.73
89238EAD8	TLOT 2021-A A4	65,000.00	08/20/2025	64,986.42	62,720.45	62,730.38
92290BAA9	VZOT 2020-B A	1,030,000.00	02/20/2025	1,029,783.70	1,013,770.64	1,013,918.56
92290BAA9	VZOT 2020-B A	150,000.00	02/20/2025	149,968.50	147,636.50	147,658.04
92348TAA2	VZOT 2020-A A1A	258,846.72	07/22/2024	258,816.41	258,139.92	258,286.24
92348TAA2	VZOT 2020-A A1A	68,117.56	07/22/2024	68,109.58	67,931.56	67,970.06
92868AAD7	VWALT 2022-A A4	605,000.00	01/20/2027	604,887.35	600,441.91	601,484.69
92868KAC7	VALET 2021-1 A3	685,000.00	06/22/2026	684,973.15	656,823.33	657,036.82
92868KAC7	VALET 2021-1 A3	115,000.00	06/22/2026	114,995.49	110,269.61	110,305.45

98163KAC6	WOART 2021-D A3	560,000.00	10/15/2026	559,923.73	532,775.11	532,976.71
98163KAC6	WOART 2021-D A3	95,000.00	10/15/2026	94,987.06	90,381.49	90,415.69
Subtotal		21,433,059.03		21,429,977.40	20,764,043.61	20,771,125.72
Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/14/2025	995,040.00	932,368.00	933,437.44
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/14/2025	273,636.00	256,401.20	256,695.30
3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/04/2025	548,350.00	505,600.15	506,270.46
3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/04/2025	114,655.00	105,716.40	105,856.55
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	04/22/2025	997,940.00	934,164.00	935,361.92
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	04/22/2025	274,433.50	256,895.10	257,224.53
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	06/17/2025	997,930.00	926,967.00	927,161.44
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	06/17/2025	274,430.75	254,915.93	254,969.40
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	1,300,000.00	08/25/2025	1,293,916.00	1,196,211.90	1,197,918.15
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	08/25/2025	273,713.00	253,044.83	253,405.76
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	1,200,000.00	11/07/2025	1,195,704.00	1,102,796.40	1,103,696.40
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	11/07/2025	274,015.50	252,724.18	252,930.43
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	1,150,000.00	11/27/2023	1,148,689.00	1,107,293.60	1,107,565.13
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	250,000.00	11/27/2023	249,715.00	240,716.00	240,775.03
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/05/2023	949,601.00	931,143.45	931,697.62
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/05/2023	274,884.50	269,541.53	269,701.94
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2023	997,080.00	974,430.00	974,464.72
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2023	274,197.00	267,968.25	267,977.80
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/21/2025	1,592,032.00	1,475,918.40	1,478,585.07
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/21/2025	348,257.00	322,857.15	323,440.48
3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/24/2023	2,497,450.00	2,425,305.00	2,427,509.86
3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/24/2023	799,184.00	776,097.60	776,803.16
3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/08/2023	1,100,200.87	1,066,038.60	1,066,901.79
3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/08/2023	1,499,505.00	1,453,689.00	1,454,866.08
3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/08/2023	340,062.09	329,502.84	329,769.65
3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/08/2023	459,848.20	445,797.96	446,158.93
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/23/2025	1,296,087.00	1,194,527.10	1,195,854.18
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/23/2025	548,344.50	505,376.85	505,938.31
3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2023	1,195,524.00	1,157,682.00	1,157,994.50
3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2023	259,030.20	250,831.10	250,898.81
3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/06/2023	1,298,830.00	1,254,185.40	1,254,681.93
3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/06/2023	274,752.50	265,308.45	265,413.48
3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/04/2023	8,007,360.00	7,697,816.00	7,699,316.00
Subtotal		32,975,000.00		32,924,397.61	31,389,831.35	31,411,242.25
Identifier	Cash	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
CCYUSD	Receivable	3,050.26	06/30/2022	3,050.26	3,050.26	3,050.26
CCYUSD	Receivable	2,393.13	06/30/2022	2,393.13	2,393.13	2,393.13
CCYUSD	Receivable	69.00	06/30/2022	69.00	69.00	69.00
Subtotal		5,512.39	134,226.00	5,512.39	5,512.39	5,512.39
Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/17/2023	1,200,000.00	1,176,637.20	1,178,721.87
22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/17/2023	200,000.00	196,106.20	196,453.64
23341VZT1	DNB Bank ASA - New York Branch	950,000.00	12/02/2022	950,000.00	947,361.85	948,923.02
23341VZT1	DNB Bank ASA - New York Branch	275,000.00	12/02/2022	275,000.00	274,236.33	274,688.24
65558TLL7	Nordea ABP - New York Branch	950,000.00	08/26/2022	950,000.00	949,840.40	955,845.19
65558TLL7	Nordea ABP - New York Branch	275,000.00	08/26/2022	275,000.00	274,953.80	276,692.03
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	950,000.00	08/26/2022	950,000.00	949,854.65	955,990.07
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	275,000.00	08/26/2022	275,000.00	274,957.93	276,733.97
86565CKU2	Sumitomo Mitsui Banking Corp - NY Branch	900,000.00	07/08/2022	900,000.00	899,804.70	902,814.70
86565CKU2	Sumitomo Mitsui Banking Corp - NY Branch	250,000.00	07/08/2022	250,000.00	249,945.75	250,781.86
Subtotal		6,225,000.00		6,225,000.00	6,193,698.80	6,217,644.58

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
002824BE9	ABBOTT LABORATORIES	900,000.00	11/30/2023	983,772.00	904,114.80	906,749.80
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,250,933.20	1,251,738.64
023135BW5	AMAZON.COM INC	245,000.00	05/12/2024	244,642.30	233,063.60	233,213.66
023135CE4	AMAZON.COM INC	880,000.00	04/13/2025	878,600.80	873,261.84	878,981.84
023135CE4	AMAZON.COM INC	130,000.00	04/13/2025	129,793.30	129,004.59	129,849.59
02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/27/2024	898,776.00	880,830.90	881,070.90
02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/27/2024	249,660.00	244,675.25	244,741.92
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	940,393.00	941,955.50
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	940,393.00	941,955.50
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	658,275.10	659,368.85
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	258,608.08	259,037.76
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	877,914.90	887,289.90
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	243,865.25	246,469.42
05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2024	324,970.75	306,812.03	307,753.17
05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2024	54,995.05	51,922.04	52,081.31
05565EBW4	BMW US CAPITAL LLC	850,000.00	08/12/2026	849,745.00	762,864.80	766,967.23
05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2026	149,955.00	134,623.20	135,347.16
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	796,486.40	809,403.07
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	06/19/2026	1,105,049.00	999,947.30	1,000,430.93
06051GJD2	BANK OF AMERICA CORP	200,000.00	06/19/2026	200,918.00	181,808.60	181,896.53
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	376,510.00	377,258.27
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	188,255.00	188,629.13
06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/26/2027	2,694,006.00	2,481,953.40	2,505,784.65
06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/26/2027	424,056.50	390,677.85	394,429.07
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/15/2027	2,649,348.00	2,555,123.40	2,573,408.40
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/15/2027	392,496.00	378,536.80	381,245.69
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/08/2027	1,343,182.50	1,238,234.85	1,249,136.10
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/08/2027	198,990.00	183,442.20	185,057.20
166764BW9	CHEVRON CORP	900,000.00	05/11/2025	934,353.00	854,225.10	856,167.60
17252MAP5	CINTAS NO 2 CORP	390,000.00	05/01/2025	389,914.20	390,969.93	393,137.68
17252MAP5	CINTAS NO 2 CORP	60,000.00	05/01/2025	59,986.80	60,149.22	60,482.72
20030NBL4	COMCAST CORP	850,000.00	02/15/2025	946,611.00	844,280.35	855,117.85
24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2024	484,684.75	458,111.12	459,045.75
24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2024	89,941.50	85,010.31	85,183.75
24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2025	464,781.45	440,743.74	443,504.68
24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2025	69,967.10	66,348.52	66,764.15
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	916,361.45	922,041.66
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	260,439.57	262,053.95
30231GBC5	EXXON MOBIL CORP	900,000.00	08/16/2024	945,567.00	877,470.30	884,284.43
38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/08/2024	941,922.00	901,922.40	918,573.65
38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/08/2024	261,645.00	250,534.00	255,159.35
437076CM2	HOME DEPOT INC	140,000.00	04/15/2025	139,755.00	137,162.06	138,138.56
437076CM2	HOME DEPOT INC	20,000.00	04/15/2025	19,965.00	19,594.58	19,734.08
46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	451,231.65	459,324.15
46647PAP1	JPMORGAN CHASE & CO	900,000.00	04/23/2024	967,887.00	897,750.90	903,801.20
46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2024	100,000.00	96,184.30	96,374.76
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	543,130.56	543,528.83
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	191,968.56	192,109.33
46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2026	750,000.00	714,059.25	720,925.19
46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2026	100,000.00	95,207.90	96,123.36
63743HFC1	NAT'L RURAL UTILITIES COOP FINANCE CORP	390,000.00	02/07/2025	389,988.30	373,651.98	376,576.98
63743HFC1	NAT'L RURAL UTILITIES COOP FINANCE CORP	60,000.00	02/07/2025	59,998.20	57,484.92	57,934.92
63743HFE7	NAT'L RURAL UTILITIES COOP FINANCE CORP	220,000.00	06/15/2025	219,940.60	218,985.58	220,187.33
63743HFE7	NAT'L RURAL UTILITIES COOP FINANCE CORP	35,000.00	06/15/2025	34,990.55	34,838.62	35,029.80
693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	01/23/2024	906,408.00	900,108.90	913,933.90
693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	01/23/2024	251,780.00	250,030.25	253,870.53
69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2023	394,482.55	382,470.60	383,008.24
69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2024	634,657.10	597,909.65	599,162.01
69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2024	104,943.30	98,866.95	99,074.03
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2025	2,330,000.00	2,251,162.12	2,266,478.76
771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2025	365,000.00	352,649.86	355,049.25

8/3/2022

808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	475,055.96	476,118.14
808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	81,575.27	81,757.66
857477BR3	STATE STREET CORP	400,000.00	02/06/2026	400,000.00	384,724.00	387,517.60
857477BR3	STATE STREET CORP	60,000.00	02/06/2026	60,000.00	57,708.60	58,127.64
87612EBM7	TARGET CORP	240,000.00	01/15/2027	239,592.00	222,566.88	224,607.88
87612EBM7	TARGET CORP	35,000.00	01/15/2027	34,940.50	32,457.67	32,755.32
89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	02/13/2025	454,396.50	429,397.20	432,502.20
89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	02/13/2025	141,367.80	133,590.24	134,556.24
89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	02/13/2025	136,879.20	128,819.16	129,750.66
89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	02/13/2025	126,221.25	119,277.00	120,139.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	02/13/2025	50,488.50	47,710.80	48,055.80
89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	02/13/2025	25,348.00	23,855.40	24,027.90
89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	06/18/2026	259,422.80	235,318.46	235,424.09
90327QD89	USAA CAPITAL CORP	1,255,000.00	05/01/2025	1,250,896.15	1,246,952.94	1,251,070.91
90327QD89	USAA CAPITAL CORP	200,000.00	05/01/2025	199,346.00	198,717.60	199,373.85
904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2024	280,000.00	264,240.76	264,917.54
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,756,855.80	1,774,975.80
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,046,534.50	1,048,224.36
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	182,006.00	182,299.89
Subtotal		43,495,000.00		44,143,348.05	41,600,910.79	41,869,336.55

Identifier	Commercial	Base	Final	Base	Base Market	Base MV
	Paper	Current Units	Maturity	Original Cost	Value (MV)	+ Accrued
2254EBQL8	Credit Suisse AG, New York Branch	1,800,000.00	03/20/2023	1,755,615.00	1,756,247.40	1,756,247.40
Subtotal		1,800,000.00		1,755,615.00	1,756,247.40	1,756,247.40

Identifier	FHLMC	Base	Final	Base	Base Market	Base MV
		Current Units	Maturity	Original Cost	Value (MV)	+ Accrued
3132CWMM3	FH SB0364	1,032,621.56	06/01/2035	1,112,649.74	1,035,605.71	1,038,617.52
3132CWMM3	FH SB0364	191,669.90	06/01/2035	206,524.31	192,223.80	192,782.83
3133L7LB1	FH RC1222	1,281,103.50	12/01/2034	1,377,186.27	1,275,255.75	1,278,992.30
3133L7LB1	FH RC1222	230,598.64	12/01/2034	247,893.52	229,546.04	230,218.62
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	644,254.00	645,912.58
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	173,453.00	173,899.54
3137BM6P6	FHMS K-721 A2	61,772.63	08/25/2022	62,298.67	61,739.89	61,898.96
3137BM6P6	FHMS K-721 A2	17,845.43	08/25/2022	17,997.39	17,835.97	17,881.92
3137F62S5	FHMS K-J31 A1	264,209.62	05/25/2026	264,204.34	251,493.21	251,618.49
3137F62S5	FHMS K-J31 A1	62,313.59	05/25/2026	62,312.34	59,314.44	59,343.98
3137FKK39	FHMS K-P05 A	12,388.71	07/25/2023	12,388.67	12,366.28	12,399.35
3137FKK39	FHMS K-P05 A	3,519.52	07/25/2023	3,519.51	3,513.15	3,522.54
3137FQ3V3	FHMS K-J27 A1	22,586.00	07/25/2024	22,585.46	22,464.26	22,503.64
3137FQ3V3	FHMS K-J27 A1	5,866.49	07/25/2024	5,866.35	5,834.87	5,845.10
3137H4RZ5	FHMS K-J36 A1	209,153.08	12/25/2026	209,152.25	195,825.85	196,052.08
3137H4RZ5	FHMS K-J36 A1	33,274.35	12/25/2026	33,274.22	31,154.11	31,190.10
Subtotal		4,253,923.03		4,503,716.32	4,211,880.33	4,222,679.57

Identifier	FHLMC CMO	Base	Final	Base	Base Market	Base MV
		Current Units	Maturity	Original Cost	Value (MV)	+ Accrued
3133Q5GZ3	FHS 370 A3	1,421,435.02	09/25/2033	1,441,535.00	1,340,082.45	1,341,266.98
3137F7DH5	FHR 5048 B	861,962.97	05/25/2033	872,872.19	803,475.47	804,193.78
3137F7DH5	FHR 5048 B	182,338.32	05/25/2033	184,646.04	169,965.97	170,117.91
Subtotal		2,465,736.31		2,499,053.22	2,313,523.89	2,315,578.67

Identifier	FNMA	Base	Final	Base	Base Market	Base MV
		Current Units	Maturity	Original Cost	Value (MV)	+ Accrued
3140K7XA6	FN BP0672	1,178,044.19	03/01/2035	1,262,347.98	1,152,910.19	1,155,855.30
3140K7XA6	FN BP0672	207,890.15	03/01/2035	222,767.29	203,454.74	203,974.47
3140Q9FM0	FN CA1971	1,511,013.00	06/01/2033	1,594,354.81	1,504,721.11	1,509,128.23
3140Q9FM0	FN CA1971	226,651.95	06/01/2033	239,153.22	225,708.17	226,369.23
3140QGKN6	FN CA8400	1,148,757.48	12/01/2035	1,256,812.48	1,145,673.10	1,149,023.64
3140QGKN6	FN CA8400	224,846.10	12/01/2035	245,995.69	224,242.40	224,898.20
3140X92C8	FN FM6170	1,001,951.60	07/01/2035	1,085,865.05	1,011,872.22	1,015,212.06

3140X92C8	FN FM6170	187,865.93	07/01/2035	203,599.70	189,726.04	190,352.26
3140X9K46	FN FM5714	775,388.03	11/01/2035	844,688.33	783,329.54	785,914.17
3140X9K46	FN FM5714	138,462.15	11/01/2035	150,837.20	139,880.28	140,341.82
3140XALC4	FN FM6622	1,350,391.68	02/01/2036	1,420,021.25	1,292,594.32	1,295,407.64
3140XALC4	FN FM6622	253,198.44	02/01/2036	266,253.98	242,361.44	242,888.93
3140XC4K1	FN FM8925	1,305,700.58	08/01/2034	1,415,869.06	1,347,657.93	1,352,010.27
3140XC4K1	FN FM8925	244,818.86	08/01/2034	265,475.45	252,685.86	253,501.93
3140XHQQ3	FN FS2262	1,800,000.00	06/01/2037	1,822,781.25	1,819,280.09	1,825,280.09
Subtotal		11,554,980.12		12,296,822.74	11,536,097.43	11,570,158.23

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
608919775	FEDERATED HRMS IS MM IS	5,004,003.20	06/30/2022	5,000,000.00	5,000,000.00	5,000,000.00
31846V534	FIRST AMER:US TRS MM Y	8,443,220.37	06/30/2022	8,443,220.37	8,443,220.37	8,443,220.37
31846V534	FIRST AMER:US TRS MM Y	3,876,664.31	06/30/2022	3,876,664.31	3,876,664.31	3,876,664.31
31846V534	FIRST AMER:US TRS MM Y	301,842.32	06/30/2022	301,842.32	301,842.32	301,842.32
SM - LAIF	LOCAL AGENCY INVESTMENT FUND	74,902,021.17	06/30/2022	74,902,021.17	74,902,021.17	74,902,021.17
902656404	UBS SL ESG PRIME INS	4,999,500.05	06/30/2022	5,000,000.00	5,000,000.00	5,000,000.00
902656602	UBS SL ESG PRIME PFD	4,999,500.05	06/30/2022	5,000,000.00	5,000,000.00	5,000,000.00
Subtotal		102,526,751.47		102,523,748.17	102,523,748.17	102,523,748.17

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	07/01/2023	255,000.00	250,614.00	252,497.18
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	07/01/2023	55,000.00	54,054.00	54,460.18
13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	11/01/2025	430,000.00	397,547.90	398,165.67
13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	11/01/2025	75,000.00	69,339.75	69,447.50
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	08/01/2024	230,000.00	224,958.40	226,971.86
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	08/01/2024	60,000.00	58,684.80	59,210.05
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	07/01/2025	352,320.50	328,055.00	330,256.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	07/01/2025	650,000.00	609,245.00	613,333.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	07/01/2025	251,767.50	234,325.00	235,897.50
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	07/01/2025	55,388.85	51,551.50	51,897.45
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	07/01/2025	75,497.25	70,297.50	70,769.25
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	07/01/2025	130,000.00	121,849.00	122,666.70
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	08/01/2025	550,000.00	509,190.00	510,961.46
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	08/01/2025	115,000.00	106,467.00	106,837.40
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	712,950.00	714,543.75
60412AVJ9	MINNESOTA ST	405,000.00	08/01/2025	405,000.00	373,223.70	374,286.83
60412AVJ9	MINNESOTA ST	85,000.00	08/01/2025	85,000.00	78,330.90	78,554.03
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	01/01/2026	330,000.00	301,326.30	303,053.85
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	01/01/2026	55,000.00	50,221.05	50,508.98
650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	03/15/2025	1,600,000.00	1,489,120.00	1,493,218.67
650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	03/15/2025	275,000.00	255,942.50	256,646.96
798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	08/01/2024	575,000.00	545,675.00	547,356.88
798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	08/01/2024	125,000.00	118,625.00	118,990.63
Subtotal		7,480,000.00		7,484,764.10	7,011,593.30	7,040,532.73

