

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

### Board of Directors Meeting

September 7, 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=L09zRIAweUpSVUg3L1V5U1RoUXFrdz09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

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

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

Each public 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, September 7, 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. Report from Closed Session at August 3 Board Meeting

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

4. Consent Calendar

4.a. Adoption of Resolution Making Findings that the Proclaimed State of Resolution  
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

4.b. Approval of Minutes of the Board of Directors Meeting of August 3, Motion  
2022

- |        |  |               |
|--------|--|---------------|
| 4.c.   | Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2022   | Motion        |
| 4.d.   | Acceptance of Capital Projects Quarterly Status Report - 4 <sup>th</sup> Quarter Fiscal Year 2022  | Motion        |
| 4.e.   | Acceptance of Quarterly Fuel Hedge Update  | Motion        |
| 4.f.   | Award of Contract for the Rental, Purchase and Laundering of Work Clothing, Shop Towels, and Related Items   | Resolution    |
| 4.g.   | Award of Contract for Inspection and Maintenance of the Dumbarton Rail Bridge Navigation Lighting System   | Resolution    |
| 4.h.   | Execution of an Agreement with the San Mateo County Transportation Authority (TA) to Provide Funding to Receive General Engineering Consulting Services through the TA's Consultant Bench            | Resolution    |
| 5.     | Public Comment for Items Not on the Agenda<br><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> |               |
| 6.     | Report of the Chair  |               |
| 6.a.   | Resolution Honoring Hispanic Heritage Month  | Motion        |
| 6.b.   | Report of Attendance at 2022 American Public Transportation Association (APTA) Transit Board Members Conference  | Informational |
| 7.     | Report of the General Manager/CEO  | Informational |
| 8.     | Board Member Requests/Comments   |               |
| 9.     | Recess to Committee Meetings   |               |
| 9.a.   | Community Relations Committee / Committee of the Whole<br><i>R. Guilbault (Chair), M. Fraser, R. Medina</i>  |               |
| 9.a.1. | Call to Order  |               |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of August 3, 2022   | Motion        |
| 9.a.3. | Accessible Services Update for September 7, 2022   | Informational |

- |        |  |               |
|--------|--|---------------|
| 9.a.4. | Paratransit Coordinating Council Update  | Informational |
| 9.a.5. | Citizens Advisory Committee Update   | Informational |
| 9.a.6. | Mobility Management Report: Annual Summary   | Informational |
| 9.a.7. | Monthly Performance Report   July 2022   | Informational |
| 9.a.8. | Adjourn  |               |
| 9.b.   | Finance Committee / Committee of the Whole<br><i>M. Fraser (Chair), J. Gee, R. Guilbault</i>   |               |
| 9.b.1. | Call to Order  |               |
| 9.b.2. | Approval of Minutes of the Finance Committee Meeting of August 3, 2022   | Motion        |
| 9.b.3. | Authorize the Execution of the 2022 Amended and Restated Clipper Memorandum of Understanding   | Motion        |
| 9.b.4. | Approval of Disadvantaged Business Enterprise Overall Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-assisted Contracts  | Motion        |
| 9.b.5. | Increase the Budget for the Central Building Project by \$880,000 and Amend to Increase the Fiscal Year 2023 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$31,484,672 | Motion        |
| 9.b.6. | Adjourn  |               |
| 9.c.   | Legislative Committee / Committee of the Whole<br><i>R. Medina (Chair), C. Groom, C. Stone</i>   |               |
| 9.c.1. | Call to Order  |               |
| 9.c.2. | Approval of Minutes of the Legislative Committee Meeting of August 3, 2022   | Motion        |
| 9.c.3. | State and Federal Legislative Update   | Informational |
| 9.c.4. | Adjourn  |               |

10. Reconvene Board of Directors Meeting

11. Matters for Board Consideration: Community Relations Committee

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|--|---------------|
| 11.a. Accessible Services Update for September 7, 2022 | Informational |
| 11.b. Paratransit Coordinating Council Update          | Informational |
| 11.c. Citizens Advisory Committee Update               | Informational |
| 11.d. Mobility Management Report: Annual Summary       | Informational |
| 11.e. Monthly Performance Report   July 2022           | Informational |