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128286R6	UNITED STATES TREASURY	4,000,000.00	04/30/2024	4,185,312.50	3,950,000.00	3,965,163.04
912828N30	UNITED STATES TREASURY	3,795,000.00	12/31/2022	3,740,298.63	3,786,698.44	3,786,917.58
912828N30	UNITED STATES TREASURY	3,000,000.00	12/31/2022	2,952,421.87	2,993,437.50	2,993,610.73
912828N30	UNITED STATES TREASURY	1,420,000.00	12/31/2022	1,399,532.03	1,416,893.75	1,416,975.75
912828N30	UNITED STATES TREASURY	850,000.00	12/31/2022	836,519.53	848,140.63	848,189.71
912828R28	UNITED STATES TREASURY	1,500,000.00	04/30/2023	1,484,648.44	1,484,531.25	1,488,637.91
912828R69	UNITED STATES TREASURY	2,900,000.00	05/31/2023	2,794,761.72	2,866,921.88	2,870,913.34
912828R69	UNITED STATES TREASURY	950,000.00	05/31/2023	924,134.77	939,164.06	940,471.61
912828R69	UNITED STATES TREASURY	1,700,000.00	05/31/2023	1,659,093.75	1,680,609.38	1,682,949.20
912828R69	UNITED STATES TREASURY	200,000.00	05/31/2023	194,554.69	197,718.75	197,994.02
912828R69	UNITED STATES TREASURY	550,000.00	05/31/2023	536,765.62	543,726.56	544,483.56
912828T91	UNITED STATES TREASURY	2,950,000.00	10/31/2023	2,924,417.97	2,899,757.81	2,907,834.24

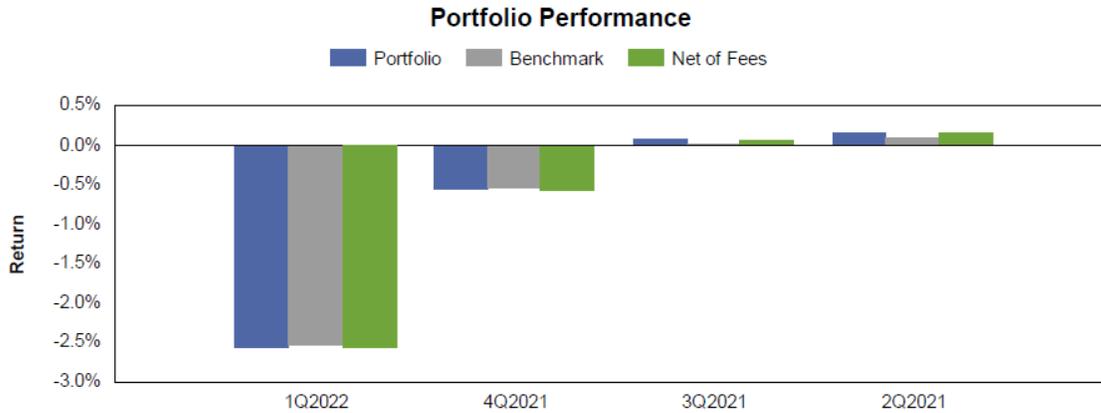
912828T91	UNITED STATES TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,260,828.13	2,267,125.00
912828T91	UNITED STATES TREASURY	850,000.00	10/31/2023	842,628.91	835,523.44	837,850.54
912828T91	UNITED STATES TREASURY	625,000.00	10/31/2023	628,588.87	614,355.47	616,066.58
912828XX3	UNITED STATES TREASURY	5,000,000.00	06/30/2024	5,101,171.88	4,908,593.75	4,908,865.49
912828XX3	UNITED STATES TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,448,035.16	1,448,115.32
912828XX3	UNITED STATES TREASURY	650,000.00	06/30/2024	659,572.27	638,117.19	638,152.51
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	462,216.80	441,773.44	441,797.89
912828XX3	UNITED STATES TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,325,320.31	1,325,393.68
912828XX3	UNITED STATES TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,030,804.69	1,030,861.75
912828XX3	UNITED STATES TREASURY	425,000.00	06/30/2024	431,375.00	417,230.47	417,253.57
912828XX3	UNITED STATES TREASURY	125,000.00	06/30/2024	126,840.82	122,714.84	122,721.64
912828XX3	UNITED STATES TREASURY	175,000.00	06/30/2024	179,750.98	171,800.78	171,810.29
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	471,919.92	441,773.44	441,797.89
912828YY0	UNITED STATES TREASURY	850,000.00	12/31/2024	908,503.91	824,500.00	824,540.42
912828YY0	UNITED STATES TREASURY	250,000.00	12/31/2024	267,207.03	242,500.00	242,511.89
912828ZW3	UNITED STATES TREASURY	2,500,000.00	06/30/2025	2,490,820.31	2,303,906.25	2,303,923.23
91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/15/2023	1,498,066.41	1,440,000.00	1,440,081.97
91282CBC4	UNITED STATES TREASURY	350,000.00	12/31/2025	344,859.38	319,265.63	319,269.19
91282CBC4	UNITED STATES TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,094,625.00	1,094,637.23
91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,567,750.00	6,567,823.37
91282CBC4	UNITED STATES TREASURY	150,000.00	12/31/2025	147,304.69	136,828.13	136,829.65
91282CBC4	UNITED STATES TREASURY	525,000.00	12/31/2025	510,665.04	478,898.44	478,903.79
91282CBV2	UNITED STATES TREASURY	18,000,000.00	04/15/2024	17,842,500.00	17,192,812.50	17,207,013.32
91282CBV2	UNITED STATES TREASURY	600,000.00	04/15/2024	594,750.00	573,093.75	573,567.11
91282CBW0	UNITED STATES TREASURY	350,000.00	04/30/2026	341,468.75	321,234.38	321,676.63
	Subtotal	72,215,000.00		71,930,682.27	69,759,885.16	69,822,730.65
Identifier	Yankee Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
63254ABD9	NAT'L AUSTRALIA BANK LTD (NY BRANCH)	1,395,000.00	06/09/2025	1,395,000.00	1,383,464.75	1,386,448.50
63254ABD9	NAT'L AUSTRALIA BANK LTD (NY BRANCH)	250,000.00	06/09/2025	250,000.00	247,932.75	248,467.47
63254ABE7	NAT'L AUSTRALIA BANK LTD (NY BRANCH)	1,250,000.00	06/09/2027	1,238,825.00	1,234,666.25	1,237,649.24
	Subtotal	2,895,000.00		2,883,825.00	2,866,063.75	2,872,565.20
	Grand Total	309,324,962.34		310,606,462.27	301,933,036.35	302,399,102.12

EXHIBIT 2

For the Quarter Ended March 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT PARATRANSIT

Portfolio Performance

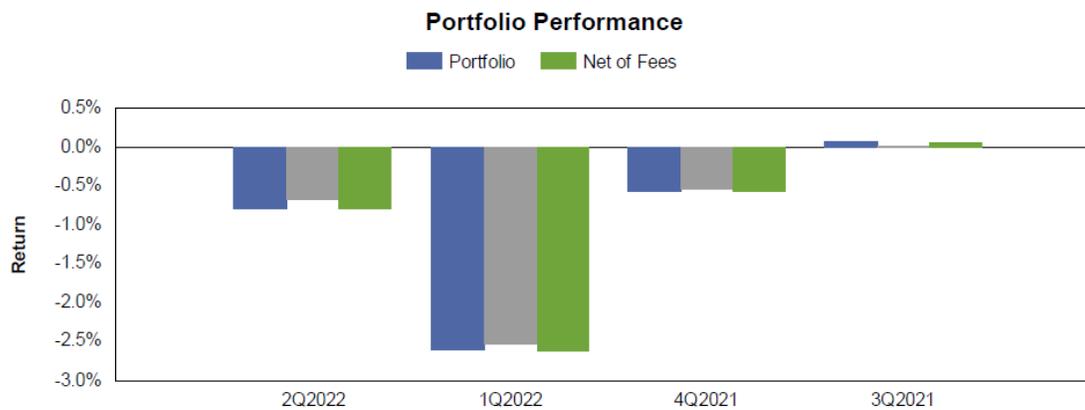


Market Value Basis Earnings	1Q2022	4Q2021	3Q2021	2Q2021
Interest Earned ¹	\$98,609	\$101,738	\$101,882	\$103,159
Change in Market Value	(\$813,583)	(\$260,591)	(\$81,132)	(\$59,729)
Total Dollar Return	(\$714,974)	(\$158,853)	\$20,750	\$43,430
Total Return²				
Portfolio	-2.56%	-0.57%	0.07%	0.16%
Benchmark ³	-2.53%	-0.55%	0.00%	0.09%
Basis Point Fee	0.01%	0.01%	0.01%	0.01%
Net of Fee Return	-2.57%	-0.58%	0.06%	0.15%

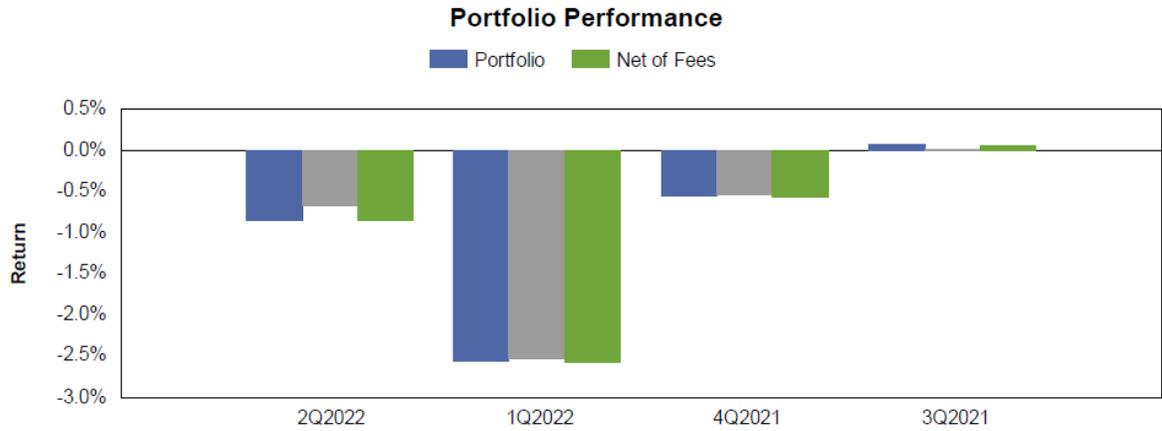
For the Quarter Ended June 30, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

Portfolio Performance



Market Value Basis Earnings	2Q2022	1Q2022	4Q2021	3Q2021
Interest Earned ¹	\$570,508	\$561,033	\$539,043	\$497,180
Change in Market Value	(\$1,959,061)	(\$5,345,299)	(\$1,479,667)	(\$389,141)
Total Dollar Return	(\$1,388,553)	(\$4,784,266)	(\$940,624)	\$108,039
Total Return²				
Portfolio	-0.78%	-2.61%	-0.57%	0.07%
Benchmark ³	-0.65%	-2.53%	-0.55%	0.00%
Basis Point Fee	0.01%	0.01%	0.01%	0.01%
Net of Fee Return	-0.79%	-2.62%	-0.58%	0.06%



Market Value Basis Earnings	2Q2022	1Q2022	4Q2021	3Q2021
Interest Earned ¹	\$98,798	\$98,609	\$101,738	\$101,882
Change in Market Value	(\$315,038)	(\$813,583)	(\$260,591)	(\$81,132)
Total Dollar Return	(\$216,240)	(\$714,974)	(\$158,853)	\$20,750
Total Return ²				
Portfolio	-0.80%	-2.56%	-0.57%	0.07%
Benchmark ³	-0.65%	-2.53%	-0.55%	0.00%
Basis Point Fee	0.01%	0.01%	0.01%	0.01%
Net of Fee Return	-0.81%	-2.57%	-0.58%	0.06%

EXHIBIT 3

For the Quarter Ended June 30, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

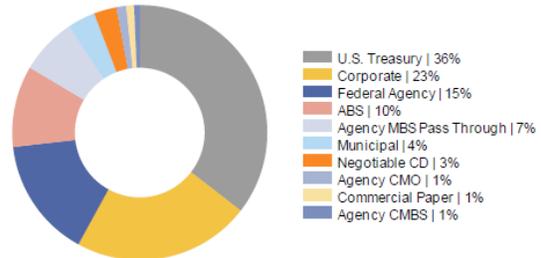
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE¹

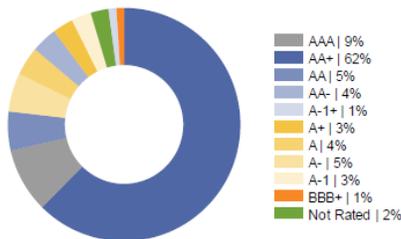
Portfolio Statistics

Total Market Value	\$177,039,386.24
Securities Sub-Total	\$172,757,185.16
Accrued Interest	\$405,536.77
Cash	\$3,876,664.31
Portfolio Effective Duration	2.10 years
Benchmark Effective Duration	N/A
Yield At Cost	1.35%
Yield At Market	3.00%
Portfolio Credit Quality	AA

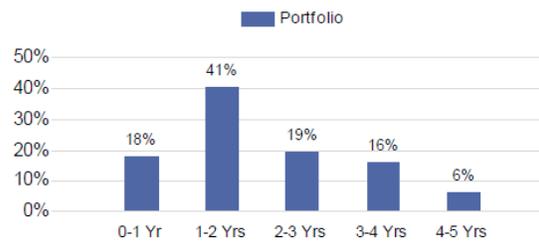
Sector Allocation



Credit Quality - S&P



Duration Distribution



For the Quarter Ended June 30, 2022

SAN MATEO COUNTY TRANSIT DISTRICT PARATRANSIT

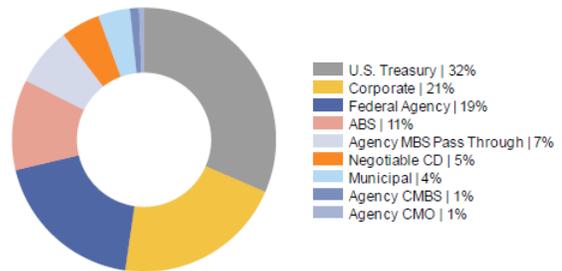
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT¹

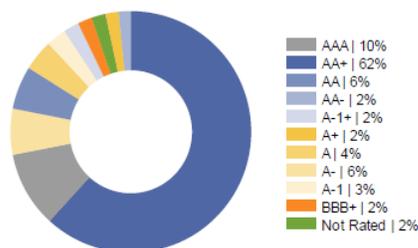
Portfolio Statistics

Total Market Value	\$26,949,694.42
Securities Sub-Total	\$26,587,441.57
Accrued Interest	\$60,410.53
Cash	\$301,842.32
Portfolio Effective Duration	1.98 years
Benchmark Effective Duration	N/A
Yield At Cost	1.45%
Yield At Market	2.93%
Portfolio Credit Quality	AA

Sector Allocation



Credit Quality - S&P



Duration Distribution

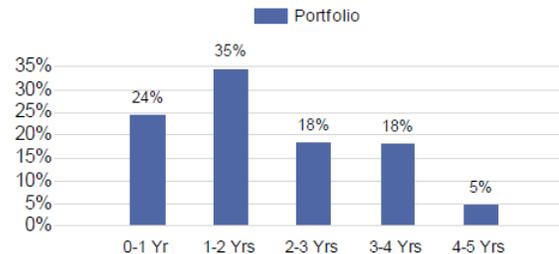


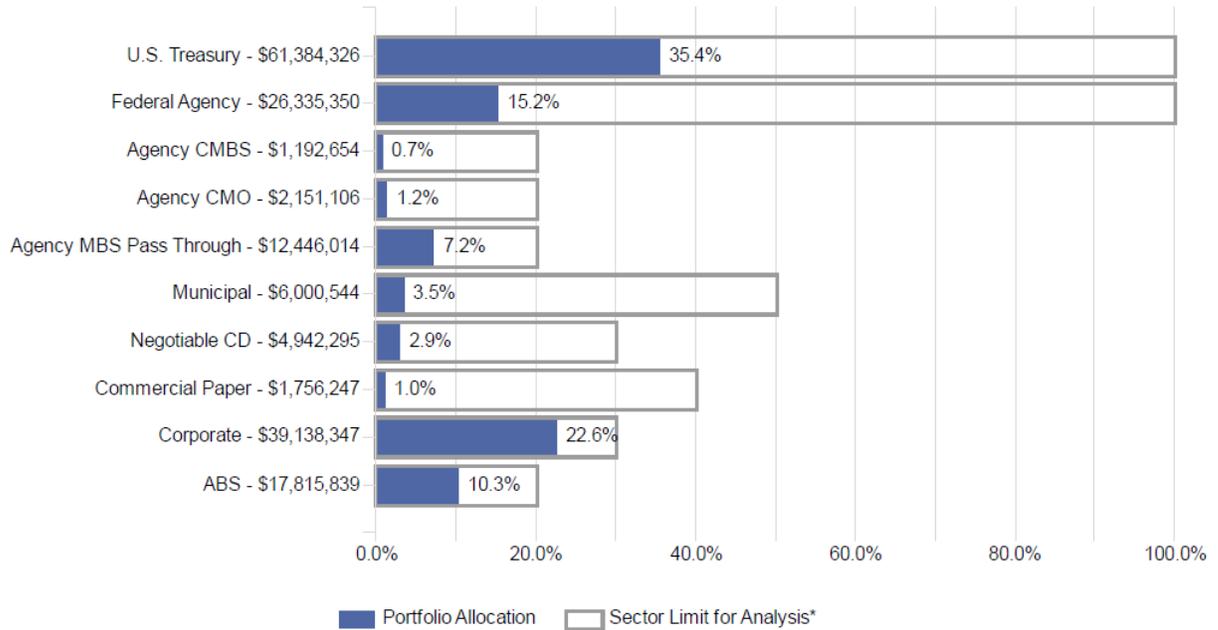
EXHIBIT 4

For the Quarter Ended June 30, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

Account Summary

Sector Allocation Analytics

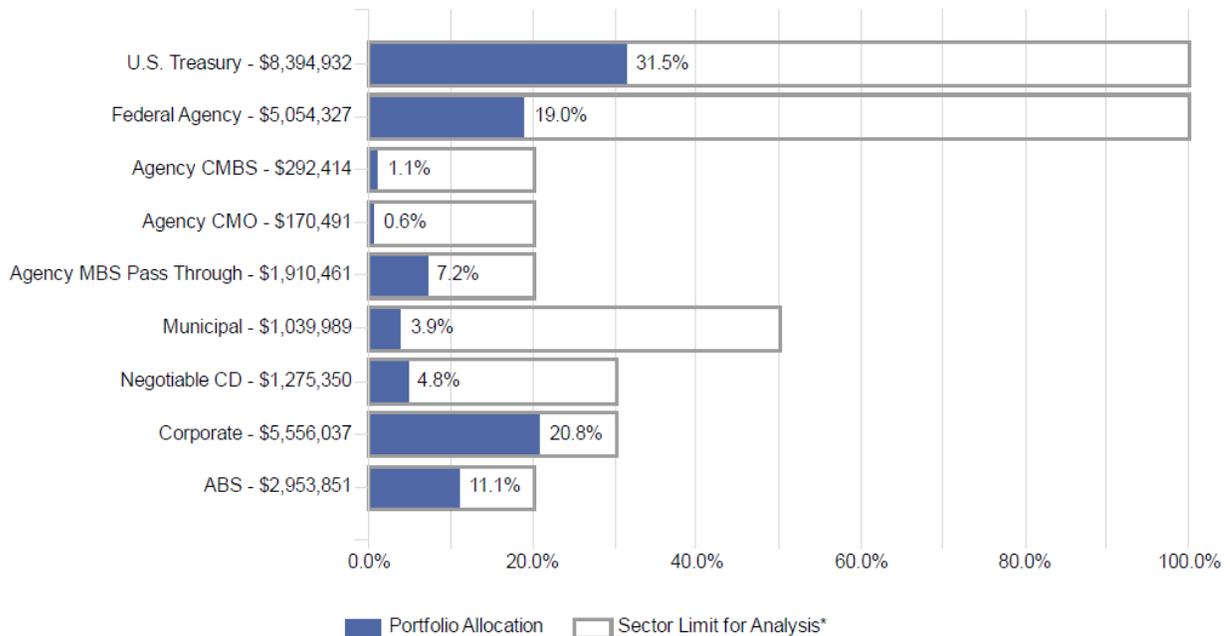


For the Quarter Ended June 30, 2022

SAN MATEO COUNTY TRANSIT DISTRICT PARATRANSIT

Account Summary

Sector Allocation Analytics



Certificate of Compliance

During the reporting period for the quarter ended June 30, 2022, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Reaffirm the San Mateo County Transit District Investment Policy and the Paratransit Trust Fund Investment Policy, and Reauthorize Investment of Monies with the Local Agency Investment Fund**

Action

Staff proposes the Board:

1. Reaffirm the San Mateo County Transit District (District) Statement of Investment Policy and the Paratransit Trust Fund Statement of Investment Policy (together, "Investment Policies") as presented; and
2. Reauthorize the investment of District and Paratransit Trust Fund monies in Local Agency Investment Funds (LAIF) in compliance with LAIF requirements; and
3. Authorize the then-current permanent or Acting General Manager/CEO, or their designee, to order the deposit or withdrawal of District and Paratransit Trust Fund monies in LAIF.

Significance

The Acting General Manager/CEO or designee serves as the District's trustee for purposes of placing investments pursuant to the Investment Policies. The Board of Directors, in accordance with California Government Code Section 53646(a), may review the Investment Policies and also reauthorize the included delegations of authority on an annual basis at a public meeting.

After consideration of the existing policies, staff and the District's investment advisors recommend no changes to the existing Investment Policies this year. Staff will continue to review the Investment Policies on a regular basis, and especially as increases in investable balances may lead to any appropriate changes. As such, the proposed action will:

- Reaffirm the Investment Policies' limitations for investment instruments consistent with the limitations set forth in California Government Code Sections 53600 et seq. for the District's and the Paratransit Trust Fund's current portfolios and to be updated annually by the then-current permanent or acting General Manager/CEO or a designee; and
- Reauthorize the investment of District and Paratransit Trust Fund monies in LAIF; and

- Confirm the ability of the then-current permanent or Acting General Manager/CEO to order the withdrawal or deposit of the District's LAIF investments.

Budget Impact

Reaffirmation of the Investment Policies and reauthorization of investment in LAIF will have no impact on the District's capital or operating budgets.

Background

The District's general and Paratransit Trust Fund investments continue to be in accordance with sound treasury management practices and comply with the objectives of safety, liquidity, and yield in that order of priority. The District originally adopted its Investment Policy in October 1985 and its Paratransit Trust Fund Investment Policy in March 2009. The District has, from time to time, amended the Investment Policies, most recently in November of 2020 to align with State law.

Continued investments in LAIF are also consistent with the District's investment objectives.

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

Resolution No. 2022-

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

* * *

**Reaffirming the Investment Policies for the San Mateo County Transit District
and Paratransit Funds**

Whereas, in accordance with applicable State law, the San Mateo County District (District) is required to adopt an investment policy; and

Whereas, in October 1985, the District adopted a Statement of Investment Policy for the investment of District funds; and

Whereas, in March 2009, the District adopted a Statement of Investment Policy for the investment of Paratransit Trust Funds; and

Whereas, the District may annually render a statement of said investment policies to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

Whereas, the District has amended or reaffirmed its investment policies over the years, most recently in October 2021; and

Whereas, in presenting both the District's Statement of Investment Policy and the Paratransit Trust Fund's Statement of Investment Policy to the Board of Directors, the Acting General Manager/CEO recommends that the Board of Directors reaffirm the investment policies as presented; and

Whereas, staff recommends appointment of the then-current permanent or Acting General Manager/CEO, or their designee, as trustee for purposes of placing investments pursuant to the aforementioned policies.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County

Transit District does hereby:

1. Approve and reaffirm the Statement of Investment Policy for the Investment of District funds, attached hereto as Exhibit A; and
2. Approve and reaffirm the Statement of Investment Policy for the Investment of the Paratransit Trust Fund, attached hereto as Exhibit B; and
3. Appoint the then-current permanent or Acting General Manager/CEO, or their designee, as trustee for purposes of placing investments pursuant to said policies.

Regularly passed and adopted this 3rd day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

October, 1985
Revised October, 1986
Revised October, 1987
Revised October, 1988
Revised October, 1989
Reaffirmed October, 1990
Revised October, 1991
Reaffirmed October, 1992
Revised October, 1993

Revised November, 1994
Reaffirmed October, 1995
Revised March, 1996
Revised September, 1997
Reaffirmed October, 1998
Reaffirmed October, 1999
Reaffirmed October, 2000
Reaffirmed October, 2001
Reaffirmed December, 2002

Revised December, 2003
Reaffirmed December, 2004
Reaffirmed October, 2005
Reaffirmed November, 2006
Amended November 2007
Reaffirmed December 2008
Amended November 2007
Amended March 2009
Reaffirmed March 2010

Amended April 2011
Amended April 2012
Reaffirmed April 2013
Reaffirmed April 2014
Amended August 2016
Reaffirmed September 2017
Amended October 2019
Amended November 2020
Reaffirmed October 2021
Proposed for Reaffirmation August 2022

EXHIBIT A

SAN MATEO COUNTY TRANSIT DISTRICT

STATEMENT OF INVESTMENT POLICY

I. PURPOSE

This Statement of Investment Policy (Investment Policy) sets forth the investment guidelines for the prudent investment and cash management of the San Mateo County Transit District’s (DISTRICT) funds. It is the goal of this Investment Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return over an economic cycle consistent with the DISTRICT’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the DISTRICT’s Board of Directors at a public meeting. (*California Government Code Section 53646(a)*). Irrespective of these policy provisions, should the provisions of the Code be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVE

The DISTRICT’s cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the DISTRICT to invest funds to the fullest extent

possible. Idle funds of the DISTRICT shall be invested in accordance with sound treasury management and in accordance with the provisions of the *Code* and this Investment Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. DISTRICT officials shall act in accordance with written procedures and the Investment Policy, and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The DISTRICT's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the DISTRICT. The third objective is to achieve a return on its invested funds.

III. **BENCHMARKS**

Investment performance will be compared to the performance benchmark selected by the DISTRICT, which approximates the DISTRICT's portfolio and the specific restrictions on the DISTRICT's portfolio in accordance with applicable current legislation by the State of California. The benchmark will be reviewed periodically to ensure it remains appropriate and consistent with the DISTRICT's risk and return expectations.

IV. **POLICY**

At all times, the DISTRICT shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (including the *Code*). In addition, the DISTRICT shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The General Manager/CEO of the DISTRICT, or his designee, shall serve as the DISTRICT's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis.

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:

- a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The DISTRICT shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Section 6, and Section 7, are deemed to constitute safe investments within the meaning of this Investment Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months' operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term, and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the DISTRICT's investment portfolio.
 - c. **Return on Investment.** The DISTRICT's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as described in the section entitled "Objective" (see above). This benchmark takes into account the DISTRICT's investment risk constraints and the cash flow characteristics of the portfolio.
2. **Diversification.** The DISTRICT will focus on diversification and invest in securities consistent with the diversification limits established by this policy and consistent with California Government Code.
 3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements, will be executed on a Delivery versus Pay Basis (DVP). The assets of the DISTRICT shall be held in safekeeping by the DISTRICT's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitutions will not be acceptable.
 4. **Maturity of Investments.** The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this Investment Policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For

the purposes of calculating the “average life” of the fund, callable and asset backed securities will be run to their stated final maturity.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the DISTRICT including money paid to the DISTRICT to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

6. **Allowable Investment Instruments.** The DISTRICT also may invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. This Policy may be more restrictive than *California Government Code* regarding the limitations of certain investment types, as shown in the table in Section 10. These investment instruments include but are not limited to:
 - a. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest, pursuant to *California Government Code Section 53601(b)*.

 - b. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government sponsored enterprises, pursuant to *California Government Code Section 53601(f)*.

 - c. Bankers’ acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers’ acceptances shall not exceed 180 days’ maturity or 40 percent of the agency’s moneys that may be invested pursuant to this section. However, no more than 30 percent of the agency’s moneys may be invested in the bankers’ acceptances of any one commercial bank pursuant to this section. This subdivision does not preclude a municipal utility district from investing moneys in its treasury in a manner authorized by the Municipal Utility District Act (*California Public Utilities Code Section 11501, et seq.*). Pursuant to *California Government Code Section 53601(g)*.

 - d. Commercial paper of “prime” quality of the highest ranking or of the

highest letter and number rating as provided for by a nationally recognized statistical rating organization (NRSRO). Eligible commercial paper shall have a maximum maturity of 270 days or less. No more than 40 percent of the agency's money may be invested in eligible commercial paper. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer pursuant to *California Government Code Section 53601(h)*.

- e. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by *California Financial Code Section 5102*), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit shall not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(i)*.
- f. Investments in repurchase agreements or reverse repurchase agreements or securities lending agreements as defined in *California Government Code Section 53601(j)*.
- g. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of "A" or its equivalent or better by an NRSRO. Purchases of medium-term notes shall not include other instruments authorized by this section and may not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(k)*. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer.
- h. Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as described by *California Government Code Section 53601(l)*.
- i. Local government investment pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 as described by *California Government Code Section 53601(p)*.
- j. A mortgage passthrough security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable passthrough certificate, or consumer

receivable-backed bond. Securities eligible for investment under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less. Purchase of securities authorized by this subdivision may not exceed 20 percent of the agency's surplus moneys that may be invested pursuant to this *California Government Code Section 53601(o)*.

- k. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state. Pursuant to California Government Code 53601(c).

Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California. Pursuant to *California Government Code 53601(d)*.

Bonds, notes, warrants, or other evidences of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. Pursuant to *California Government Code 53601(e)*.

- l. Supranational obligations including United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and shall not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(q)*.

- m. Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; or Bankers' Acceptances (protected by an

irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Poor's.

7. **Local Agency Investment Fund & San Mateo County Investment Pool.** The Board of Directors also authorizes the DISTRICT to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).
8. **Prohibited Investments.** The DISTRICT shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The DISTRICT shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the DISTRICT may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.
9. **Portfolio Transactions.** The DISTRICT's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.5*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the DISTRICT. Investment advisors may incur Realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time.
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the General Manager/CEO or his designee may invest in the following instruments, subject to the limits of flexibility described above and in the table below. Limitations set in this Policy may be more restrictive than required by *California Government Code*:

Instrument	Credit Rating	% of Fund	% of Fund per Issuer	Maximum Maturity
(a) U.S. Treasury Obligations		100	N/A	15 years
(b) Obligations of U.S. Agencies or Government Sponsored Enterprises		100	N/A	15 years
(c) Bankers' Acceptances		40	30	180 days
(d) Commercial Paper	A1/P1/F1	40	10	270 days
(e) Negotiable Certificates of Deposit		30	N/A	5 years
(f) Repurchase Agreements		100	N/A	1 year
Reverse Repurchase Agreements & Securities Lending		20	N/A	92 days
(g) Medium Term Corporate Notes	"A" category (split rated issues not allowed)	30	10	5 years
(h) Shares of beneficial interest issued by diversified management companies		20	10	N/A
(i) Local Government Investment Pools		100	N/A	N/A
(j) Asset-backed and mortgage-backed securities	"AA" category	20	N/A	5 years
(k) Municipal Obligations		100	N/A	10 years
(l) Supranational Obligations	"AA" category	30%	N/A	5 years
Local Agency Investment Fund				Up to current state limit
San Mateo County Investment Fund				Up to current state limit

11. Oversight.

- a. Quarterly, the General Manager/CEO shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:
 - 1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the DISTRICT;

2. description of any of the DISTRICT's funds, investments or programs that are under the management of contracted parties, including lending programs;
 3. for all securities held by the DISTRICT or under management by any outside party that is not a local agency or the State of California LAIF, a current market value as of the date of the report and the source of this valuation;
 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
 5. statement that the DISTRICT has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
- b. Annually, the General Manager/CEO shall perform, or cause to be performed, an independent audit of the DISTRICT's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the DISTRICT's Investment Policy and State Codes. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
- c. If the DISTRICT places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association, or the SMCIF (or any combination of these three), the General Manager/CEO can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

March 2009	Reaffirmed April 2013	Reaffirmed October 2021
Reaffirmed March 2010	Reaffirmed April 2014	Proposed for Reaffirmation August 2022
Amended April 2011	Amended August 2016	
Reaffirmed April 2012	Reaffirmed September 2017	
Amended October 2019	Amended November 2020	

EXHIBIT B

SAN MATEO COUNTY TRANSIT DISTRICT

Statement of Investment Policy for the Investment of the Paratransit Trust Fund

I. PURPOSE

This Statement of Investment Policy (Investment Policy) sets forth the investment guidelines for the prudent investment and cash management of the Paratransit Trust Fund of the San Mateo County Transit District (DISTRICT). It is the goal of this Investment Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter “Code”), and investment guidelines to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and achieve a market-average rate of return over an economic cycle consistent with the DISTRICT’s goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the DISTRICT’s Board of Directors at a public meeting. (*California Government Code Section 53646(a)*). Irrespective of these policy provisions, should the provisions of the Code be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVE

The DISTRICT’s cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the DISTRICT to invest funds to the fullest extent possible. Idle funds of the DISTRICT shall be invested in accordance with sound treasury management and in accordance with the provisions of the Code and this Investment Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. DISTRICT officials shall act in accordance with written procedures and the Investment Policy,

and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The DISTRICT's primary objective with respect to its invested funds is to safeguard the principal of the funds. The second objective is to meet the liquidity needs of the DISTRICT. The third objective is to achieve a return on its invested funds.

III. **BENCHMARKS**

Investment performance will be compared to the performance benchmark selected by the DISTRICT, which approximates the DISTRICT's portfolio and the specific restrictions on the DISTRICT's portfolio in accordance with applicable current legislation by the State of California. The benchmark will be reviewed periodically to ensure it remains appropriate and consistent with the DISTRICT's risk and return expectations.

IV. **POLICY**

At all times, the DISTRICT shall invest the Paratransit funds in accordance with the rules and restrictions established by the law of the State of California (including *Government Code Section 53600 et seq.*). In addition, the DISTRICT shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The General Manager/CEO of the DISTRICT, or his designee, shall serve as the DISTRICT's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis.

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The DISTRICT shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Section 6, and Section 7, are deemed to constitute safe investments within the meaning of this Investment Policy.

- b. Liquidity. An adequate percentage of the portfolio, in the approximate amount of six months' operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term, and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the DISTRICT's investment portfolio.
 - c. Return on Investment. The DISTRICT's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as described in the section entitled "Objective" (see above). This benchmark takes into account the DISTRICT's investment risk constraints and the cash flow characteristics of the portfolio.
 2. Diversification. The DISTRICT will focus on diversification and invest in securities consistent with the diversification limits established by this policy and consistent with California Government Code.
 3. Safekeeping and Custody. All security transactions, including collateral for repurchase agreements, will be executed on a Delivery versus Pay Basis (DVP). The assets of the DISTRICT shall be held in safekeeping by the DISTRICT's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitutions will not be acceptable.
 4. Maturity of Investments. The specific security guidelines including maximum maturities and qualified Fixed Income instruments can be found in Section 10 "Summary of Instruments & Limitations" of this Investment Policy.

The maximum dollar weighted average maturity of the fund is five years. This policy limitation leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment. The imposed maximum dollar weighted five year average maturity limits the market risk to levels appropriate for an intermediate income fund. For the purposes of calculating the "average life" of the fund, callable and asset backed securities will be run to their stated final maturity.

5. Deposit of Funds. As far as possible, all money belonging to or in the custody of the DISTRICT including money paid to the DISTRICT to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or

federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

6. **Allowable Investment Instruments.** The DISTRICT also may invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code*. This Policy may be more restrictive than *California Government Code* regarding the limitations of certain investment types, as shown in the table in Section 10. These investment instruments include but are not limited to:
- a. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest, pursuant to *California Government Code Section 53601(b)*.
 - b. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government sponsored enterprises, pursuant to *California Government Code Section 53601(f)*.
 - c. Bankers' acceptances otherwise known as bills of exchange or time drafts that are drawn on and accepted by a commercial bank. Purchases of bankers' acceptances shall not exceed 180 days' maturity or 40 percent of the agency's moneys that may be invested pursuant to this section. However, no more than 30 percent of the agency's moneys may be invested in the bankers' acceptances of any one commercial bank pursuant to this section. This subdivision does not preclude a municipal utility district from investing moneys in its treasury in a manner authorized by the Municipal Utility District Act (*California Public Utilities Code Section 11501, et seq.*). Pursuant to *California Government Code Section 53601(g)*.
 - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization (NRSRO). Eligible commercial paper shall have a maximum maturity of 270 days or less. No more than 40 percent of the agency's money may be invested in eligible commercial paper. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and medium-term notes of any single issuer pursuant to *California Government Code*

Section 53601(h).

- e. Negotiable certificates of deposit issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by *California Financial Code Section 5102*), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank. Purchases of negotiable certificates of deposit shall not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(i)*.
- f. Investments in repurchase agreements or reverse repurchase agreements or securities lending agreements as defined in *California Government Code Section 53601(j)*.
- g. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of "A" or its equivalent or better by an NRSRO. Purchases of medium-term notes shall not include other instruments authorized by this section and may not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(k)*. The agency may invest no more than 10 percent of its total investment assets in the commercial paper and the medium-term notes of any single issuer.
- h. Shares of beneficial interest issued by diversified management companies that invest in the securities and obligations as described by *California Government Code Section 53601(l)*.
- i. Local government investment pools. Shares of beneficial interest issued by a joint powers authority organized pursuant to Section 6509.7 as described by *California Government Code Section 53601(p)*.
- j. A mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond. Securities eligible for investment under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less. Purchase of securities authorized by this subdivision may not exceed 20 percent of the agency's surplus moneys that may be

invested pursuant to this *California Government Code Section 53601(o)*.

- k. Registered state warrants or treasury notes or bonds of this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the state or by a department, board, agency, or authority of the state. Pursuant to California Government Code 53601(c).

Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California. Pursuant to *California Government Code 53601(d)*.

Bonds, notes, warrants, or other evidences of indebtedness of any local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. Pursuant to *California Government Code 53601(e)*.

- l. Supranational obligations including United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and shall not exceed 30 percent of the agency's moneys that may be invested pursuant to *California Government Code Section 53601(q)*.

- m. Collateral is defined in this Investment Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; or Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated

A1/P1/F1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's and Standard & Poor's.