12. Matters for Board Consideration: Finance Committee

- |   |            |
|---|------------|
| 12.a. Authorizing Execution of the 2022 Amended and Restated Clipper <sup>®</sup> Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators, and Related Actions | Resolution |
| 12.b. Adopting a 4.7 Percent Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-assisted Contracts  | Resolution |
| 12.c. Increasing the Budget for the Central Building Project by \$880,000 and Increasing the Fiscal Year 2022-23 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$31,484,672              | Resolution |

13. Matters for Board Consideration: Legislative Committee

- |  |               |
|--|---------------|
| 13.a. State and Federal Legislative Update | Informational |
|--|---------------|

14. Communications to the Board of Directors Informational

15. Date/Time of Next Regular Meeting - Wednesday, October 5, 2022 at 2:00 pm

*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.*

16. General Counsel Report Closed Sessions

- 16.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Pamela R. Scruggs v. San Mateo County Transit District; Northern District of California Case No. 3:20-cv-07909-SK
- 16.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Robert Garner v. Jerry Jordan, et al.; San Mateo County Superior Court Case No. 22-CIV-00171
- 16.c. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957(b) – Title: General Manager/CEO

17. Adjourn

## Information for the Public

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

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

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

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

### **Location of Meeting**

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

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

### **Public Comment**

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

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

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

### **Availability of Public Records**

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

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Joan Cassman, Legal Counsel  
Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, 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 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

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

**Minutes of Board of Directors Meeting**

**August 3, 2022**

**Members Present:** P. Ratto (Chair)  
**(In Person)**

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

**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 2:03 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, and Authorizing Remote Teleconference Board and Committee Meetings to Continue – Approved by Resolution No. 2022-46**

**3.b. Approval of Minutes of the Board of Directors Meeting of July 6, 2022**

**3.c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**

**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 – Approved by Resolutions No. 2022-47 and No. 2022-48**

**3.e. Information on Statement of Revenues and Expenses for the Period Ended June 30, 2022**

**3.f. Award of Contract for Repair and Maintenance Services of Power Equipment – Approved by Resolution No. 2022-49**

**3.g. Award of Contract to Brink's, Inc., for Armored Car Cash Collection Services – Approved by Resolution No. 2022-50**

Motion/Second: Stone/Medina

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

Noes: None

Absent: None

Chair Ratto announced that Item #8.b.4 Information About Pension Prefunding Trusts was being removed from the agenda to be heard at a later meeting.

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

Rita noted that bus service for the schools in Portola Valley has been cancelled and requested that it be restored.

Kristi Corley said she was concerned with how the elderly can get to the San Jose Caltrain to go to San Francisco and requested that Route 87 in Portola Valley be reinstated.

Kay Ballantyne expressed concern about the changed bus service in Foster City, particularly for the elderly, who may not have access to computers or updated bus schedules.

Christine Abbott, noted that the new run book would eliminate a lot of essential service in Foster City, and will cause confusion for seniors and non-native English speakers.

John Paul Poritz said it was impossible to find an online or printed schedule for all of the current and future bus routes. He requested that a PDF version of schedules be reinstated on the website.

Chair Ratto said printable schedules were available on the website and noted that the route changes were based on extensive community and rider outreach.

Caroline expressed concerns about the high school bus service being discontinued in Portola Valley. She noted the later start time of schools of 8:30 am makes it less convenient for parents to drop off their children. She requested that the District bring back the Route 87 morning service.

**5. Report of the Chair**

Chair Ratto reported that he and Ms. Seamans had just attended the American Public Transit Association's Transit Board Member and Transit Board Support Seminar in Salt Lake City. He noted that other transit districts have the same issue of attracting and retaining operators and said he would provide a more detailed report at a later date.

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

Carter Mau, Acting General Manager/CEO, concurred with Chair Ratto that the District had conducted extensive outreach in various communities to plan the latest iteration of Reimagine SamTrans. He said that with the start of the new runbook on August 7, the District anticipated receiving both positive and negative feedback and a drop in ridership as riders learn to navigate the changes in the system. He announced that free fares were being offered from August 7

through 20. Mr. Mau commended the wholesale effort on the part of the entire agency to implement the service changes as smoothly as possible.

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

### Public Comment:

Kristi Corley requested the reinstatement of Route 87 in Portola Valley.