7. **Local Agency Investment Fund & San Mateo County Investment Pool.** The Board of Directors also authorizes the DISTRICT to invest in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code Section 16429.1* and in the San Mateo County Investment Fund (SMCIF).
8. **Prohibited Investments.** The DISTRICT shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The DISTRICT shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the DISTRICT may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.
9. **Portfolio Transactions.** The DISTRICT's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.5*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the DISTRICT. Investment advisors may incur Realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time.
10. **Summary of Instruments & Limitations.** Subject to the limitations set forth in *California Government Code Sections 53600 et seq.* which may be amended from time to time, the General Manager/CEO or his designee may invest in the following instruments, subject to the limits of flexibility described above and in the table below. Limitations set in this Policy may be more restrictive than required by *California Government Code*:

Instrument	Credit Rating	% of Fund	% of Fund per Issuer	Maximum Maturity
(a) U.S. Treasury Obligations		100	N/A	15 years
(b) Obligations of U.S. Agencies or Government Sponsored Enterprises		100	N/A	15 years
(c) Bankers' Acceptances		40	30	180 days
(d) Commercial Paper	A1/P1/F1	40	10	270 days
Local agencies with less than \$100M of investment assets under management may invest no more than 25% of the agency's money in eligible commercial paper				
(e) Negotiable Certificates of Deposit		30	N/A	5 years
(f) Repurchase Agreements		100	N/A	1 year
Reverse Repurchase Agreements & Securities Lending		20	N/A	92 days
(g) Medium Term Corporate Notes	"A" category (split rated issues not allowed)	30	10	5 years
(h) Shares of beneficial interest issued by diversified management companies		20	10	N/A
(i) Local Government Investment Pools		100	N/A	N/A
(j) Asset-backed and mortgage-backed securities	"AA" category	20	N/A	5 years
(k) Municipal Obligations		100	N/A	10 years
(l) Supranational Obligations	"AA" category	30	N/A	5 years
Local Agency Investment Fund				Up to current state limit
San Mateo County Investment Fund				Up to current state limit

11. Oversight.

- a. Quarterly, the General Manager/CEO shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall include the following information:

1. type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and money held by the DISTRICT;
 2. description of any of the DISTRICT's Paratransit Trust Fund, investments or programs that are under the management of contracted parties, including lending programs;
 3. for all securities held by the DISTRICT or under management by any outside party that is not a local agency or the State of California LAIF, a current market value as of the date of the report and the source of this valuation;
 4. statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and
 5. statement that the DISTRICT has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.
- b. Annually, the General Manager/CEO shall perform, or cause to be performed, an independent audit of the DISTRICT's assets as reported for the investment program's activities. It is to be conducted in such a way as to determine compliance with the DISTRICT's Paratransit Trust Fund Investment Policy and State Codes. Such independent auditors will express an opinion whether the statement of assets is presented fairly and in accordance with generally accepted accounting principles.
- c. If the DISTRICT places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association, or the SMCIF (or any combination of these three), the General Manager/CEO can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

Resolution No. 2022-

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

* * *

**Reauthorizing Investment of San Mateo County Transit District and Paratransit Trust Fund
Monies in the Local Agency Investment Fund**

Whereas, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund (LAIF) was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

Whereas, the Acting General Manager/CEO recommends that the deposit and withdrawal of money in LAIF in accordance with the provisions of Government Code Section 16429.1 is in the best interests of the San Mateo County Transit District (District) and of the District's Paratransit Trust Fund.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District does hereby reauthorize the deposit and withdrawal of District and Paratransit Trust Fund monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government Code Section 16429.1, for the purpose of investment.

Be It Further Resolved that the then-current permanent or Acting General Manager/CEO, or their designee, shall be authorized to order the deposit or withdrawal of District and Paratransit Trust Fund monies in LAIF.

Regularly passed and adopted this 3rd day of August, 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: **Information on Statement of Revenues and Expenses for the Period
Ended June 30, 2022**

Information

The Finance Division engages in many activities following the end of the June 30 fiscal year to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 5th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Annual Comprehensive Financial Report finalized in early November 2022.

Prepared By:	Soe Aung	Accountant III	650-622-8020
	Jennifer Ye	Director, Accounting	650-622-7890

Background

The District issued an Invitation for Bids (IFB) 22-S-S-036 for the Services on April 6, 2022. The solicitation was published on the District’s e-procurement website. As part of the outreach effort, staff directly reached out to five vendors in the Bay Area who provide the required Services. The District did not receive any bids by the initial close date on May 11, 2022. Staff amended the IFB to extend the close date by two weeks, to May 25, 2022, and also informed the previously-contacted vendors of the extended time to submit a bid. Staff also contacted several additional vendors that had downloaded the solicitation on the e-procurement site, but did not submit a bid. One vendor stated the scope was too small, while another vendor stated they did not submit a bid due to commitments with other projects.

In spite of the extensive outreach, the District received only one proposal: Dynamic Generator Service, Inc. for \$367,356.25 for five years.

The proposed amount was greater than the independent cost estimate, which staff attributed to current economic conditions and rising labor cost. Staff conducted a price analysis and determined the contractor’s prices are fair and reasonable as compared to previously-procured services and market rates.

Staff conducted reference checks and determined that the contractor, Dynamic Generator, was highly rated for being responsive and timely to requests, and for showing flexibility and a willingness to work with changes to scope.

Currently, the District is in contract with Toyota Material Handling Northern California to provide the Services, which did not submit a bid.

A five percent bid preference was available to small business enterprise (SBE) bidders. Dynamic Generator is a certified SBE, but the preference did not apply because the District received only one proposal.

Staff and legal counsel have determined that the proposal submitted by Dynamic Generator is responsive to the solicitation’s requirements.

Award of the new contract to Dynamic Generator will ensure the equipment is properly repaired and maintained for use by the District.

Prepared By:	Danielle Sanderson	Administrative Analyst III	650-508-6130
	Steven Prieto	Maintenance Supervisor, Bus Maintenance	650-508-6390

Resolution No. 2022-

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

* * *

Awarding a Contract to Dynamic Generator Service, Inc., for Repair and Maintenance Services of Power Equipment for a Total Not-to-exceed Amount of \$367,357 for a One-year Base Term and Four One-year Option Terms

Whereas, San Mateo County Transit District (District) uses various diesel and electric power equipment in Bus Maintenance Operations; and

Whereas, in order to maintain and extend the life of the equipment, regular, preventative maintenance and repairs are necessary; and

Whereas, District staff issued an Invitation for Bids for repair and maintenance services of power equipment (Services) on April 6, 2022; and

Whereas, the District received one response to the Invitation for Bids from Dynamic Generator Service, Inc., of Tracy, California (Dynamic Generator); and

Whereas, staff and legal counsel have reviewed Dynamic Generator's bid and have determined it complies with the requirements of the solicitation documents; and

Whereas, staff has completed a price analysis and has concluded that the prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract for the Services to Dynamic Generator for a total not-to-exceed amount of \$367,357 for a one-year base term and four one-year options, and authorize the Acting General Manager/CEO or designee to exercise up to four one-year option terms, 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 Dynamic Generator Service, Inc. to provide repair and maintenance services of power equipment for a total not-to-exceed amount of \$367,357 for a one-year base term and four one-year option terms; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with Dynamic Generator in full conformity with the terms and conditions set forth in the solicitation documents, 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, one-year option terms, if deemed in the best interest of the District.

Regularly passed and adopted this 3rd day of August, 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: **Award of Contract to Brink's, Inc., for Armored Car Cash Collection Services**

Action

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

1. Award a contract to Brink's, Inc., of Coppell, Texas (Brink's) for armored car cash collection services (Services) for a not-to-exceed amount of \$2,078,270 for a three-year base term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Brink's 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, one-year option terms, at an additional total not-to-exceed amount of \$1,673,560 for both option terms, if deemed in the best interest of the District.

Significance

Approval of the above actions will provide the District with a dedicated and qualified contractor to perform parking permit machine revenue collection, daily cash collection from canisters and money bins from bus bases, process cash by counting at a secured cash processing facility, and deliver and deposit processed cash into the District's bank vault.

Budget Impact

Funds for this contract are included in Fiscal Year 2023 adopted operating budget and will be included in future years' operating budgets.

Background

On March 17, 2022, the District and the Peninsula Corridor Joint Powers Board (JPB) jointly issued Request for Proposals (RFP) 22-S-J-S-042 for the Services. The solicitation was advertised on the District's and JPB's e-procurement website. As part of its outreach efforts, and with an understanding that this is a specialized market with a limited number of firms that provide the Services, staff sent solicitation notices to firms identified as potential proposers: Loomis, GardaWorld, Sectran Security, Armored Knight and Brink's. Staff also contacted other agencies

in an effort to identify additional potential proposers. In spite of these efforts, the District and JPB received only one proposal, which was from Brink’s.

Brink’s is neither a Disadvantaged Business Enterprise nor a Small Business Enterprise (SBE).

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

Criteria	Points
• Approach to Providing Services	20
• Company Operations Questionnaire	25
• Company Qualifications, Experience & References	20
• Qualifications and Experience of Key Personnel	15
• Reasonableness of Cost	20
• SBE Preference	5

Brink’s proposal met all of the requirements of the RFP. Staff and legal counsel have determined that the proposal submitted by Brink’s is responsive to the solicitation’s requirements. District and JPB staff performed a follow-up clarification meeting with Brink’s staff to review in detail the proposal. Staff found that the cost proposed was higher than the District’s and JPB’s Independent Cost Estimate due to escalated labor, fuel, and overhead costs. To address the higher-than-expected costs, staff conducted a cost savings analysis and reduced cash collection frequencies and processes. Staff then requested a Best and Final Offer (BAFO) from Brink’s. Staff subsequently conducted a price analysis of Brink’s BAFO and found the proposed prices to be fair and reasonable.

Brink’s has provided armored car cash collection services to the District since January 1, 2020, after it acquired Dunbar Armored, Inc., which was awarded a contract for the Services in July 2017. Brink’s performance under the contract has been satisfactory.

Award of the new contract to Brink’s will ensure uninterrupted Services to the District.

Prepared By:	Terry Loo	Contract Administrator	650-508-7788
	Michelle King	Manager, Revenue Management	650-508-7914

Resolution No. 2022-

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

* * *

Awarding a Contract to Brink's, Inc., for Armored Car Cash Collection Services for a Total Not-to-exceed Amount of \$2,078,270 for a Three-year Base Term, and Two One-year Option Terms for an Additional Total Not-to-exceed Amount of \$1,673,560 for Both Option Terms

Whereas, on March 17, 2022, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) jointly issued Request for Proposals (RFP) 22-S-J-S-042 to provide armored car cash collection services (Services); and

Whereas, in response to the RFP, the District and JPB received one proposal from Brink's, Inc., of Coppell, Texas (Brink's); and

Whereas, a Selection Committee (Committee) comprised of qualified District and JPB staff reviewed, evaluated, and scored the proposal in accordance with the evaluation criteria set forth in the RFP, and determined that Brink's possesses the necessary qualifications and requisite experience to successfully perform the Services; and

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

Whereas, staff determined that Brink's prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract for the Services to Brink's for a not-to-exceed amount of \$2,078,270 for a three-year base term, and authorize the Acting General Manager/CEO or designee to exercise up to two, one-year option terms for an additional total not-to-exceed amount of \$1,673,560 for both option terms, 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 Brink's, Inc. to provide armored car cash collection services, primarily consisting of daily pick-up cash from canisters, and processing and delivery of the cash to District's bank vault, for a three-year term for a total not-to-exceed amount of \$2,078,270; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with Brink's 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; and

Be It Further Resolved that the Board authorizes the Acting General Manager/CEO or designee to exercise up to two, one-year option terms for an additional total not-to-exceed amount of \$1,673,560 for both option terms, if in the best interest of the District.

Regularly passed and adopted this 3rd day of August, 2022, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

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: July 28, 2022
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

Implementation of Reimagine SamTrans – Phase 1

On August 7, SamTrans will launch its largest service changes on the bus system in over a decade. For several years staff have been planning and preparing the workforce and customers for the new network changes. Efforts to inform the riders of the change included bus stop signage, digital advertising, on-vehicle information, three weeks of outreach in the field, and focused communications with schools.

Corresponding with the service changes, SamTrans will offer free rides on all routes during the period of August 7th thru the 20th. The free fares provide SamTrans riders a chance to learn about the service changes impacting their trips and try-out the new bus network without having to worry about paying a fare or transfers. The free fare promotion is also extended to SamTrans Redi-Wheels and RediCoast paratransit services.

Reimagine delivers a reconfiguration of the SamTrans service network including the removal of unproductive routes and route segments. It is anticipated that the system will experience some ridership drops immediately after the change is implemented; however, over time, as the service settles in, and especially as new services are added as resources permit, ridership is expected to respond positively. Staff will closely monitor ridership levels, on-time performance, and feedback from the riders and Bus Operators to determine future adjustments to the new network.

The full Reimagine SamTrans service vision will be implemented over multiple phases that include additional route alignments and frequency enhancements. Future phases will correspond with SamTrans' recruitment, training, and retention of additional Bus Operators.

Ridership Recovery

SamTrans monthly ridership, year-to-date as of May 2022 was 64.5 percent of its ridership compared to same period in FY 2019 (pre-pandemic). The SamTrans ridership recovery rate of 64.5 percent compares favorably against local peer agencies and with out-of-state bus

agencies. Most bus transit agencies ridership recovery is in the upper-50 percent range. The May 2022 YTD national bus ridership recovery rate was 59.1 percent, which is up from 58.9 percent as of April 2022. The rail service recovery rate is approximately 20 percent for the same time period.

	YTD Total Trips May 2019	YTD Total Trips May 2022	YTD Recovery Rate
SamTrans	9,850,030	6,352,893	64.5%
AC Transit	49,294,465	26,615,843	54.0%
SFMTA	199,594,965	105,169,593	52.7%
VTA	25,336,434	13,561,282	53.5%
Dallas	32,171,657	19,245,328	59.8%
Seattle - King	111,497,102	52,828,674	47.4%
Chicago	218,759,212	120,727,187	55.2%
Atlanta	46,771,344	25,226,481	53.9%
New York MTA	679,372,362	419,061,176	61.7%
National Bus	4,225,063,251	2,498,870,659	59.1%
Caltrain	16,686,813	3,319,327	19.9%
BART Extension	12,568,410	3,589,544	20.6%

Bus Operator Staffing Levels and Recruitment Update

The SamTrans Bus Operations Training Department revised the 6-week training program to add one additional week based on the feedback from instructors and trainees. The program is designed to have 7 weeks to provide additional training time for route familiarization and advanced in-service training. The 7-week program will convene every 5 weeks and still maintain the 2:1 Trainee to Instructor ratio; maximum class size will be increased from 8 to 10 Trainees. The additional week of on-the-job training aims to improve Bus Operator Trainee yield and improve the overall retention of newly graduates. As of July 19, 2022, there were 275 active Bus Operators which is short of the projected 282 bus operators requested for August 2022.

Training and Education

New Bus Operator Trainees received 27,684 hours of training in FY 2022, which is nearly three times the training hours in FY 2021 (9,343 hours). There were 60 Bus Operator Trainee graduates in FY 2022, up from 26 graduates in FY 2021.

From April through June, 33 employees were enrolled in San Mateo County Consortium classes, 25 employees were enrolled in San Mateo County Workshops, and one employee was enrolled in the Public Sector Supervisor Academy. There are currently 5 employees enrolled in the tuition reimbursement program.

JBR Partners, Inc.; Outreach for SamTrans

JBR Partners, Inc. supplemented SamTrans' outreach efforts ensuring SamTrans riders were directly engaged and had opportunities for project level participation. From mid-April to mid-May 2022, JBR staff were assigned to various stops along the Route ECR corridor to inform customers of the Route ECR stops consolidation study and passing out informational fliers to encourage customer feedback. JBR's Spanish-speaking staff provided better engagement with customers whom English is not their native language.

As Reimagine SamTrans implementation nears August 2022, SamTrans will continue to depend on JBR Partners Inc. to supplement in-house staff to spread the word-out about the major bus network changes taking effect.

Safety Campaign and S.O.S. Program

The July safety campaign focused on front door safety. The S.O.S. committee members have implemented new safety announcements to help keep passengers safe while riding SamTrans.

New Announcements:

- When a stop is requested by a passenger an auto announcement states, "Please remain seated until the bus comes to a complete stop"
- When the front door closes, an auto announcement states, "Please hold on"

SamTrans Mobile App Update for Q4 FY2022

The SamTrans mobile app was launched in September 2018 and sells paratransit and fixed-route bus service products except for monthly passes. During the fourth quarter of FY 2022, there were 2,645 app downloads, which was about the same amount as the third quarter of FY 2022 and was an 18 percent increase compared to the fourth quarter of FY 2021. Ticket sales in the fourth quarter increased 22 percent compared to the third quarter of FY 2022 and was a 51 percent increase compared to the fourth quarter of FY 2021. The Mobile App revenue has remained at approximately 3 percent of total revenue for the past few quarters. The table below highlights the app's performance.

	Q4 FY 2022	Q3 FY 2022		Q4 FY 2021	
	Actuals	Actuals	% ▲	Actuals	% ▲
App Downloads	2,645	2,609	1%	2,235	18%
New accounts	3,654	2,143	71%	2,253	62%
Tickets Sold	34,150	31,230	9%	23,085	48%
Revenue \$'s	\$80,479	\$65,822	22%	\$53,383	51%

Data source: Bytemark app performance report

Note: Data as of 7/19/2022 and does not contain refunds.



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

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

San Mateo County Transit District

Wednesday, August 3, 2022 – 2:30 pm

- | | | |
|--------|--|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of July 6, 2022 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Paratransit Coordinating Council Update | Informational |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Monthly Performance Report June 2022 | Informational |
| 8.a.7. | 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**

July 6, 2022

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, 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, K. Scribner, D. Seamans

8.a.1 Call to Order

Committee Chair Rose Guilbault called the meeting to order at 2:16 pm.

8.a.2 Approval of Minutes of Committee Meeting of June 1, 2022

Motion/Second: Powell/Gee

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

Noes: None

Absent: None

8.a.3 Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, thanked the PCC for attending a meeting with the recruiter to provide their input regarding selecting a new General Manager/CEO. She noted that they held a SamTrans and Caltrain Accessibility Advisory Committee meeting last month that included presentations on Reimagine SamTrans and the ECR (El Camino Real) Speed and Reliability Study.

8.a.4 Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, met with staff regarding the Trapeze paratransit scheduling software and developed a letter of support. He said the PCC conference was a great success. He said they had some items for the Blue Ribbon Task Force.

8.a.5 Citizens Advisory Committee Update

Committee Chair Guilbault said the report was available on the website.

8.a.6 Quarterly Dashboard Report - January-March 2022

David Olmeda, Chief Operating Officer, Bus, presented the report and said that the District has met and exceeded its goal of preventable accidents.

Director Jeff Gee asked how many DNOs (Did Not Operate) are related to COVID. Mr. Olmeda said they did not have that specific breakdown, but added that they work with their contractor, MV Transportation, to ensure they have adequate personnel to operate the routes. Carter Mau, Acting General Manager/CEO, said that most DNOs currently are COVID-related, for SamTrans and for the transit industry in general. Director Gee suggested looking at how SamTrans operates as an organization.

Vice Chair Josh Powell noted that there was a driver shortage before the pandemic and asked what has changed in this regard since then. Mr. Mau noted staff's efforts to recruit more applicants and said they were offering additional bonuses to training graduates and after a year of service. He said he meets weekly with a task force consisting of the District's Operations team, Planning team, and People and Culture Group (Human Resources). He added that the real impact of the low staffing levels will likely show up in the August runbook when school service begins.

Director Charles Stone asked if there was a risk that they would not be able to deliver school service. Mr. Mau said that they are prioritizing school service. Director Stone suggested that the Board conduct a study session on that topic.

Committee Chair Guilbault asked if there is any agency that is having success in finding and retaining operators. Mr. Mau said that Nate Kramer, Executive Officer, People and Culture Group, is in constant contact with SamTrans' sister transit agencies. He said they are working with community colleges to develop an academy for transit-related jobs, including mechanics and operators.

Director Gee asked if it would be helpful for the Board to weigh in on operation priorities when the new runbook comes out in August. Mr. Mau said the District's priorities are school service, El Camino Real service, and routes that serve the most vulnerable populations.

Christy Wegener, Director of Planning, said they are confident with their service priority framework that they can deliver service for August based on recent Reimagine SamTrans changes.

8.a.6 Monthly Performance Report | May 2022

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

Committee Chair Guilbault asked about the statistic showing that Caltrain ridership has gone up by 185.4 percent for May. Mr. Olmeda clarified that Caltrain had lost close to 90 percent of its riders from the pandemic, so any improvement moving forward from such a loss will reflect a high percentage of gain. Mr. Mau said Caltrain is still around 25 percent below their pre-pandemic ridership.

Director Powell thanked staff for including information from pre-pandemic starting in 2019.

8.a.7 Adjourn

The meeting adjourned at 2:46 pm.

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

DRAFT

**San Mateo County Transit District
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 May 2022 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)**

Minutes of June 14, 2022 Meeting

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; 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:

Jessica Epstein, SamTrans; Alex Lam, SamTrans; Evan Milburn, Consumer; Michaela Wright Petrik; Charles Posejpal, First Transit/Redi-Wheels; Ana Rivas, SamTrans; Kelly Shanks, SamTrans; Enrique Silvas, SamTrans; Lynn Spicer, SamTrans; Jane Stahl, PCC Staff; Richard Weiner, PCC Staff

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Scott McMullin, CoA

WELCOME/INTRODUCTIONS:

Chair Ben McMullan 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 MAY MINUTES:

Sammi Riley moved to approve the May meeting minutes; Sandra Lang seconded the motion; there were no abstentions; the minutes were approved.

PUBLIC COMMENTS:

None.

APPROVAL OF MAY MINUTES:

Sammi Riley moved to approve the May meeting minutes; Sandra Lang seconded the motion; there were no abstentions; the minutes were approved.

PUBLIC COMMENTS:

None.

PRESENTATION: Update on Reimagine SamTrans – Alex Lam

Alex Lam reviewed the implementation of Reimagine SamTrans in August 2022 and next steps.

- Service changes will occur on August 7th. This represents the largest number of service changes since 2013.
- It's a complex and complicated process that requires the involvement of many individuals and departments. Includes updating bus stop signs, facilities, website, providing updates via social media, advertising, etc.
- Want to maintain reliability and communicate changes effectively with riders and the SamTrans' workforce
- Most changes focus on realignment of 19 routes.
- They are meeting with all cities and schools to make sure they're aware of the changes.
- More information on the changes can be found at <https://www.samtrans.com/reimagine-samtrans-implementation>

Kathy Uhl asked for printed information to give to those who do not use computers. Alex will let her know.

Sandra asked if there will be a help line. Alex will check on this. (Update: Customers can call SamTrans Customer Service at 1-800-660-4287 for information.)

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

Sammi reviewed the Redi-Wheels expenses and revenue from July 2021 – March 2022. See Attachment A. Except for revenue from Operating Grants, the budget is on track. Tina pointed out that passenger fares only represent 2% of revenues.

Education – Sammi Riley, Chair

The next meeting will be on July 8th.

Executive – Ben McMullan, Chair

- The ERC met with Tina and members of SamTrans Contracts and Procurement department about the software contract with Trapeze and will be sending a letter of support to the SamTrans Board of Directors.
- Nominations for Chair and Vice Chair will be accepted through the July 12th meeting. Ben McMullan and Dinae Cruise are willing to run again.

- Evan Milburn's membership application was approved for vote by the full PCC.
- The upcoming regional PCC conference was discussed.
- The request from Senioradvice.com to add their company information to the website was denied as it was a private company.
- Discussed appropriateness of presentations for PCC meetings.

Sandra moved that Evan Milburn's application be approved; Mike seconded; all in favor. Evan was warmly welcomed by all.

Nominations/Membership – TBD, Chair

No report.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina reviewed preliminary data for May:

- Total ridership and week-day ridership is higher compared to May 2021 although numbers are similar to April 2022.
- There are a few more agency trips; subscription trips remain about 20% of total; taxi trips are a small percentage.
- Inter-county trips remain the same.
- On time performance remains better than the standard at 92.1%.
- Productivity (passengers per hour) is 1.52.
- The number of late and same day cancels are consistent.

Richard asked about the percentage of subscription trips compared to last year. Tina will investigate this. (Note: After the meeting Tina responded that subscriptions were approximately 20% of all trips in 2019 and about 19% of all trips in 2018. These numbers do not include agency trips.)

COMMENT STATISTICS REPORT

Tina reviewed the data for April. There are fewer comments than in the past due to lower ridership. Response time is good and they are receiving more comments from phone reports than comment cards. There are no discernable patterns in the comments.

Dinae Cruise reported that there were no comment cards on her last four rides on buses. Tina will investigate this.

SAFETY REPORT

Charles Posejpal reported that there were two preventable incidents in May.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Dao reported that they have a list of agencies from the Education Committee and are working on an agency meeting in mid-July. An invitation will be sent through the PCC. Marie asked PCC members to send her the names of any agencies that might be interested in attending.

ERC – Mike Levinson

Mike stated that the June 1st SamTrans BoD agenda included approval of a 5-year contract with Trapeze for \$683K with some option years. Based on comments from PCC members, the Board agreed to delay the vote until the PCC had an opportunity to review the proposal. The meeting with Tina and other SamTrans staff members took place on June 6th.

The IVR portion of the scheduling software will be integrated with the scheduling software. Tina reported that the scheduling software will provide many benefits:

- Better scheduling algorithms
- Additional features for staff
- Additional reporting
- The possibility of new services once in operation

Sammi asked if the new system will have bar code readers. Tina said that this is under discussion, although MTC is looking at several ways to integrate with Clipper.

Tina apologized for not notifying the PCC that the contract for the new scheduling software was going before the SamTrans Board of Directors. Following a meeting with the ERC, she hoped that the contract with Trapeze Software will be on the Board agenda in July. She would like to have ongoing discussions with the PCC after the contract is approved.

Commission on Disabilities (CoD) – Evan Milburn

The commission has been working on the paratransit survey and a fixed route survey. They are reaching out to San Francisco regarding the use of mobility devices on airlines.

Center for Independence (CID) – Ben McMullan

CID will slowly be re-opening their offices.

Commission on Aging (CoA) – Kathy Uhl

- They held a retreat and have been working with the California Department of Aging regarding changes and increased funding for housing, transportation, food, etc. for seniors. Seniors are a growing percentage of the state's population and their needs are also growing.
- The Commission is re-working their goals to align with the California goals on aging.

Coastside Transportation Committee (CTC) – Tina Dubost

No updates.

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

The Citizens Advisory Committee of the Transit Authority met on May 31st. There were several budget items:

- A recommendation that San Mateo County Transportation Authority adopt a fiscal year budget of \$166,776,919; this was ultimately approved by the Transit Authority.
- There was a direct proposed allocation for paratransit of \$4,330,880 under Measure A allocations of \$30M.
- The revenue for the budget comes from Measures A and W.
- The northern portion of Project 101 is still under construction.
- A proposal to allocate \$3.5M from Measure A for the ferry terminal in Redwood City was included.

OTHER BUSINESS

SamTrans has hired a recruiting company to assist in finding a replacement for retiring CEO/General Manager Carter Mau. They are seeking feedback from the community, including the PCC, on what is important for this role. The meeting will be via a 30-minute Zoom call and would happen soon. Anyone who would like to be involved should contact Tina directly by noon on Thursday, June 16th.

Kathy Uhl suggested asking other community groups like the Commission on Aging to participate. Evan also suggested contacting the Commission on Disability.

Tina reported that the SamTrans Board of Directors approved the purchase of replacement vehicles – Ford Transit 350ELs. She thanked Sammi for checking out the vehicles in person and for those who commented on Zoom.

Ben thanked everyone for their work on the ERC meeting and all the other activities that occurred in the past month.

The meeting adjourned at 3:33pm. The next meeting will be on July12th at 1:30pm.

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

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

Legislative

Jessica Epstein, Manager, Government and Community Affairs gave an update on Federal and State legislative activities. She introduced Michaela Wright Petrik, Government and Community Affairs Officer.

Federal Update:

- Both Chambers returned from recess and are currently in the appropriation process. Both Houses are writing bills to define the federal budget.
- Transportation money is appropriated through Transportation, Housing and Urban Development. This will be done in June by the House; the Senate does not have this scheduled and probably won't be resolved before the November election. If not, there will be a continuing resolution to continue funding based on the previous year's budget.
- There are earmarks for SamTrans. Senator Feinstein has included \$500K for ADA bus shelter upgrades. Senator Padilla requested \$5M for the 101/92 area improvement and multi-modal project for safety, backups, lighting, ADA upgrades, bike path, etc.

State Update:

- A new budget proposal was made. There is a constitutional deadline for a balanced budget of June 15th that includes \$10.9B transportation package through 2026 from budget surplus.
- This will go to various transportation projects although nothing yet for high-speed rail.
- SB917 – Seamless Bill. They are working with the author and bill sponsors. As a result, changes have been made to make it a more implementable bill. There are still concerns about who has the authority for setting fares, impacts to agencies, and who are the decision makers.
- AB243 & AB2237 – State's climate action plan for transportation infrastructure have been amended.
- AB2197 – Funding for Caltrain electrification is supported by the TA Board.
- AB2262 – Exemption purchase of zero-emission vehicles from sales tax.

- AB299 – Streamline SEQUA for multi-modal, zero-emission projects.

Questions from members:

Sandra Lang asked about whether anything concerning the gas tax was included in the budget. Jessica said this is not connected with the transportation legislation.

Regarding SB 917, Mike Levinson asked if it would be helpful for the PCC and SamTrans Government Affairs to work together and possibly have a greater impact on legislation, particularly as it relates to ideas coming from the Blue Ribbon Task Force. He thought it would benefit both PCC and SamTrans. Jessica didn't think this would work as they receive direction directly from SamTrans and the PCC are an advocacy group. They meet regularly with Bay Area legislative staff, MTC staff, the author's staff, and the bill sponsors. If the PCC has advocacy points on any legislation related to paratransit, these should be provided to Tina Dubost for consideration. She didn't think there was much related to paratransit in the bill; it is focused on regional service and their position is in alignment with other transit agencies. Advocating for a specific program for inclusion would need agreement from the other agencies. It would be better for the PCC to advocate directly with the MTC.

Ben added that attendees at the PCC Regional Conference received information on accomplishing principals of the Blue Ribbon Task Force in order to further the goals of all PCCs. Jessica and Tina stated that the focus of the Blue Ribbon Task Force and SB 917 are different.

Advocacy

Transit Recovery Update – Tina Dubost

San Mateo County Public Health has reported that COVID cases are increasing in the county and people are encouraged to stay current with vaccination boosters, wear masks in indoor areas and maintain good indoor ventilation. SamTrans and Redi-Wheels are still providing free rides for vaccinations.

Transit ridership was increasing but has levelled off. There is a 32% increase compared to the same time last year and this is similar to other agencies.

The TSA no longer requires face masks on public transit; however, the CDC is encouraging everyone to continue to use masks on public transportation.

Policy Issues:

Richard Weiner provided a recap of the Regional PCC conference organized by MTC on June 9th. There were 29 RSVPs and 49 participants – all counties were represented and both agencies and PCC members attended. San Mateo County PCC was mentioned several times for their leadership role in organizing the conference.

One of the conference goals was to help PCC advocates be more effective in their relationship with transit agencies or transportation authorities. There was an interesting presentation by Naomi Armenta on the “Ladder of Participation” concept that outlined the different ways that power is distributed between agencies and advocates.

Sandra thought Naomi’s presentation was encouraging and pointed out the importance of being aware of larger issues. Ben thought the conference was a success and noted the need to make sure that this regional cooperation continues.

Mike reminded everyone that a regional conference was in the PCC’s workplan. Dinae asked that a letter be sent to Drennen Shelton in appreciation of her work on the conference.

Sammi mentioned that the meeting was recorded so anyone can listen. Richard said that a write-up on the conference will be distributed.

The next PAL meeting will be on July 12, 2022.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: Carter Mau, Acting General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus April Chan, Acting Deputy General Manager/CEO
Subject: **Monthly Performance Report | June 2022**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 38.9 percent in the month of June 2022 compared to June 2021. Similarly, the total monthly ridership increased by 33.0 percent comparing June 2022 to June 2021. The increase in average weekday ridership can be attributed to more passengers returning to work in office as more employers implement hybrid work schedules.

The total ridership recovery rate for the three modes is 60.3 percent for June 2022 compared to June 2019. For SamTrans fixed-route bus service the recovery is 73.8 percent.

Caltrain: Average weekday ridership increased by 139.1 percent in the month of June 2022 compared to June 2021. Caltrain total monthly ridership increased by 154.6 percent comparing June 2022 to June 2021.

The average weekday ridership for Caltrain in the month of June 2022 is 27.1 percent of the ridership attained pre-pandemic; just prior to the start of the pandemic related restrictions (February 2020).

Other SamTrans' Key Performance Indicators (includes Contracted Urban Bus (CUB) services):

- Preventable Accidents – In June 2022, there were 15 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; this month, SamTrans did not meet its goal with 2.15 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 19 service calls in June 2022. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.68 service calls per 25,000 miles
- On-Time-Performance (OTP) for June 2022 was below SamTrans' OTP goal of 85.0 percent at 80.5 percent. Schedule and service changes were implemented on June 19th to address changing traffic conditions and to improve on time performance. Staff continues to monitor on time performance and make further adjustments, if needed.
- In June 2022, there were 389 DNOs (trips that did not operate) – 670 less than in May 2022.

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

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jun-20	Jun-21	Jun-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	10,557	16,694	23,084	38.3%	28,639	13,620	22,216	63.1%
Paratransit	347	478	594	24.3%	860	393	555	41.3%
Shuttles	1,215	1,012	1,580	56.1%	8,447	1,098	1,370	24.8%
Total	12,119	18,184	25,258	38.9%	37,947	15,110	24,141	59.8%

SAMTRANS Total Ridership								
Mode	Jun-20	Jun-21	Jun-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	297,058	457,249	603,960	32.1%	8,707,929	4,503,358	6,956,853	54.5%
Paratransit	8,949	12,483	15,297	22.5%	256,727	121,380	171,130	41.0%
Shuttles	26,762	21,988	34,703	57.8%	2,155,908	278,816	350,906	25.9%
Total	332,769	491,720	653,960	33.0%	11,120,564	4,903,554	7,478,889	52.5%

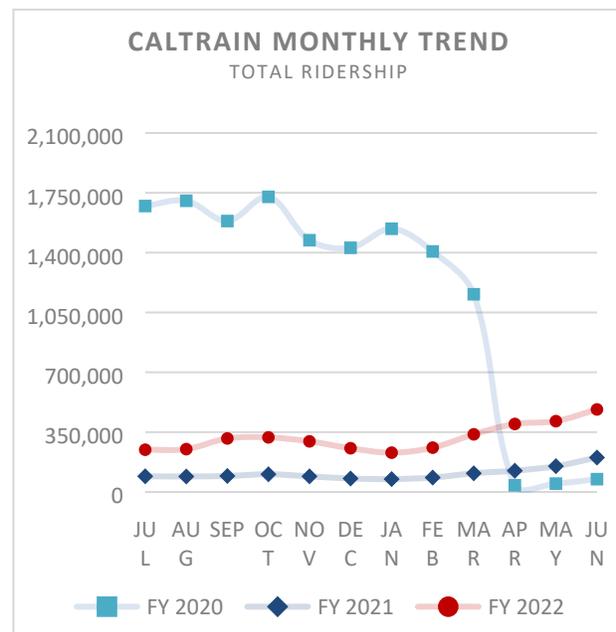
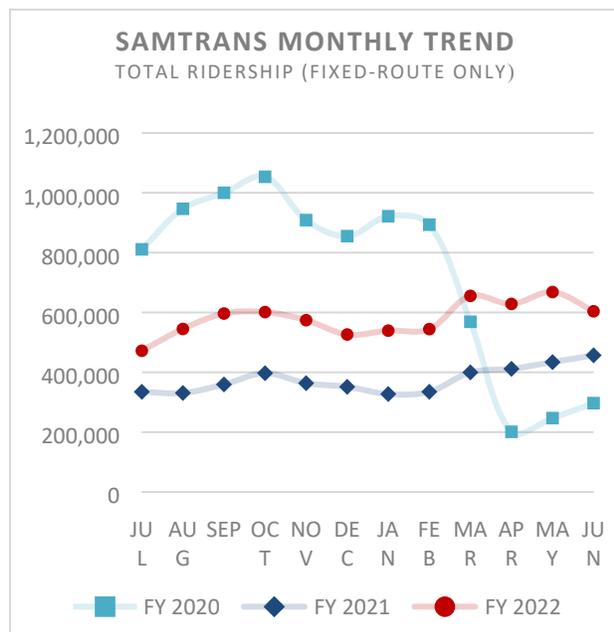
CALTRAIN Average Weekday Ridership								
Mode	Jun-20	Jun-21	Jun-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	2,884	7,143	18,187	154.6%	50,379	4,104	12,065	194.0%

CALTRAIN Total Ridership								
Mode	Jun-20	Jun-21	Jun-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	74,908	201,872	482,687	139.1%	13,853,873	1,296,876	3,802,014	193.2%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jun-20	Jun-21	Jun-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	54	47	81	71.1%	110	46	60	30.6%
BART (San Mateo County)	3,606	8,364	16,988	103.1%	32,306	5,151	12,437	141.4%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jun-20	Jun-21	Jun-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	1,195	1,042	1,784	71.2%	27,945	11,760	15,357	30.6%
BART (San Mateo County)	92,714	223,269	465,900	108.7%	9,488,088	1,612,536	4,055,444	151.5%

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.
 %Δ¹ indicates the percentage change for the month, current year to previous year.
 %Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Jun-20	Jun-21	Jun-22
Adult	-	278,838	368,578
Youth	-	33,100	71,807
Eligible Discount	-	144,902	163,171
Total	-	456,840	603,556

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). **Fare collection was suspended from March 25, 2020 through August 15, 2020.**

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jun-20	Jun-21	Jun-22
On-Time Performance	86.2%	85.7%	80.5%
Preventable Accidents	8	7	15
Service Calls	17	23	19
Trips Scheduled	24,094	36,039	37,296
Did Not Operate DNOs	1	38	389

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 59 seconds ahead of schedule.

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jun-20	Jun-21	Jun-22
Revenue Hours (Sched.)	33,573	47,833	47,376
Revenue Miles (Sched.)	357,371	503,845	510,329
Total Fleet Miles (Actual)	547,740	685,058	699,072

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 46,605 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Jun-20	Jun-21	Jun-22
On-Time Performance (RW)	96.0%	95.6%	94.0%
On-Time Performance (RC)	95.6%	95.7%	94.8%
Preventable Accidents (RW)	0	1	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	3	5
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 36,793 Miles between Service Calls this month.

Notes: All KPIs include all SamTrans service operated directly and by contract.

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jun-20	Jun-21	Jun-22
Revenue Miles (RW)	67,910	108,905	126,273
Revenue Miles (RC)	11,384	13,409	14,738
Fleet Miles (RW)	76,671	122,121	142,372
Fleet Miles (RC)	12,988	15,866	21,353

SAMTRANS YOUTH UNLIMITED PILOT PROGRAM

SAMTRANS (BUS) Pass Usage			
KPI	Apr-22	May-22	Jun-22
Ridership	44,607	53,322	25,803

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

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Bus	32,752	10,557	16,694	23,084	70.5%
Paratransit	1,164	347	478	594	51.0%
Shuttles	11,958	1,215	1,012	1,580	13.2%
Total	45,874	12,119	18,184	25,258	55.1%

SAMTRANS Total Ridership					
Mode	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Bus	817,941	297,058	457,249	603,960	73.8%
Paratransit	27,376	8,949	12,483	15,297	55.9%
Shuttles	238,550	26,762	21,988	34,703	14.5%
Total	1,083,867	332,769	491,720	653,960	60.3%

CALTRAIN Average Weekday Ridership					
Mode	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Caltrain	72,370	2,884	7,143	18,187	25.1%

CALTRAIN Total Ridership					
Mode	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Caltrain	1,590,653	74,908	201,872	482,687	30.3%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Dumbarton	145	54	47	81	56.1%
BART (San Mateo County)	47,399	3,606	8,364	16,988	35.8%

OTHER MODES in San Mateo County Total Ridership					
Mode	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Dumbarton	2,889	1,195	1,042	1,784	61.8%
BART (San Mateo County)	1,198,304	92,714	223,269	465,900	38.9%

The following tables show the change in ridership over the last four years to encompass changes due to the COVID-19 pandemic.