Director Charles Stone asked if the Clipper card readers would be turned off during the free fare period. David Olmeda, Chief Operating Officer, Bus, said that the card readers on the buses would be covered during that period. Director Stone thanked staff for all their efforts in reaching out to the community and their hundreds of hours of work implementing Reimagine SamTrans, noting that there would likely be an adjustment period with the new schedule.

### Public Comment:

Kay Ballantyne said that losing Route 256 would pose a big problem as far as access for Foster City residents. She also said that as a hearing-impaired person who relies on lip-reading, it was difficult for her to understand the speakers at the dais because she could not see their faces from her seat in the audience. She also noted that the live in person audio does not sync with the video displays.

Director Marina Fraser thanked April Chan, Acting Deputy General Manager/CEO, and her team for coming up with unique ways of doing outreach regarding the route changes to the various communities. She noted that staff had reached out to eligible Coastside riders about using the RediCoast paratransit service.

Director Josh Powell said no matter how much outreach is done, there will always be people who do not hear about it. He requested that staff reach out to the public commenters.

### Public Comment:

Rita requested that staff reach out to the commenters from Portola Valley regarding changes in school service.

Chair Ratto noted that he had seen ads in the *Daily Journal* about the upcoming SamTrans route changes. He also noted that the District is in close communication with the school districts.

## **8. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:45 pm.

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

Chair Ratto reconvened the Board meeting at 3:00 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. Monthly Performance Report | June 2022

### 11. Matters for Board Consideration: Finance Committee

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

#### 11.a. Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation Commission as Part of the Caltrain Right of Way Repayment – *Approved by Resolution No. 2022-51*

Motion/Second: Fraser/Medina

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

Noes: None

Absent: None

Director Fraser noted that the following item had been removed from the agenda.

11.b. Information About Pension Prefunding Trusts was not heard and deferred to a future meeting

### 12. Matters for Board Consideration: Legislative Committee

Director Rico Medina reported on the following item:

#### 12.a. State and Federal Legislative Update

### 13. Communications to the Board of Directors

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

### 14. Date/Time of Next Regular Meeting

Chair Ratto announced the time and location of the next meeting as Wednesday, September 7, 2022 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

### 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

Joan Cassman, Legal Counsel, announced the closed session and noted that since no reportable actions were expected, the meeting could be adjourned and a report-out provided at the next Board meeting.

*The Board adjourned to closed session at 3:04 pm.*

## 16. Adjourn

The meeting adjourned at 3:37 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

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

**Action**

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

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

**Significance**

**Year to Date Revenues:** As of July year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$3.4 million higher than the prior year. This is primarily driven by the increases in Local TDA and STA Funds (page 1, line 2).

**Year to Date Expenses:** As of July year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$3.5 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 22) and Sales Tax Allocation for Capital Programs (page 1, line 34). The Motor Bus Wages & Benefits (Page 3, Line 1) increased due to a 3.5% wage increase and \$1,000 lump sum payment. Measure W Sales Tax Capital (Page 1, line 32) increased because eligible Measure W capital projects increased as reflected in the Fiscal Year 2023 adopted capital budget.

**Other Information:** The Agency accounts for revenue and expenditures on a modified cash basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year actual and the prior year actual may show noticeable variances due to the timing of expenditures.

**Budget Impact**

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

|              |             |                                |              |
|--------------|-------------|--------------------------------|--------------|
| Prepared By: | Kyle Huie   | Financial Reporting Accountant | 650-551-6180 |
|              | Jennifer Ye | Director, Accounting           | 650-622-7890 |