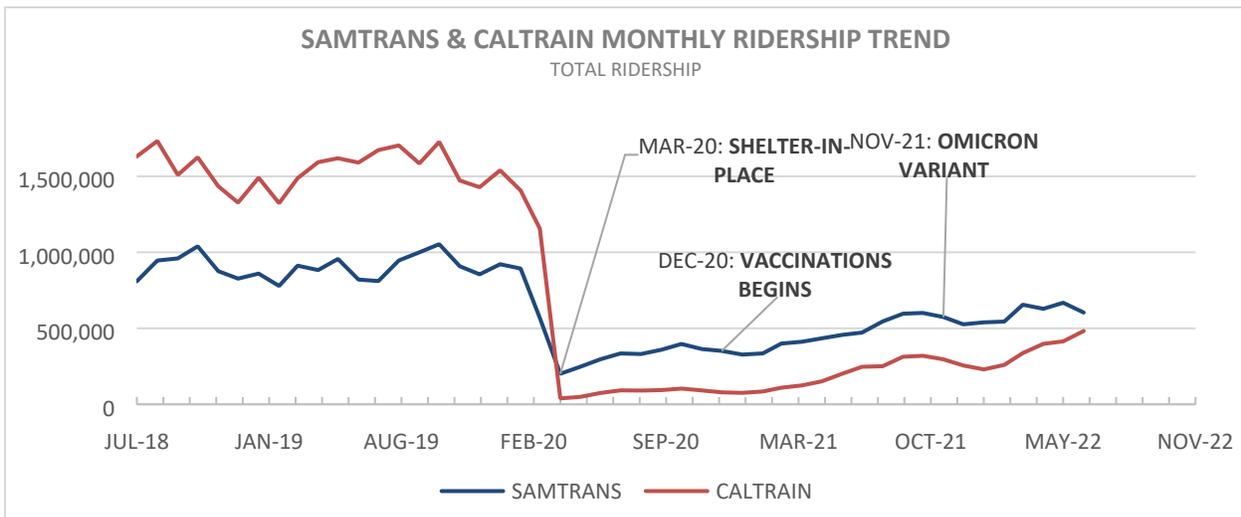
%³ indicates the rate of ridership recovery, current year (FY2022) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 70.5 percent of pre-pandemic levels (2019) for this month of June 2022.

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Jun-19	Jun-20	Jun-21	Jun-22	% ³
Adult	446,209	-	278,838	368,578	82.6%
Youth	132,107	-	33,100	71,807	54.4%
Eligible Discount	239,055	-	144,902	163,171	68.3%
Total	817,371	-	456,840	603,556	73.8%

%³ indicates the rate of ridership recovery, current year (FY2022) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jun-20	Jun-21	Jun-22
Complaints	65	84	91
Accessibility	7	8	2
Compliments	4	16	12
Service Requests	22	26	35
Reports Total	98	134	140

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 May (181) to June (140).

COMMUNICATIONS & MARKETING

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

- Press Release: "Fourth of July Service for SamTrans"
- Press Release: "SamTrans Adjusts Service on Several Routes"
- Press Release: "SamTrans Recognizes Lesbian, Gay, Bisexual, Transgender and Queer Pride Month"
- Press Release: "SamTrans to Purchase 30 Zero-Emission Buses"
- Press Release: "Take SamTrans to the San Mateo County Fair"
- Press Release: "SamTrans Board of Directors Passes Operating and Capital Budgets"
- Summer Youth Pass Promo Campaign
- Reimagine Implementation
- Bus Operator Recruitment
- MTC All Aboard Campaign Phase 2
- Wi-Fi on Buses (ongoing)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

The largest campaign that ran for the month of June was for the San Mateo County Fair. Staff attended the event as well as carried out marketing across all platforms to promote service to the fair.

June 2022 Highlights:

- San Mateo County Fair
- Roadeo 2022
- Reimagine SamTrans

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	650-508-784



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, August 3, 2022 – 2:45 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|--|---------------|
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of July 6, 2022 | Motion |
| 8.b.3. | Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation Commission as Part of the Caltrain Right of Way Repayment | Motion |
| 8.b.4. | Information About Pension Prefunding Trusts | Informational |
| 8.b.5. | 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**

July 6, 2022

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: C. Groom, R. Medina, D. Pine, J. Powell, P. Ratto, Stone (left at 2:49 pm)

Other Board Members Absent: None

Staff Present: J. Cassman, D. Olmeda, A. Chan, J. Brook, K. Scribner, D. Seamans

8.b.1 Call to Order

Committee Chair Marina Fraser called the meeting to order at 2:46 pm.

8.b.2 Approval of Minutes of Committee Meeting of June 1, 2022

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: None

Director Charles Stone left the meeting at 2:49 pm.

8.b.3 Continued from June 1 Board Meeting: Award of Contract to Trapeze Software Group for Paratransit Scheduling Software and Services

Ana Rivas, Director of Bus Transportation, provided the presentation.

Public Comment:

Mike Levinson from the Paratransit Coordinating Council (PCC) thanked Tina Dubost, Manager, Accessible Transit Services, and Ana Rivas, Director of Bus Transportation, who followed up with the PCC after the June 1 SamTrans Board meeting and responded to all their questions and concerns about the contract.

Kevin Yin, Director, Contracts and Procurement, said the RFP (Request for Proposals) was put out in March 2021 and they received six proposals, four of which were in the competitive range and were moved to the next phase of the evaluation process, which included a product demonstration. He noted that Trapeze Software Group was the highest-ranked proposer.

Motion/Second: Gee/Groom

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

Noes: None

Absent: Stone

8.b.4 Approval and Ratification of the Fiscal Year 2023 District Insurance Program

Ryan Hinchman, Director Financial Planning and Analysis, presented the staff report. He noted that the carrier agreed to increase the District's coverage for Fiscal Year 2023.

Motion/Second: Groom/Gee

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

Noes: None

Absent: Stone

8.b.5 Authorize Filing Annual Claim with Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds

Grace Martinez, Acting Chief Financial Officer, presented the staff report.

Motion/Second: Guilbault/Medina

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

Noes: None

Absent: Stone

8.b.6 Adjourn

The meeting adjourned at 3:05 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: Carter Mau, Acting General Manager/CEO
From: April Chan, Acting Deputy General Manager/CEO
Subject: **Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation Commission as Part of the Caltrain Right of Way Repayment**

Action

Staff proposes that the Committee recommend the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Authorize the application for and acceptance of \$7 million in Federal funds programmed by the Metropolitan Transportation Commission (MTC) as part of MTC's commitment to repay the District for its purchase of the Caltrain Right of Way; and
2. Authorize the Acting General Manager/CEO, or designee, to take all other actions as may be necessary to give effect to the proposed resolution, including executing any agreements, certifications and assurances, or other documentation required to receive the funds.

Significance

Based on historical agreements made by the member agencies of the Peninsula Corridor Joint Powers Board (JPB) and MTC in 2008, the District is owed a balance of \$19.6 million from MTC for repayment of funds the District advanced to cover the local share for purchase of the Caltrain Right of Way (ROW) in 1991. As part of the Caltrain governance settlement amongst the JPB member agencies, at its June 22, 2022 Commission meeting, MTC programmed \$19.6 million to the District as follows: \$8 million in State Transit Assistance (STA) funds, \$4.6 million in State Low Carbon Transit Operations Program (LCTOP) funds, and \$7 million in Federal One Bay Area Grant (OBAG) program funds.

At the July 2022 District Board meeting, the Board authorized staff, as part of its annual claim for STA funding, to request the \$8 million in STA funds. The staff report associated with the annual STA claim noted additional actions would be required to receive both the OBAG and LCTOP funds.

This proposed action will allow the District to claim the \$7 million in OBAG funds, which will be applied to District preventive maintenance activities that otherwise would have been funded by District sales tax revenue. The requested Board authorization to receive the \$7 million will allow the federal funds to be included in the region's Transportation Improvement Program, an action that is required by the Federal Transit Administration (FTA) before the funds can be

applied for and be available in a grant. Staff will be working with the FTA, once the subject action is approved, to include the funds in a grant to receive the OBAG funds for the District.

A separate and final action will be brought to the District board later in 2022, following additional coordination with MTC and Caltrans to allocate LCTOP funds to offset District sales taxes needed for the transition to a zero-emissions bus fleet.

Budget Impact

The District’s budget for preventive maintenance activities is approximately \$16.8 million for Fiscal Year 2023. The \$7 million in OBAG funds will replace a portion of the District sales tax budgeted for this purpose. The remaining \$9.8 million of District sales tax revenues previously budgeted for preventive maintenance will serve as the 11.74% required match for the OBAG funds.

Background

The OBAG program is funded through the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds apportioned to the MTC for regional allocation. The STP/CMAQ funds are a flexible source of Federal funding that can be used for various public transportation investments, amongst other regional priorities, provided they are consistent with the Regional Transportation Plan (RTP), Plan Bay Area 2050. Preventive Maintenance expenses are consistent with both the RTP and STP/CMAQ requirements.

Prepared By: Peter Skinner

Director, Grants and Fund
Management

650-622-7818

Resolution No. 2022-

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

* * *

**Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation Commission
as Part of the Caltrain Right of Way Repayment**

Whereas, on June 22, 2022, the Metropolitan Transportation Commission (MTC) approved \$7 million in One Bay Area Grant Program (herein referred to as "OBAG 3" or "Program") funds through MTC Resolution No. 4505, revised, for San Mateo County Transit District (District) projects as part of MTC's commitment to repaying the District \$19.6 million for purchase of the Caltrain right-of-way in 1991; and

Whereas, the District is submitting a programming application to MTC for \$7 million in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program funding, and Regional Transportation Improvement Program funding (herein collectively referred to as "Regional Discretionary Funding") for the Preventative Maintenance project (herein referred to as "Project"); and

Whereas, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the STP (23 U.S.C. § 133), CMAQ (23 U.S.C. § 149) and the TA set-aside (23 U.S.C. § 133); and

Whereas, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

Whereas, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

Whereas, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

Whereas, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

Whereas, the District is an eligible sponsor for Regional Discretionary Funding; and

Whereas, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of the required matching funds of at least 11.47 percent for STP funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and

- that the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal TIP; and
- that the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- that the Project will comply with all project-specific requirements as set forth in the Program; and
- that the District has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the District; and

Whereas, the District is authorized to submit an application for Regional Discretionary Funding for the Project; and

Whereas, there is no legal impediment to the District making applications for the funds; and

Whereas, there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project; and

Whereas, the District authorizes its Acting General Manager/CEO, or designee, to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

Whereas, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

Now, Therefore, Be It Resolved by the Board of Directors that the San Mateo County Transit District is authorized to execute and file an application for funding for the Project for Regional Discretionary Funding under the Federal Transportation Act or continued funding; and

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

- 1) The District will provide the required matching funds of at least 11.47 percent; and
- 2) The District understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the District from other funds, and that the District does not expect any cost increases to be funded with additional Regional Discretionary Funding; and
- 3) The District understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and the District has, and will retain, the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain, a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective CMA, MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming

- and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the District; and
- 4) The Project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
 - 5) The District has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
 - 6) The Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and
 - 7) In the case of a transit project, the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and
 - 8) The District is an eligible sponsor of Regional Discretionary Funding funded projects; and
 - 9) The District is authorized to submit an application for Regional Discretionary Funding for the Project; and
 - 10) There is no legal impediment to the District making applications for the funds; and
 - 11) There is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project.

Be It Further Resolved that:

- 1) The District authorizes its Acting General Manager/CEO, or designee, to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and
- 2) A copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and
- 3) MTC is requested to support the application for the Project described in the resolution, and if approved, to include the Project in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

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 funds.

Regularly passed and adopted this 3rd day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: Carter Mau, Acting General Manager/CEO
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Information About Pension Prefunding Trusts**

Action

No action is needed. At the request of the Board of Directors (Board) at its May 27, 2022 Workshop, staff will present additional information about pension prefunding trusts.

Significance

Staff will be joined by a representative from Bartel Associates, LLC (Bartel), an actuarial consulting firm the San Mateo County Transit District (District) has contracted with to provide annual pension and other post-employment benefit (OPEB) actuarial services.

A pension prefunding trust is a special type of irrevocable trust under Internal Revenue Code section 115 that allows states and local public agencies that provide defined-benefit pension plans to their employees to prefund pension contributions. Using this type of a trust provides states and public agencies with an additional investment vehicle to accumulate assets over time to help manage long-term pension costs.

Establishing a pension prefunding trust would provide the District with an opportunity to promote fiscal responsibility and accountability by proactively managing its long-term pension costs and liabilities. In addition:

- Assets in the trust could be used to manage growing pension liabilities, including future normal costs and Unfunded Accrued Liability payments.
- Contributions to the trust would be controlled by the District from both funding and timing perspectives, and would be voluntary.
- Holding assets in trust would allow for greater investment flexibility and risk diversification compared to the District's general investments. The District could select an asset allocation strategy that matches its tolerance for risk, given the investment time horizon.
- Trust assets could be used to stabilize pension contribution rates to offset unexpected increases and/or be used as a rainy-day fund from which to make pension contributions when revenues are impaired based on economic or other conditions.
- The trust would provide effective cost and investment management for low administrative fees.

The main providers of pension prefunding trusts are CalPERS, Public Agency Retirement Services (PARS), PFM and Keenan & Associates.

If the District does not establish a pension prefunding trust, it will continue to lack a means to effectively address unexpected pension contribution rate increases and provide associated financial stability and sustainability.

Budget Impact

There is no cost associated with this presentation. The initial contribution of up to \$21 million to a pension prefunding trust could be funded by the District's operating reserves in accordance with the Fiscal Year (FY) 2022-23 Operating Budget. Staff would review the District's financial position each year in the annual budget process to advise the Board if funding is available and additional contributions are warranted.

Background

An overview of the District's pension and OPEB unfunded obligations is attached as Appendix A. The District's unfunded liabilities are expected to be \$94.2 million for CalPERS retirement and \$18.5 million for OPEB as of June 30, 2022. The District began to pre-fund OPEB liabilities through a trust in FY 2008-09. The District currently has \$37.5 million in its OPEB trust account.

Appendix B is a list of participants in the CalPERS California Employers' Pension Prefunding Trust.

Prepared By: Jennifer Ye

Director, Accounting

650-622-7890



BARTEL
ASSOCIATES, LLC

SAN MATEO COUNTY TRANSIT DISTRICT

CalPERS and OPEB District Unfunded Obligations

Doug Pryor
Senior Actuarial Consultant
Bartel Associates, LLC

August 3, 2022

OPEB

Background

- Other (than Pension) Post-Employment Benefits
- Benefits
 - Retire directly from District with 5 years CalPERS service
 - District paid monthly medical premium capped by (amounts below for Kaiser plan enrollment)
 - \$432 for single coverage
 - \$864 for dual coverage
 - \$1,123 for family coverage
 - Caps have been frozen since 2009
 - \$2.7 million 20/21 retiree premiums
 - Benefits at District's discretion
- District trust with CalPERS' CERBT
 - District commenced pre-funding in 2008/09
 - \$37.5 million as of June 30, 2021
 - 3 different investment options available
 - No requirement to pre-fund

Trust

- CERBT portfolio target asset allocations (adopted March 2022)

	Strategy 1	Strategy 2	Strategy 3
Global Equity	49%	34%	23%
Fixed Income	23%	41%	51%
TIPS	5%	5%	9%
Commodities	3%	3%	3%
REITs	20%	17%	14%
Total	100%	100%	100%

- District in Strategy 1



August 3, 2022



Funded Status
(amounts in 000's)

	6/30/21
■ Actuarial Accrued Liability	
• Actives	\$ 17,172
• Retirees	<u>35,754</u>
• Total	52,926
■ Assets	<u>37,519</u>
■ Unfunded Liability	15,407
■ Funded Ratio	70.9%



August 3, 2022



Background

■ Benefits

- Retire directly from District or 5 years CalPERS service
- Benefit based on District service:

Tier 1	Tier 2	PEPRA
2.0%@55	2.0%@60	2%@62

- \$16.6 million 19/20 pension payments
- Benefits changes very limited by CalPERS/State laws

■ District trust with CalPERS

- \$306.6 million as of June 30, 2020
- Investments determined by CalPERS
- Funding requirements mandated by CalPERS



Trust

	Target Asset Allocation
Real Assets	15%
Private Debt	5%
EM Sov Bonds	5%
High Yield	5%
Investment Grade Corp.	10%
Mtge-backed Securities	5%
Treasury	5%
Private Equity	13%
Global Equity	42%
Leverage	(5)%
Total	100%



Funded Status

	6/30/20
■ Actuarial Accrued Liability	
• Actives	\$154,100
• Retirees	210,900
• Inactives	<u>27,800</u>
• Total	392,800
■ Assets	<u>306,600</u>
■ Unfunded Liability	86,200
■ Funded Ratio	78.1%



August 3, 2022



OPEB vs. CALPERS

Comparison

	OPEB	CalPERS
■ Projected 6/30/22 Unfunded	\$18.5M	\$94.2M
■ Projected Contributions (percentage of payroll)		
• 2022/23	5.5%	19.4%
• 2032/33	5.2%	24.5%
• Change	(0.3)%	5.1%
■ Benefits	Flexible	Mandated
■ Contributions	Flexible	Mandated
■ Investments		
• Expected future returns	6.25%	6.8%
• Investment Control	District	CalPERS

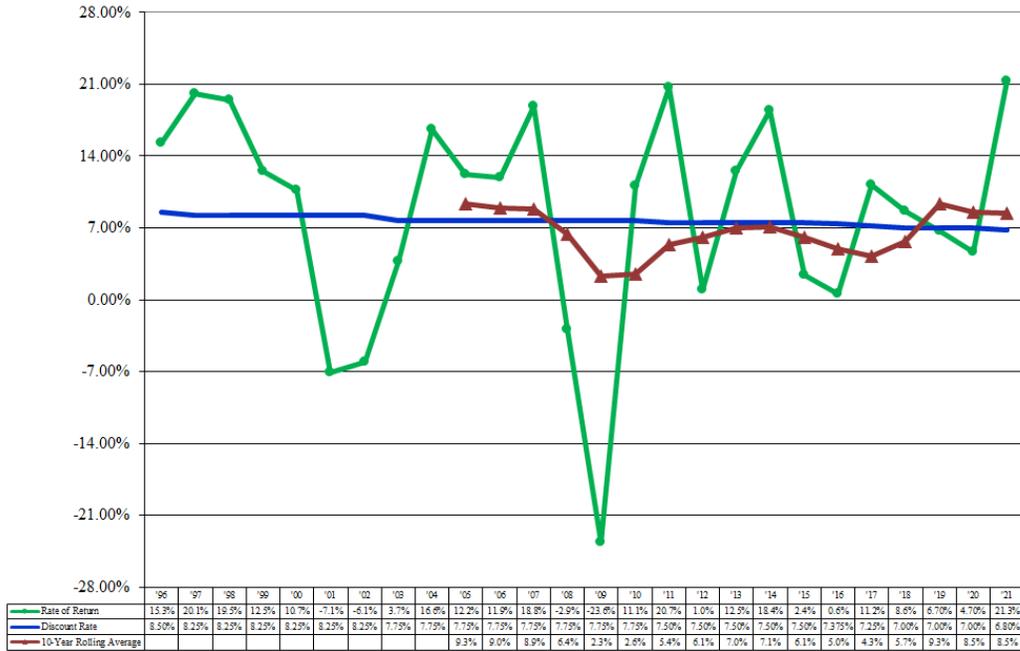


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CalPERS Historical Returns

Annual Return on Market Value of Assets



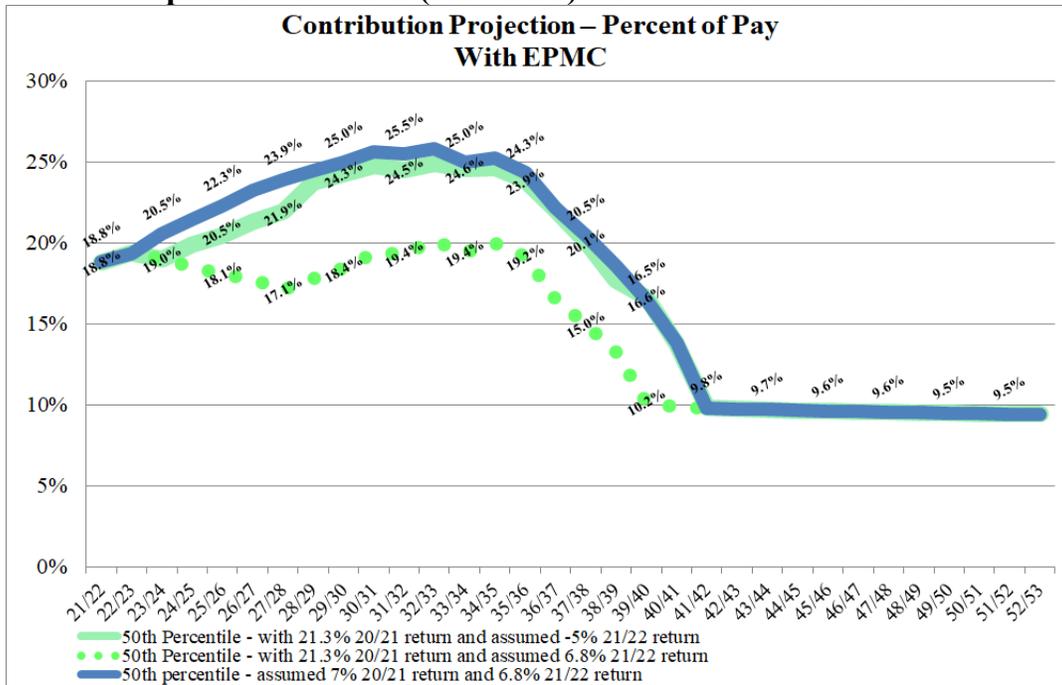
August 3, 2022

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Impact of 20/21 and (estimated) 21/22 Investment Returns

**Contribution Projection – Percent of Pay
With EPMC**



August 3, 2022

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Section 115 Supplemental Pension Trust

- Irrevocable (with caveat) trust can only be used to:
 - Reimburse District for CalPERS contributions
 - Make payments directly to CalPERS
- Investments:
 - District controlled
 - Investments (less restricted than District funds)
 - Cash flow
 - Usually, designed for short/medium term returns
- Over 200 trusts established, mostly since 2015
 - Trust providers: PARS, PFM, Keenan, and CalPERS
 - California Employers' Pension Prefunding Trust (CEPPT) effective July 2019
 - Strategy 1: 48% stocks / 52% bonds
 - Strategy 2: 22% stocks / 78% bonds



August 3, 2022

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Section 115 Supplemental Pension Trust

- More flexibility than paying CalPERS directly
 - Extra CalPERS payments cannot be used as future “credit”
 - District decides if and when and how much money to put into 115 Trust
 - District decides if and when and how much to withdraw from 115 Trust
- Funding strategies typically focus on
 - Stabilizing contribution rates
 - Mitigate expected contribution rates to better manage budget
 - Reducing the unfunded liability
 - Combination
 - Use funds for rate stabilization/budget predictability
 - Target increasing fund balance to pay off UAL sooner



August 3, 2022

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Comparison

	Section 115 Trust	CalPERS
■ Contributions	Flexible	Mandated
■ Investments		
• Horizon	Short Term	Long Term
• Expected future returns	4%-5%	6.8%
• Portfolio	Flexible	CalPERS
■ GASB Reported	Not Included	Included
■ Visibility	Higher	Lower



August 3, 2022



Section 115 Trust Parameters

- Consider:
 - How much can you put into Trust?
 - Initial seed money?
 - Additional amounts in future years?
 - When do you take money out?
 - Target budget rate?
 - Year target budget rate kicks in?



August 3, 2022



Appendix B

List of Participants in California Employers' Pension Prefunding Trust

Arrowbear Park County Water District	Northstar Community Services District
Auburn Area Recreation and Park District	Olympic Valley Public Service District
Callayomi County Water District	Ross Valley Sanitary District
Carmel Area Wastewater District	Sacramento Area Council of Governments
Castro Valley Sanitary District	Salinas Valley Solid Waste Authority
City of Belvedere	San Diego County Law Library
City of Buena Park	San Gabriel Valley Council of Governments
City of Burbank	San Mateo County Law Library
City of Cotati	Santa Clara County Housing Authority
City of Irwindale	Santa Cruz County Regional Transportation Commission
City of Maywood	Sausalito-Marín City Sanitary District
City of San Marino	Scotts Valley Fire Protection District
City of Santa Fe Springs	Serrano Water District
City of Shasta Lake	Shasta Regional Transportation Agency
City of Sierra Madre	Sierra-Sacramento Valley Emergency Medical Services Agency
City of Sonora	South Placer Municipal Utility District
City of Torrance	Southern California Library Cooperative
City of Yreka	Sunnyslope County Water District
El Dorado County Transit Authority	Tiburon Fire Protection District
El Dorado County Transportation Commission	Town of Los Gatos
Felton Fire Protection District	Trabuco Canyon Water District
Inland Empire Health Plan	Transportation Authority of Marin
Kentfield Fire Protection District	Truckee Fire Protection District
Livermore/Amador Valley Transit Authority	Truckee Sanitary District
Los Angeles County Development Authority	Turlock Mosquito Abatement District
Midway City Sanitary District	West Contra Costa Integrated Waste Management Authority
Murphys Sanitary District	Woodside Fire Protection District
North Tahoe Public Utility District	



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, August 3, 2022 – 3:00 pm

or immediately following the Finance Committee

- | | | |
|--------|--|---------------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Legislative Committee Meeting of July 6, 2022 | Motion |
| 8.c.3. | State and Federal Legislative Update | Informational |
| 8.c.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**

July 6, 2022

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

Committee Members Absent: C. Stone

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, K. Scribner, D. Seamans

8.d.1 Call to Order

Committee Chair Rico Medina called the meeting to order at 3:11 pm.

8.d.2 Approval of Minutes of Committee Meeting of June 1, 2022

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: Stone

**8.d.3 State and Federal Legislative Update and Approval of Legislative Proposal: Support
Assembly Bill (AB) 1919 (Holden)**

Jessica Epstein, Manager, Government and Community Affairs, briefly summarized the highlights of recent federal and state legislation.

She said at the federal level both the House and Senate are in recess and scheduled to return on July 11 and July 12, respectively. She said that prior to the recess, the House Appropriations Committee approved their Transportation, Housing and Urban Development 2023 bill. She said for the Department of Transportation, the Fiscal Year 2023 bill is looking at \$105.4 billion in budgetary resources for both discretionary and mandatory spending.

At the state level, she said that the state legislature was in recess until August 8 and noted that Governor Newsom had approved a multi-year transportation package on June 30. She said that AB 1919 was previously an unfunded mandate to provide free youth fares and that after discussion with legislators, the bill changed from an unfunded mandate to a voluntary grant program. Ms. Epstein concluded by reviewing bills that SamTrans is currently monitoring

The Board voted to support AB 1919:

Motion/Second: Gee/Fraser

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

Noes: None

Absent: Stone

8.d.4 Adjourn

The meeting adjourned at 3:20 pm.

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

DRAFT

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: Carter Mau, Acting General Manager/CEO
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

Action

Staff proposes the Committee recommend the Board receive the attached Federal and State Legislative Updates.

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 Affairs Manager	650-400-6451
	Michaela Petrik	Government and Community Affairs Officer	650-730-4951

SamTrans Federal Report As of July 11, 2022

CONGRESSIONAL UPDATE

Appropriations Update

- This month, the House Appropriations Committee passed all twelve FY 2023 Appropriations bills, including the Department of Transportation/Housing (THUD) funding bill. The House is expected to vote on the spending bills the week of July 17. The Senate Appropriations Committee has yet to schedule markups.
- The Department of Transportation (DOT) would receive \$105.4 billion, an increase of \$2.4 billion above the current funding and \$942 million above the President's FY 2023 budget request.
- None of this funding and report language is final as the House still has to conference with the Senate to reconcile the differences between the two THUD bills.
- Summary of DOT Funding in the bill:
 - \$775 million for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to FY 2022 (current funding), including \$30 million for grants to assist areas of persistent poverty.
 - \$61.3 billion for the Federal Highway Administration (FHWA) for formula programs funded from the Highway Trust Fund.
 - \$17.45 billion for the Federal Transit Administration (FTA).
 - \$13.6 billion for Transit Formula Grants to expand bus fleets and increase the transit state of good repair:
 - \$200 million for the Bus and Bus Facilities program and \$50 million for the Low-No Emission Bus program.
 - \$3.012 for Capital Investment Grants, \$764 million above current funding. This includes:
 - ✓ \$1.897 billion for New Starts
 - ✓ \$40.7 million for Core Capacity
 - ✓ \$94 million for Small Starts
 - ✓ \$350 million for Expedited project Delivery
 - There is report language that directs \$600 million go to projects that have Full Funding Grant Agreements (FFGAs) and either (1) have a cost share lower than 40 percent or (2) were signed during the Trump Administration
 - \$3.8 billion for the Federal Railroad Administration (FRA), an increase of \$501 million above current funding. This includes:

- \$555 million for the Federal-State Partnership for Intercity Passenger Rail grant program, to support projects that improve, expand, or establish passenger rail service.
 - \$2.3 billion for Amtrak, \$14 million above current funding, including \$882 million for Northeast Corridor Grants and \$1.5 billion for National Network Grants
- In addition to releasing a draft bill, the House Appropriations Committee published a list of its [accepted community project funding requests](#), totaling over \$8 billion in funding. Members send requests and propose funding for projects within their districts. The Senate Appropriations Committee is expected to release its accepted list of funding requests by the end of July. Senator Dianne Feinstein (D-CA) submitted one request on behalf of SamTrans for the Senate Appropriations Committee's consideration:
 - Bus Stop Shelter Improvements in San Mateo County - \$500,000

ADMINISTRATION UPDATE

President Biden Proposes Gas Tax Holiday

- On June 22, President Biden called on Congress to pass a three-month federal gas tax holiday. Gas tax revenue is allocated to the Highway Trust Fund, the primary mechanism for DOT federal funding. He also called on states and localities to take similar measures on their gas taxes.
- President Biden's request was met with skepticism from House Democrats on Capitol Hill. House Transportation and Infrastructure Committee (T&I) Chairman Peter DeFazio (D-OR) questioned the measure's effectiveness in lowering gas prices, and House Speaker Nancy Pelosi withheld her support for the holiday.
- House Democrats did not include the federal gas tax pause in their bill to lower gas prices. The Consumer Fuel Price Gouging Prevention Act ([H.R. 7688](#)) addresses alleged price gouging among oil corporations. Rep. Kathy Castor (D-FL) successfully included an amendment authorizing an investigation into potential price manipulation of the oil market. Despite passing the House, the legislation is unlikely to receive the 60 votes needed to pass the Senate.

FTA Seeks Public Input on Automating Transit Buses

- On June 1, the FTA published a [Request for Information \(RFI\)](#) for its five-year Strategic Transit Automation Research (STAR) Plan. The plan provides an overview of FTA's research into autonomous public buses and current challenges to autonomous vehicle integration in public transit. The STAR plan will also help close existing information gaps, a key factor in public transit's delay in autonomous vehicle integration

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

- The FTA's [current plan](#), issued in January 2018, acknowledged that public transit is behind automated vehicle commercial and personal deployment. FTA recognizes that public transportation must evolve alongside industry and meet the future challenge of automation. The agency uses three key pillars: enabling research, integrated demonstrations, and strategic partnerships.

- The RFI solicits input from public and industry stakeholders on potential updates to this new FTA new five-year plan. Specifically, FTA is focused on any possible topics or activities that should be a priority for FTA's transit bus automation research and demonstrations over the next five years. In addition, the FTA requests information about potential challenges stakeholders have encountered as they test and research autonomous vehicle integration into public transit. Interested parties have until August 1 to submit comments through the Federal Register.

FEDERAL GRANT OPPORTUNITIES

DOT Announces Reconnecting Communities Grant Program

- On June 30, DOT Secretary Pete Buttigieg [announced](#) the release of the Reconnecting Communities Pilot Discretionary Grant Program. Funded through the Infrastructure Investment and Jobs Act (IIJA), the program seeks to unify neighborhoods divided by past infrastructure planning. DOT will distribute \$195 million for the first round of funding to approximately 125 projects. Deadline to apply is October 13.
- Program funds may be used to transform local areas by investing in high-quality public transit, infrastructure, and main street revival. Examples of eligible projects are crosswalks and pedestrian walkways that cross an existing highway. DOT will emphasize projects that address economic strength, equity, climate and sustainability, transformation, and organizational excellence.
- DOT will also launch the [Thriving Communities Initiative](#), that was created in FY 2022 appropriatsn ibll. This new program will provide technical assistance for transformative infrastructure projects that serve disadvantaged communities. Working with the Department of Housing and Urban Development (HUD), DOT will assist localities in planning equitable transportation projects that consider additional factors such as affordable housing and housing supply.

DOT Announces Railroad Crossing Elimination Program

- On June 30, DOT [announced](#) the release of the new Railroad Crossing Elimination Program. Funded through the IIJA, the program will administer \$573,264,000 this year to address dangerous conditions at railroad crossings.
- Administered by the Federal Railroad Administration (FRA), the program will help communities update railroad infrastructure to protect pedestrians and trains from unsafe crossings. Funding will be administered for grade separations, track relocations, warning devices, and other safety enhancements. FRA will prioritize projects that address environmental justice, workforce, and equity issues. Approximately 40% of funding will be allocated toward underserved communities.

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- Local governments, port authorities, political subdivisions of a state, and metropolitan planning organizations are eligible to apply for funding. The NOFO can be found [here](#). Applicants have until October 1 to apply.

Roundup of Other Grant Opportunities

- [Bridge Investment Program - Planning, Bridge Projects, and Large Bridge Projects](#). \$2.38 billion available.
 - Planning applications due by July 25.
 - Bridge Project Applications due by September 8.
 - Large Bridge Project Applications due by August 9.
- [FY 2022 Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). \$13.1 million available. Planning applications due by July 25.
- [Safe Streets and Roads for All Discretionary Grant Program](#). \$1 billion available. All applications due by September 15.



July 7, 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 – August 2022**

General Update

July 1 marked a significant date in this year's Legislative Session. It was the last day for policy committees to meet and report bills to fiscal committees or to the floor and the day the Legislature broke for Summer Recess, returning August 1. The new fiscal year also started July 1. August 12 is the last day for fiscal committees to meet and the 2021-22 Legislative Session will adjourn on August 31.

FY 2022-23 Budget Update

On June 29, the Legislature sent Governor Newsom a multiyear, multi-billion-dollar transportation funding package as part of the Fiscal Year 2022-23 State Budget, which the Governor signed June 30, the day before the start of the new fiscal year. The funding package contains significant investments in public transit and clean transportation projects. The proposed investments are focused on capital projects, including those that have already received local, state and federal funding. The details discussed immediately below are contained in [AB 180 \(Ting\)](#) and [AB 198 \(Committee on Budget\)](#). Investments included in the funding package that benefit public transit or clean transportation projects include:

1. **\$3.65 billion (AB 180, Item 0521-131-0001) starting in FY 2021-22 for transit capital projects to be administered through the Transit and Intercity Rail Capital Program.**
 - a. Of this total, \$300 million is dedicated to project development activities related to rail realignment capital projects for high-priority intercity rail projects located primarily in the coastal zone, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.
 - b. Of this total, \$1.8315 billion is dedicated to high-priority transit projects in Southern California, geographically inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura.
 - No less than \$900 million of the \$1.8315 billion shall be administered as a General Fund set-aside for an "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital

- Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
- c. Of this total, \$1.4985 billion is dedicated to other geographical areas not listed above for high-priority transit and rail infrastructure projects.
 - No less than \$900 million of the \$1.4985 billion shall be administered as a General Fund set-aside for an “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
 - d. Of the total allocated under 1b and 1c, up to \$150 million shall be administered as a General Fund set-aside for a “Major Projects Project Development Reserve” and shall be available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development.
- 2. \$4 billion (AB 198 Section 15) in FYs 2023-24 and 2024-25 for transit capital projects statewide, allocated via population-based formula.**
- a. Of this total \$2 billion shall be available for each fiscal year, for the 2023–24 and 2024–25 fiscal years for transit and intercity rail capital projects. Each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code will receive a minimum allocation of three hundred thousand dollars (\$300,000) from Transit and Intercity Rail Capital Program funds described in this section, with the balance of the Transit and Intercity Rail Capital Program funds described in this section allocated on a population-based formula to each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code. It is the intent of the Legislature that these funds will be used consistent with the uses identified Item 0521-131-0001 of Section 2.00 of the Budget Act of 2021.
- 3. \$1.049 billion (AB 180, Items 2660-101-0001 and 2660-102-0001) starting in FY 2021-22 for the Active Transportation Program.**
- 4. \$198 million (AB 180, Item 2660-102-0001) starting in FY 2021-22 for local climate adaptation projects. The criteria for the program is contained in Section 3 of SB/AB 198.**
- a. Of this total, \$148 million shall be allocated through the Local Transportation Infrastructure Climate Adaptation Project program. These funds shall be administered by the California Transportation Commission for purposes of development and implementing projects adapting local transportation infrastructure to climate change.
 - b. Of this total, \$50 million shall be allocated through the Transportation Infrastructure Climate Adaptation Strategy Grant program. These funds shall be available for competitive grants awarded and administered by the California Department of Transportation to local agencies to identify transportation-related climate vulnerabilities through the development of climate adaptation plans and to identify ways to incorporate transportation climate adaptation needs into existing transportation plans.

5. \$350 million (AB 180, Items 0521-131-0001 and 2660-102-0001) starting in FY 2021-22 for grade separation projects.

As we have flagged throughout the budget process, the allocation of these dollars would only proceed if the Legislature and the Administration reached an agreement on funding for the California high-speed rail project. Importantly, the transportation funding package includes the appropriation of \$4.2 billion for the project from Proposition 1A and also includes a number of oversight provisions, including the creation of an Inspector General, for the project (contained in the transportation trailer bill – SB/AB 198).

Separate from these investments, the budget agreement provides \$3.53 billion in FY 2022-23 for zero-emission vehicle deployment and charging/refueling infrastructure. Of this total, \$100 million is earmarked for zero-emission transit buses and supporting infrastructure; \$600 million may be available to transit agencies through the California Air Resources Board’s Clean Trucks, Buses, and Off-Road Equipment Program, which funds HVIP, advanced technology demonstrations, and pilot commercial deployment projects. Additionally, of this total, \$1.12 billion will be subject to future legislative negotiations, with the potential to support zero-emission transit projects. The remaining balance of funds support the transition to zero-emission technologies for school buses, drayage trucks, and low-income Californians.

Additionally, [AB 194 \(Committee on Budget\)](#), the Revenue and Taxation trailer bills, will institute a partial sales and use tax exemption for diesel fuel from October 1, 2022 to October 1, 2023, impacting only revenues collected by the State and deposited into the General Fund. The partial sales and use tax exemption would not impact revenues that support transportation programs.

Finally, we highlight that the budget bills do not currently contain funding to advance the free transit proposals introduced in [AB 1919 \(Holden\)](#) and by Governor Newsom.

Bills of Interest

AB 1944 (Lee) Brown Act Changes – Dead

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 provision may only be utilized if a quorum of members is present in person. 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 suggest the author amend this bill to include an urgency clause so that it would take effect immediately.

AB 2237 (Friedman) Sustainable Communities Strategies Implementation – Dead

This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the

project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity.

AB 2357 (Ting) Surplus Lands Act – Dead

This bill proposes several changes to the Surplus Lands Act (SLA), mainly surrounding a local agency's action related to declaring land either surplus or exempt surplus. Since recent changes were made to the SLA, transit agencies have found various aspects of the law a challenge to implement or that unnecessarily target transit agencies as special districts. As such, transit agencies, through the California Transit Association, have worked to propose a set of amendments to the author for consideration that would resolve many of the challenges. SamTrans staff have been actively participating in the Association's efforts.