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2023  
JULY 2022

% OF YEAR ELAPSED: 8.3%

|  | YEAR-TO-DATE       |                    |                  |                | ANNUAL              |                     |          |
|--|--------------------|--------------------|------------------|----------------|---------------------|---------------------|----------|
|  | PRIOR<br>ACTUAL    | CURRENT<br>ACTUAL  | \$<br>VARIANCE   | %<br>VARIANCE  | BUDGET              | FORECAST            | VARIANCE |
| <b>SOURCES OF FUNDS</b>                          |                    |                    |                  |                |                     |                     |          |
| <b>Operating Revenues</b>                        |                    |                    |                  |                |                     |                     |          |
| 1 Passenger Fares                                | 678,607            | 945,982            | 267,376          | 39.4%          | 9,739,000           | 9,739,000           | -        |
| 2 Local TDA and STA Funds                        | 3,541,661          | 5,490,538          | 1,948,877        | 55.0%          | 65,886,455          | 65,886,455          | -        |
| 3 Pass through to Other Agencies                 | 49,781             | 49,781             | -                | 0.0%           | 597,375             | 597,375             | -        |
| 4 CARES ACT and CRRSAA and ARPA                  | -                  | -                  | -                | 0.0%           | 11,882,760          | 11,882,760          | -        |
| 5 Operating Grants                               | 15,900             | 23,076             | 7,175            | 45.1%          | 3,931,070           | 3,931,070           | -        |
| 6 SMCTA Measure A                                | 315,467            | 360,907            | 45,440           | 14.4%          | 4,330,880           | 4,330,880           | -        |
| 7 AB434 Funds, TA Funded Shuttle & Other         | 24,943             | 33,428             | 8,485            | 34.0%          | 114,300             | 114,300             | -        |
| 8 <b>Subtotal - Operating Revenues</b>           | <b>4,626,359</b>   | <b>6,903,712</b>   | <b>2,277,353</b> | <b>49.2%</b>   | <b>96,481,840</b>   | <b>96,481,840</b>   | <b>-</b> |
| <b>Other Revenue Sources</b>                     |                    |                    |                  |                |                     |                     |          |
| 9 District Sales Tax                             | 8,040,833          | 8,435,468          | 394,635          | 4.9%           | 108,272,000         | 108,272,000         | -        |
| 11 Measure W Sales Tax                           | 4,020,417          | 4,217,734          | 197,317          | 4.9%           | 54,136,000          | 54,136,000          | -        |
| 12 Investment Income                             | 201,895            | 261,854            | 59,959           | 29.7%          | 2,840,000           | 2,840,000           | -        |
| 13 Other Interest, Rent & Other Income           | 324,026            | 669,537            | 345,511          | 106.6%         | 9,249,477           | 9,249,477           | -        |
| 14 Due from PCJPB, SMCTA & SAMTR Capital W&B     | 4,181,049          | 4,356,943          | 175,894          | 4.2%           | 47,076,041          | 47,076,041          | -        |
| 15   |                    |                    |                  |                |                     |                     |          |
| 16 <b>Subtotal - Other Revenues</b>              | <b>16,768,220</b>  | <b>17,941,536</b>  | <b>1,173,316</b> | <b>7.0%</b>    | <b>221,573,518</b>  | <b>221,573,518</b>  | <b>-</b> |
| 17 <b>Total Revenues</b>                         | <b>21,394,579</b>  | <b>24,845,248</b>  | <b>3,450,668</b> | <b>16.1%</b>   | <b>318,055,358</b>  | <b>318,055,358</b>  | <b>-</b> |
| 18 <b>Total Sources of Funds</b>                 | <b>21,394,579</b>  | <b>24,845,248</b>  | <b>3,450,668</b> | <b>16.1%</b>   | <b>318,055,358</b>  | <b>318,055,358</b>  | <b>-</b> |
| 19   |                    |                    |                  |                |                     |                     |          |
| <b>USES OF FUNDS</b>                             |                    |                    |                  |                |                     |                     |          |
| 20   |                    |                    |                  |                |                     |                     |          |
| 21 PCJPB, SMCTA & SAMTR Capital W&B              | 4,181,049          | 4,356,943          | 175,894          | 4.2%           | 47,076,041          | 47,076,041          | -        |
| 22 Motor Bus                                     | 20,075,947         | 21,818,382         | 1,742,435        | 8.7%           | 159,508,835         | 159,508,835         | -        |
| 23 A. D. A. Programs                             | 2,150,912          | 2,248,116          | 97,204           | 4.5%           | 18,712,269          | 18,712,269          | -        |
| 24 Other Multi-Modal Programs                    | 133,367            | 158,050            | 24,683           | 18.5%          | 5,926,200           | 5,926,200           | -        |
| 25 Pass through to Other Agencies                | 49,781             | 49,781             | -                | 0.0%           | 597,375             | 597,375             | -        |
| 26 Land Transfer Interest Expense                | -                  | -                  | -                | 0.0%           | 95,411              | 95,411              | -        |
| 27 <b>Total Operating Expense</b>                | <b>26,591,056</b>  | <b>28,631,272</b>  | <b>2,040,215</b> | <b>7.7%</b>    | <b>231,916,131</b>  | <b>231,916,131</b>  | <b>-</b> |
| 28   |                    |                    |                  |                |                     |                     |          |
| 29 <b>Total Operating Surplus / (Deficit)</b>    | <b>(5,196,477)</b> | <b>(3,786,024)</b> | <b>1,410,453</b> | <b>(27.1%)</b> | <b>86,139,227</b>   | <b>86,139,227</b>   | <b>-</b> |
| 30   |                    |                    |                  |                |                     |                     |          |
| 31 District Sales Tax Capital                    | 303,517            | 460,617            | 157,100          | 51.8%          | 5,527,400           | 5,527,400           | -        |
| 32 Measure W Sales Tax Capital                   | 567,560            | 1,961,332          | 1,393,772        | 245.6%         | 23,535,988          | 23,535,988          | -        |
| 33 Reserves for Future Capital Allocation        | -                  | -                  | -                | 0.0%           | -                   | -                   | -        |
| 34 <b>Sales Tax Allocation - Capital Program</b> | <b>871,077</b>     | <b>2,421,949</b>   | <b>1,550,872</b> | <b>178.0%</b>  | <b>29,063,388</b>   | <b>29,063,388</b>   | <b>-</b> |
| 35   |                    |                    |                  |                |                     |                     |          |
| 36 <b>Total Debt Service</b>                     | <b>701,057</b>     | <b>658,257</b>     | <b>(42,800)</b>  | <b>(6.1%)</b>  | <b>19,144,578</b>   | <b>19,144,578</b>   | <b>-</b> |
| 37   |                    |                    |                  |                |                     |                     |          |
| 38 <b>Operating Reserve</b>                      | <b>-</b>           | <b>-</b>           | <b>-</b>         | <b>-</b>       | <b>27,814,124</b>   | <b>27,814,124</b>   | <b>-</b> |
| 39 <b>Sales Tax Stabilization Fund</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>         | <b>-</b>       | <b>8,120,400</b>    | <b>8,120,400</b>    | <b>-</b> |
| 40 <b>Pension</b>                                | <b>-</b>           | <b>-</b>           | <b>-</b>         | <b>-</b>       | <b>21,000,000</b>   | <b>21,000,000</b>   | <b>-</b> |
| 41   |                    |                    |                  |                |                     |                     |          |
| 42 <b>Total Uses of Funds</b>                    | <b>28,163,190</b>  | <b>31,711,477</b>  | <b>3,548,287</b> | <b>12.6%</b>   | <b>337,058,621</b>  | <b>337,058,621</b>  | <b>-</b> |
| 43   |                    |                    |                  |                |                     |                     |          |
| 44 <b>SURPLUS/(DEFICIT)</b>                      | <b>(6,768,611)</b> | <b>(6,866,230)</b> | <b>(97,619)</b>  | <b>1.4%</b>    | <b>(19,003,263)</b> | <b>(19,003,263)</b> | <b>-</b> |
| 45 <b>Draw from Prior Years' Surplus</b>         | <b>-</b>           | <b>-</b>           | <b>-</b>         | <b>-</b>       | <b>19,003,263</b>   | <b>19,003,263</b>   | <b>-</b> |
| 46 <b>ADJUSTED SURPLUS/(DEFICIT)</b>             | <b>(6,768,611)</b> | <b>(6,866,230)</b> | <b>(97,619)</b>  | <b>1.4%</b>    | <b>-</b>            | <b>-</b>            | <b>-</b> |