Grants for Zero-Emission Buses and Infrastructure

On Friday, November 19, the California Air Resources Board approved the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#). The plan includes \$340 million, which can be accessed by transit agencies, through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project, inclusive of \$70 million earmarked specifically for transit agencies.

On Monday, November 15, the California Energy Commission approved the [2021-2023 Investment Plan Update for the Clean Transportation Program](#). The plan includes \$88.5 million for transit bus infrastructure and \$282 million for medium- and heavy-duty vehicles and infrastructure for fiscal years 2021-22 through 2023-23. A portion of the funding for medium- and heavy-duty vehicles and infrastructure will also be available to transit agencies; however, the exact amount is unknown at this time.

More details on these grant opportunities are below.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 remains open](#)

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (TBD in FY 2021-22) – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 is expected to be available in Q1/Q2 2022

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment. The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

Status: [Initial funding cycle for FY 2021-22 is now closed; second funding cycle for FY 2021-22 focused on hydrogen opened on June 30](#)

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 cycle closed; project applications were due March 25, 2022

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)

Status: [Funding cycle open](#)

Carl Moyer (Projected \$40 million in FY 2021-22) - The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Other Grants

The CTC oversees three SB 1 programs – 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/July 2022.**

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 117 Boerner Horvath 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>AB 178 Ting D</p> <p>Budget Act of 2022.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2022 made appropriations for the support of state government for the 2022–23 fiscal year. This bill would amend the Budget Act of 2022 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 180 Ting D</p> <p>Budget Act of 2021.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 194 Committee on Budget</p> <p>Taxation.</p>	<p>6/30/2022-A. CHAPTERED 6/30/2022-Approved by the Governor. Chaptered by Secretary of State - Chapter 55, Statutes of 2022.</p>	<p>Existing sales and use tax laws impose taxes 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, and provides various exemptions from the taxes imposed by those laws. This bill would, on and after October 1, 2022, and before October 1, 2023, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of, diesel fuel, as defined. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 371 Jones-Sawyer D</p> <p>Shared mobility devices: insurance and tracking.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Existing law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Wicks D</p> <p>San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and makes the department 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 require the department, in consultation with the commission, the authority, relevant transit operators, and relevant local transportation agencies, to establish speed and reliability performance targets no later than July 1, 2024, for buses traveling in the eastbound and westbound directions through the San Francisco-Oakland Bay Bridge corridor. The bill would require the department to establish an online reporting process, in consultation with relevant transit operators, to publicly share bus speed and reliability performance results relative to the performance targets on no less than a quarterly basis. The bill would require the department, in consultation with the commission, the authority, relevant transit operators, and relevant local transportation agencies, to submit a report to the Legislature no later than December 1, 2024, that identifies a strategy for achieving bus speed and reliability performance targets in the Bay Bridge corridor. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer’s personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator’s mobility devices operating in the geographic area under the public agency’s jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1001 Garcia, Cristina D</p> <p>Environment: mitigation measures for air quality impacts: environmental justice.</p>	<p>This bill is dead.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would require mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air quality of a disadvantaged community, to include measures for avoiding, minimizing, or otherwise mitigating for the adverse effects on that community. The bill would require mitigation measures to include measures conducted at the project site that avoid or minimize to less than significant the adverse effects on the air quality of a disadvantaged community or measures conducted in the affected disadvantaged community that directly mitigate those effects. The bill would require all public agencies, in implementing CEQA, to give consideration to the principles of environmental justice, as provided, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1017 Quirk-Silva D</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>AB 1047 Daly D</p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1049 Davies 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>AB 1091 Berman D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</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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Bill ID/Topic	Location	Summary	Position
<p>AB 1226 McCarty 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>AB 1626 Nguyen 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>AB 1638 Kiley R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1644 Flora R</p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 (the act) requires the state board to work with the Labor and Workforce Development Agency to update, on or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Existing law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The bill would also provide that the act is not intended to weaken preexisting legal protections for workers by excusing compliance with any requirements that would apply in the absence of the act. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1680 Lee D</p> <p>Transportation: prohibition orders.</p>	<p>On the Senate Floor.</p>	<p>Existing law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Existing law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer’s decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer’s decision is delivered if an administrative hearing was timely requested.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1751 Daly D</p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. Existing law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Existing law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Existing law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Existing law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill would extend the above-described provisions relating to COVID-19 until January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Garcia, Cristina D</p> <p>State transportation funding: freeway projects: poverty and pollution: Department of Transportation.</p>	<p>This bill is dead.</p>	<p>Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 40th percentile on the housing and environmental variables analyzed through the index, as provided.</p>	<p>Watch</p>
<p>AB 1909 Friedman D</p> <p>Vehicles: bicycle omnibus bill.</p>	<p>On the Senate Floor.</p>	<p>Existing law generally regulates the operation of bicycles upon a highway. A violation of these provisions, generally, is punishable as an infraction. Existing law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Existing law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would instead authorize a local authority to prohibit the operation of any electric bicycle or any class of electric bicycle on an equestrian trail, or hiking or recreational trail. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1919 Holden D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided.</p>	<p>Supported July 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1938 Friedman D</p> <p>Transit and Intercity Rail Recovery Task Force.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. 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. This bill was gutted and amended and no longer addresses this policy matter.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1944 Lee D</p> <p>Local government: open and public meetings.</p>	<p>This bill is dead.</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 require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1949 Low D</p> <p>Employees: bereavement leave.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1993 Wicks D</p> <p>Employment: COVID-19 vaccination requirements.</p>	<p>This bill is dead.</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
AB 1975 Nazarian D Local government: bus shelters.	This bill is dead.	Existing law sets forth provisions that govern the use of real property belonging to local agencies, as provided. This bill would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2097 Friedman D</p> <p>Residential, commercial, or other development types: parking requirements.</p>	<p>In the Senate Appropriations 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, in a county with a population of 600,000 or more, from imposing or enforcing a minimum automobile parking requirement, on any of specified residential, commercial, or other development types if the project is located within 1/2 mile of public transit, as defined. The bill would also prohibit a public agency, in a county with a population of less than 600,000, and a city with a population of 75,000 or more, from imposing or enforcing a minimum automobile parking requirement on specified residential, commercial, or other development types if the project is located within 1/4 mile of public transit. For a city with a population of less than 75,000, or a county with a population of less than 600,000, the bill would authorize that city or county to adopt an ordinance or resolution that applies certain prohibitions regarding the above-described parking requirements within its boundaries. 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, notwithstanding the above provisions, would also require the development project to provide parking, as required by local ordinance, for employees and other workers of hotels, motels, bed and breakfast inns, transient lodgings, and event centers. 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>

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Bill ID/Topic	Location	Summary	Position
AB 2197 Mullin D Caltrain electrification project: funding.	In the Assembly Transportation Committee.	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.	Supported March 2022
AB 2206 Lee D Nonattainment basins: employee parking: parking cash-out program.	On the Senate Floor.	Existing law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Existing law defines “parking cash-out program” as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Existing law defines a “parking subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” The bill would require an employer to maintain a record of communication with each employee who receives a parking subsidy that those employees have been informed of their right to receive the cash equivalent of the parking subsidy.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2237 Friedman D</p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</p>	<p>This bill is dead.</p>	<p>This bill requires that projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy (SCS) of the regional transportation planning agency or county transportation commission. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted SCS. This bill would prohibit state funds from being used for a project that increases single-occupancy vehicle capacity, unless the project is included in an adopted SCS, provides sufficient enforceable mitigation to ensure that including the project in the SCS will not increase the emissions of greenhouse gases, and the metropolitan planning organization finds that the project helps advance other regional goals including, but not limited to, safety, freight travel, maintenance or equity. This bill has been referred to the Senate Rules Committee.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2357 Ting D</p> <p>Surplus land.</p>	<p>This bill is dead.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2410 Chen R</p> <p>Local educational agencies: home-to-school transportation.</p>	<p>This bill is dead.</p>	<p>Existing law establishes a system of public elementary and secondary schools in this state and authorizes local educational agencies throughout the state to operate schools, provide instruction, and provide home-to-school transportation to pupils in kindergarten and grades 1 to 12, inclusive. This bill would prohibit a school district, county office of education, or charter school from contracting with a provider of home-to-school transportation, as defined, or making payments to a contractor for home-to-school transportation services, unless the contractor, and any subcontractors, are properly insured and licensed to provide home-to-school transportation services and the contractor certifies that each driver who will perform home-to-school transportation meets certain requirements, as provided. The bill would also impose requirements for those vehicles used by contractors for home-to-school transportation, as provided. The bill would apply these provisions only to contracts entered into or renewed after January 1, 2023. The bill would grant the State Department of Education sole regulatory authority to enforce those provisions and would require the department to conduct an investigation every 2 years of both home-to-school transportation contractors and local educational agencies, as provided.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2419 Bryan D</p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes the Strategic Growth Council consisting of specified state agency members and members of the public. Existing law requires the council, among other things, to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation’s infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2438 Friedman D</p> <p>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2441 Kalra D</p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>On the Senate Floor.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, to engage in collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2449 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. 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 revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, the bill would authorize a member to participate remotely under specified circumstances, including participating remotely for just cause or due to emergency circumstances. The emergency circumstances basis for remote participation would be contingent on a request to, and action by, the legislative body. The bill would define terms for purposes of these teleconferencing provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2454 Jones-Sawyer D</p> <p>Public contracts: protests: joint labor- management committee.</p>	<p>This bill is dead.</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 written 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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2556 O'Donnell D</p> <p>Local public employee organizations.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. Existing law gives public employees the right to refuse to join or participate in the activities of employee organizations, and provides that employees who are members of a bona fide religion, body, or sect that has historically held conscientious objections to joining or financially supporting public employee organizations are not required to join or financially support a public employee organization as a condition of employment, as specified. Existing law, the Firefighters Procedural Bill of Rights Act, grants certain employment rights to firefighters, as defined. This bill would authorize a recognized employee organization to charge an employee covered by the Firefighters Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection described above or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2594 Ting D</p> <p>Vehicle registration and toll charges.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law requires the application for an original driver's license or renewal of a driver's license to contain specified information, including the applicant's name, age, gender category, mailing address, and residence address. Commencing January 1, 2027, this bill would require the application for an original driver's license or renewal of a driver's license to include a statement that the applicant may also need to change their address for purposes of their vehicle registration. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2622 Mullin 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 Senate Appropriations Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2647 Levine D</p> <p>Local government: open meetings.</p>	<p>On the Senate Floor.</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 less than 72 hours before a meeting available for public inspection, as specified, 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 and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts 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>
<p>AB 2677 Gabriel D</p> <p>Information Practices Act of 1977.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Current law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to include, among other things, genetic information, IP address, online browsing history, and location information within the definition of "personal information" for the act's purposes. The bill would make other technical, nonsubstantive, and conforming changes.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2693 Reyes D</p> <p>COVID-19: exposure.</p>	<p>On the Senate Floor.</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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2700 McCarty D</p> <p>Transportation electrification: electrical distribution grid upgrades.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Current law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. Existing law requires the Energy Commission, working with the state board and the PUC, to prepare, at least once every 2 years, a statewide assessment of the electrical vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet certain goals. This bill would require the Energy Commission, in collaboration with the State Air Resources Board, the PUC, and other relevant stakeholders, to annually gather fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors from entities subject to its regulations and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. The bill would prohibit electrical corporations and local publicly owned electric utilities from disclosing that data to third parties. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to consider the fleet data produced by the Energy Commission pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state’s anticipated level of electric vehicle charging, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2703 Muratsuchi D</p> <p>Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance.</p>	<p>In the Senate Appropriations 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. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would require a person who receives state funding to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the funding, to operate the station in compliance with reliability standards that would be developed by the Energy Commission, as specified. The bill would require the Energy Commission to publish data on compliance with the reliability standards as part of the above-described assessment and to protect the confidential information of an entity subject to the reliability standards by anonymizing and aggregating the compliance data in the assessment. 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 electric vehicle charging stations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This is a Two-Year Bill.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February 2021</p>
<p>SB 18 Skinner 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>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>SB 45 Portantino D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>In the Assembly Appropriations 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>SB 66 Allen 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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Bill ID/Topic	Location	Summary	Position
<p>SB 114 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>
<p>SB 154 Skinner D</p> <p>Budget Act of 2022.</p>	<p>Signed by Governor Newsom.</p>	<p>This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 198 Committee on Budget and Fiscal Review Transportation.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law requires the Department of Transportation to advance funds to a public entity eligible for those funds for a guideway project when specified conditions exist, including, among others, that the California Transportation Commission has allocated the funds pursuant to specified provisions of law. If, upon completion of the project, the advance, together with specified interest on the advance, exceeds that portion of the actual reimburseable costs for which the public entity has not been reimbursed, existing law requires the public entity to repay the excess to the state for deposit in an account from which the advance was made. Existing law requires the department to submit a report to the Legislature if the department encounters any substantial problems in carrying out the funding advance program. This bill would revise and recast the funding advance program to authorize, instead of require, the department to advance funds for a transit or passenger rail project or project component when specified conditions exist. The bill would authorize the department to adopt guidelines to advance funds under these provisions. The bill would revise the conditions that are required to be met before the department may advance funds by, among other things, authorizing the funds to be advanced if the commission has allocated funds pursuant to the Transit and Intercity Rail Capital Program. The bill would require the lead applicant agency or the recipient agency to repay the amount of the funds advanced plus a specified amount of interest to the state if the department, the Transportation Agency, or any other state agency charged with monitoring the stewardship of public funds makes a certain finding with regard to the use of funds available to the project. If the lead applicant agency or the recipient agency fails to repay the state, the bill would authorize the agency that makes the finding to request the Controller, Treasurer, or any other authorized state agency to demand a transfer of an amount equal to the amount paid to the recipient agency to be paid to the state or to withhold payment from future apportionments or any other funds to the recipient agency. The bill would delete the requirement for the department to submit the above-described report to the Legislature. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 542 Limón D</p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>In the Assembly Appropriations Committee.</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 sales and use 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, among other things, a new zero-emission truck that is eligible for a project voucher. The bill would, however, disallow the exemption from a sales or use tax where the vehicle purchase was made using a voucher issued by the State Air Resources Board pursuant to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project. The bill would provide that the tax 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. The bill would provide that the exemption would apply to otherwise eligible sales and uses of a vehicle where the internet website of the State Air Resources Board indicates a vehicle is eligible for the voucher program at the time the purchase is made, notwithstanding a contrary determination made by the State Air Resources Board. The bill would require the State Air Resources Board to indicate the date on which it updates its internet website to reflect changes in the eligibility of a vehicle under the voucher project. The bill would provide that the exemption is to become operative on April 1, 2023. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
		<p>used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
SB 849 Umberg D Surplus land.	This bill is dead.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law requires, after the disposing agency has received a notice of interest from an entity desiring to purchase or lease the land on terms that comply with existing law, that the disposing agency and the entity enter into good faith negotiations to determine a mutually satisfactory sales price and terms or lease terms. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land. By adding to the duties of local officials with respect to the disposal of surplus land, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 852 Dodd D</p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>In the Assembly Appropriations 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, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. 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 establish project priorities and would authorize districts to establish additional priorities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 867 Laird D</p> <p>Sea level rise planning: database.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting a local coastal program, as defined, to the California Coastal Commission or submitting a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, by January 1, 2026. The bill would require those local governments to provide a comprehensive update to that planning and adaptation every 10 years, and technical adjustments every 5 years, as prescribed. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require, on or before December 31, 2023, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. The bill would make the operation of its provisions contingent upon an appropriation for its purposes by the Legislature in the annual Budget Act or another statute. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 873 Newman D</p> <p>California Transportation Commission: state transportation improvement program: capital outlay support.</p>	<p>This bill is dead.</p>	<p>Existing law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Existing law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Existing law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. The bill would require the commission to establish a threshold for requiring a supplemental project allocation and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would authorize commission to provide exceptions in the guidelines to the supplemental project allocation threshold requirement to ensure that projects are not unnecessarily delayed. The bill would exempt the guidelines adopted by the commission under these provisions from the Administrative Procedure Act.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 878 Skinner D</p> <p>School transportation.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Current 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 authorizes the governing board to purchase or rent and provide for the upkeep, care, and operation of vehicles, or to contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or to contract with and pay responsible private parties for the transportation. 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 authorize 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 to offer to transport all pupils to and from their neighborhood school, as defined. The bill instead would authorize the governing board or body of the local educational agency, as defined, to purchase or rent and provide for the upkeep, care, and operation of vehicles, or to contract and pay for the transportation of pupils to and from school by common carrier or supplementary service, as defined, by a municipally owned transit system or the purchase of bus passes for a municipally owned transit system route that provides access to the general public, or to contract with and pay responsible private parties for the transportation. 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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
SB 917 Becker D Seamless Transit Transformation Act.	In the Assembly Appropriations Committee.	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, 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 regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.	Watch
SB 922 Wiener D California Environmental Quality Act: exemptions: transportation-related projects.	On the Assembly Floor.	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 delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws.	Supported April 2022

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Bill ID/Topic	Location	Summary	Position
<p>SB 932 Portantino D</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</p>	<p>In the Assembly Appropriations 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.</p>	<p>Watch</p>
<p>SB 942 Newman D</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases 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. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program’s requirements.</p>	<p>Supported March 2022</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1049 Dodd D</p> <p>Transportation Resilience Program.</p>	<p>This bill is dead.</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>SB 1078 Allen D</p> <p>Sea Level Rise Revolving Loan Pilot Program.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes in state government the Ocean Protection Council. Existing law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state’s coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions, as defined, for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property, as defined, 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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Bill ID/Topic	Location	Summary	Position
<p>SB 1100 Cortese D</p> <p>Open meetings: orderly conduct.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Existing law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body’s consideration of the item, that is within the subject matter jurisdiction of the legislative body. Existing law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Existing law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning to the individual by the presiding member of the legislative body or their designee that the individual’s behavior is disrupting the meeting and that the individual’s failure to cease their behavior may result in their removal. The bill would authorize the presiding member or their designee to then remove the individual if the individual does not promptly cease their disruptive behavior. The bill would define “disrupting” for this purpose. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1121 Gonzalez D</p> <p>State and local transportation system: needs assessment.</p>	<p>In the Assembly Appropriations 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>SB 1156 Grove R</p> <p>Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>SB 1161 Min D</p> <p>Transit districts: street harassment initiatives.</p>	<p>In the Assembly Appropriations 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 request the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would require a transit operator to provide to the Transportation Agency specified information, including a description of the plan developed by the transit operator, actions taken to implement the plan, and efforts to consult riders. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1168 Cortese D</p> <p>Public employees' retirement: beneficiary payment.</p>	<p>In the Assembly Appropriations 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, applicable to agencies that contract with PERS to provide benefits to their employees, requires a payment of \$500 to be made to a beneficiary upon the death of a member after retirement and while receiving a retirement allowance from PERS, unless otherwise provided. This bill, for a death occurring on or after July 1, 2023, would increase the amount of the above-described benefit to \$2,000.</p>	<p>Watch</p>
<p>SB 1217 Allen D</p> <p>State-Regional Collaborative for Climate, Equity, and Resilience.</p>	<p>This bill is dead.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the state board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 7/7/22

Bill ID/Topic	Location	Summary	Position
<p>SB 1230 Limón D</p> <p>Zero-emission and near-zero emission vehicle incentive programs: requirements.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under existing law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. This bill would, on or before July 1, 2024, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, contingent upon an appropriation by the Legislature, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs.</p>	<p>Watch</p>
<p>SB 1263 Hertzberg 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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Bill ID/Topic	Location	Summary	Position
<p>SB 1410 Caballero D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. This bill contains other existing laws.</p>	<p>Watch</p>