| Statement of Revenues and Expenses  |                   |                   |                  |               |                    |                    |             |  |
|---|-------------------|-------------------|------------------|---------------|--------------------|--------------------|-------------|--|
| SAN MATEO COUNTY TRANSIT DISTRICT<br>STATEMENT OF REVENUES<br>FISCAL YEAR 2023<br>July 2022 |                   |                   |                  |               |                    |                    |             |  |
| % OF YEAR ELAPSED: 8.3%   |                   |                   |                  |               |                    |                    |             |  |
| REVENUE   | YEAR-TO-DATE      |                   |                  |               | ANNUAL             |                    |             |  |
|   | PRIOR ACTUAL      | CURRENT ACTUAL    | \$ VARIANCE      | % VARIANCE    | BUDGET             | FORECAST           | \$ VARIANCE |  |
| <b>OPERATING REVENUES - MOTOR BUS</b>   |                   |                   |                  |               |                    |                    |             |  |
| 1 PASSENGER FARES   | 643,981           | 903,066           | 259,085          | 40.2%         | 9,309,000          | 9,309,000          | -           |  |
| 3 LOCAL (TDA) TRANSIT FUND  | 2,872,821         | 4,419,000         | 1,546,179        | 53.8%         | 53,028,002         | 53,028,002         | -           |  |
| 5 STATE TRANSIT ASSISTANCE  | 464,665           | 757,933           | 293,268          | 63.1%         | 9,095,193          | 9,095,193          | -           |  |
| 7 OPERATING GRANTS  | 15,900            | 23,076            | 7,175            | 45.1%         | 1,341,421          | 1,341,421          | -           |  |
| 9 DISTRICT SALES TAX REVENUE  | 15,750,315        | 15,103,093        | (647,222)        | (4.1%)        | 81,273,360         | 81,273,360         | -           |  |
| 11 INVESTMENT INTEREST INCOME   | 169,889           | 229,739           | 59,850           | 35.2%         | 2,475,000          | 2,475,000          | -           |  |
| 13 <b>OTHER REVENUE SOURCES:</b>  |                   |                   |                  |               |                    |                    |             |  |
| 15 Rental Income  | 13,803            | 156,845           | 143,042          | 1,036.3%      | 1,555,354          | 1,555,354          | -           |  |
| 16 Advertising Income   | 25,115            | 177,860           | 152,745          | 608.2%        | 1,246,099          | 1,246,099          | -           |  |
| 17 Other Income   | 119,458           | 47,771            | (71,687)         | (60.0%)       | 185,406            | 185,406            | -           |  |
| 18 <b>TOTAL OTHER REVENUES</b>  | <b>158,376</b>    | <b>382,476</b>    | <b>224,100</b>   | <b>141.5%</b> | <b>2,986,859</b>   | <b>2,986,859</b>   | <b>-</b>    |  |
| 20 <b>TOTAL MOTOR BUS</b>   | <b>20,075,947</b> | <b>21,818,382</b> | <b>1,742,435</b> | <b>8.7%</b>   | <b>159,508,835</b> | <b>159,508,835</b> | <b>-</b>    |  |
| <b>AMERICAN DISABILITIES ACT:</b>   |                   |                   |                  |               |                    |                    |             |  |
| 23 Passenger Fares Redi-Wheels  | 34,626            | 42,916            | 8,290            | 23.9%         | 430,000            | 430,000            | -           |  |
| 24 Local TDA 4.5 Redi-Wheels  | 151,201           | 232,579           | 81,378           | 53.8%         | 2,790,948          | 2,790,948          | -           |  |
| 25 Local STA - Paratransit  | 52,974            | 81,026            | 28,052           | 53.0%         | 972,312            | 972,312            | -           |  |
| 26 Operating Grants   | -                 | -                 | -                | 0.0%          | 2,589,649          | 2,589,649          | -           |  |
| 27 Sales Tax Revenue - ADA  | 1,521,998         | 1,420,743         | (101,255)        | (6.7%)        | 6,033,480          | 6,033,480          | -           |  |
| 28 Interest Income - Paratransit Fund   | 32,006            | 32,115            | 109              | 0.3%          | 365,000            | 365,000            | -           |  |
| 29 SMCTA Measure A Redi-Wheels  | 351,073           | 360,907           | 9,834            | 2.8%          | 4,330,880          | 4,330,880          | -           |  |
| 30 Measure M Paratransit  | 7,033             | 77,829            | 70,796           | 1,006.6%      | 1,200,000          | 1,200,000          | -           |  |
| 31 <b>TOTAL ADA PROGRAMS</b>  | <b>2,150,912</b>  | <b>2,248,116</b>  | <b>97,205</b>    | <b>4.5%</b>   | <b>18,712,269</b>  | <b>18,712,269</b>  | <b>-</b>    |  |
| <b>MULTI-MODAL TRANSIT PROGRAMS:</b>  |                   |                   |                  |               |                    |                    |             |  |
| 35 AB434 Funds-SamTrans Shuttle   | 24,943            | 33,428            | 8,485            | 34.0%         | 114,300            | 114,300            | -           |  |
| 36 Employer SamTrans Shuttle Funds  | 113,473           | 162,603           | 49,131           | 43.3%         | 4,880,200          | 4,880,200          | -           |  |
| 37 Dumbarton Rental Income  | 45,144            | 46,629            | 1,485            | 3.3%          | 182,418            | 182,418            | -           |  |
| 38 Sales Tax Revenue - Gen. Operating Asst.   | (50,193)          | (84,610)          | (34,417)         | (68.6%)       | 749,282            | 749,282            | -           |  |
| 40 <b>TOTAL MULTIMODAL</b>  | <b>133,367</b>    | <b>158,050</b>    | <b>24,683</b>    | <b>18.5%</b>  | <b>5,926,200</b>   | <b>5,926,200</b>   | <b>-</b>    |  |
| 42 <b>TOTAL REVENUES</b>  | <b>22,360,226</b> | <b>24,224,548</b> | <b>1,864,322</b> | <b>8.3%</b>   | <b>184,147,304</b> | <b>184,147,304</b> | <b>-</b>    |  |

| Statement of Revenues and Expenses   |                   |                   |                  |               |                    |                    |                |  |
|--|-------------------|-------------------|------------------|---------------|--------------------|--------------------|----------------|--|
| SAN MATEO COUNTY TRANSIT DISTRICT<br>OPERATING EXPENSES<br>FISCAL YEAR 2023<br>JULY 2022 |                   |                   |                  |               |                    |                    |                |  |
| % OF YEAR ELAPSED: 8.3%  |                   |                   |                  |               |                    |                    |                |  |
| EXPENSES   | YEAR-TO-DATE      |                   |                  |               | ANNUAL             |                    |                |  |
|  | PRIOR<br>ACTUAL   | CURRENT<br>ACTUAL | \$<br>VARIANCE   | %<br>VARIANCE | BUDGET             | FORECAST           | \$<br>VARIANCE |  |
| <b>DISTRICT OPERATED BUSES</b>   |                   |                   |                  |               |                    |                    |                |  |
| 1 Motor Bus Wages & Benefits   | 13,146,480        | 14,597,913        | 1,451,433        | 11.0%         | 81,561,963         | 81,561,963         | -              |  |
| 2  |                   |                   |                  |               |                    |                    |                |  |
| 3 Services:  |                   |                   |                  |               |                    |                    |                |  |
| 4 Board of Directors   | 18,088            | 20,129            | 2,041            | 11.3%         | 118,733            | 118,733            | -              |  |
| 5 Contracted Vehicle Maintenance   | 9,843             | 208,760           | 198,917          | 2,020.9%      | 1,252,376          | 1,252,376          | -              |  |
| 6 Property Maintenance   | 13,966            | 13,201            | (765)            | (5.5%)        | 2,035,714          | 2,035,714          | -              |  |
| 7 Professional Services  | 20,297            | 2,400             | (17,897)         | (88.2%)       | 7,101,919          | 7,101,919          | -              |  |
| 8 Technical Services   | 507,448           | 300,017           | (207,431)        | (40.9%)       | 11,374,170         | 11,374,170         | -              |  |
| 9 Other Services   | 16,143            | 18,773            | 2,630            | 16.3%         | 5,666,269          | 5,666,269          | -              |  |
| 10 Materials & Supply:   |                   |                   |                  |               |                    |                    |                |  |
| 11 Fuel and Lubricants*  | 159,312           | 359,058           | 199,746          | 125.4%        | 4,981,626          | 4,981,626          | -              |  |
| 12 Bus Parts and Materials   | 90,598            | 149,527           | 58,928           | 65.0%         | 2,503,496          | 2,503,496          | -              |  |
| 13 Uniforms and Driver Expense   | 5,771             | 39,523            | 33,752           | 584.8%        | 799,140            | 799,140            | -              |  |
| 14 Timetables and Tickets  | -                 | 1,573             | 1,573            | 100.0%        | 175,633            | 175,633            | -              |  |
| 15 Office Supplies / Printing  | 34,244            | 48,506            | 14,263           | 41.7%         | 408,243            | 408,243            | -              |  |
| 16 Other Materials and Supply  | 8,674             | 23,842            | 15,168           | 174.9%        | 132,550            | 132,550            | -              |  |
| 17   |                   |                   |                  |               |                    |                    |                |  |
| 18 Utilities:  |                   |                   |                  |               |                    |                    |                |  |
| 19 Telephone   | 1,432             | 1,296             | (136)            | (9.5%)        | 669,200            | 669,200            | -              |  |
| 20 Other Utilities   | 4,796             | 408               | (4,388)          | (91.5%)       | 1,676,400          | 1,676,400          | -              |  |
| 21 Insurance   | 2,576,483         | 2,516,518         | (59,965)         | (2.3%)        | 3,030,945          | 3,030,945          | -              |  |
| 22 Claims Reserves and Payments  | 22,415            | (8,185)           | (30,600)         | (136.5%)      | 600,000            | 600,000            | -              |  |
| 23 Workers' Compensation   | 230,000           | 229,646           | (354)            | (0.2%)        | 3,790,476          | 3,790,476          | -              |  |
| 24 Taxes and License Fees  | 53,647            | 67,551            | 13,904           | 25.9%         | 668,846            | 668,846            | -              |  |
| 25 Leases and Rentals  | 562               | 1,600             | 1,038            | 184.6%        | 81,900             | 81,900             | -              |  |
| 26 Promotional and Legal Advertising   | 717               | 13,366            | 12,648           | 1,763.1%      | 1,299,786          | 1,299,786          | -              |  |
| 27 Training and Business Travel  | 15,532            | 17,495            | 1,963            | 12.6%         | 790,790            | 790,790            | -              |  |
| 28 Dues and Membership   | 71,899            | 65,749            | (6,150)          | (8.6%)        | 250,032            | 250,032            | -              |  |
| 29 Postage and Other   | 18,794            | 12,224            | (6,571)          | (35.0%)       | 206,692            | 206,692            | -              |  |
| 30   |                   |                   |                  |               |                    |                    |                |  |
| 31 <b>Total District Operated Buses</b>  | <b>17,027,142</b> | <b>18,700,890</b> | <b>1,673,747</b> | <b>9.8%</b>   | <b>131,176,899</b> | <b>131,176,899</b> | <b>-</b>       |  |
| 32   |                   |                   |                  |               |                    |                    |                |  |
| 33 <b>CONTRACTED BUS SERVICES</b>  |                   |                   |                  |               |                    |                    |                |  |
| 34 Contracted Urban Bus Service  | 1,700,000         | 1,700,000         | -                | 0.0%          | 23,638,400         | 23,638,400         | -              |  |
| 35 Coastside Services  | 135,312           | 127,949           | (7,363)          | (5.4%)        | 1,805,000          | 1,805,000          | -              |  |
| 36 Redi Coast Non-ADA  | 19,447            | 14,874            | (4,573)          | (23.5%)       | 212,000            | 212,000            | -              |  |
| 37 La Honda - Pescadero  | -                 | -                 | -                | 100.0%        | 52,600             | 52,600             | -              |  |
| 38 SamCoast - Pescadero  | 10,175            | 16,440            | 6,265            | 61.6%         | 158,000            | 158,000            | -              |  |
| 39 CUB Related Wages & Benefits  | 30,685            | 34,998            | 4,313            | 14.1%         | 605,512            | 605,512            | -              |  |
| 40 CUB Related Other Support   | 3,902             | 1,265             | (2,637)          | (67.6%)       | 140,760            | 140,760            | -              |  |
| 41 CUB Insurance   | 1,201,398         | 1,216,966         | 15,568           | 1.3%          | 1,519,664          | 1,519,664          | -              |  |
| 42 CUB Claims Reserves & Payments  | (52,116)          | 5,000             | 57,116           | 109.6%        | 200,000            | 200,000            | -              |  |
| 43 <b>Total Contracted Bus Service</b>   | <b>3,048,804</b>  | <b>3,117,492</b>  | <b>68,688</b>    | <b>2.3%</b>   | <b>28,331,936</b>  | <b>28,331,936</b>  | <b>-</b>       |  |
| 44   |                   |                   |                  |               |                    |                    |                |  |
| 45 <b>TOTAL MOTOR BUS</b>  | <b>20,075,947</b> | <b>21,818,382</b> | <b>1,742,435</b> | <b>8.7%</b>   | <b>159,508,835</b> | <b>159,508,835</b> | <b>-</b>       |  |

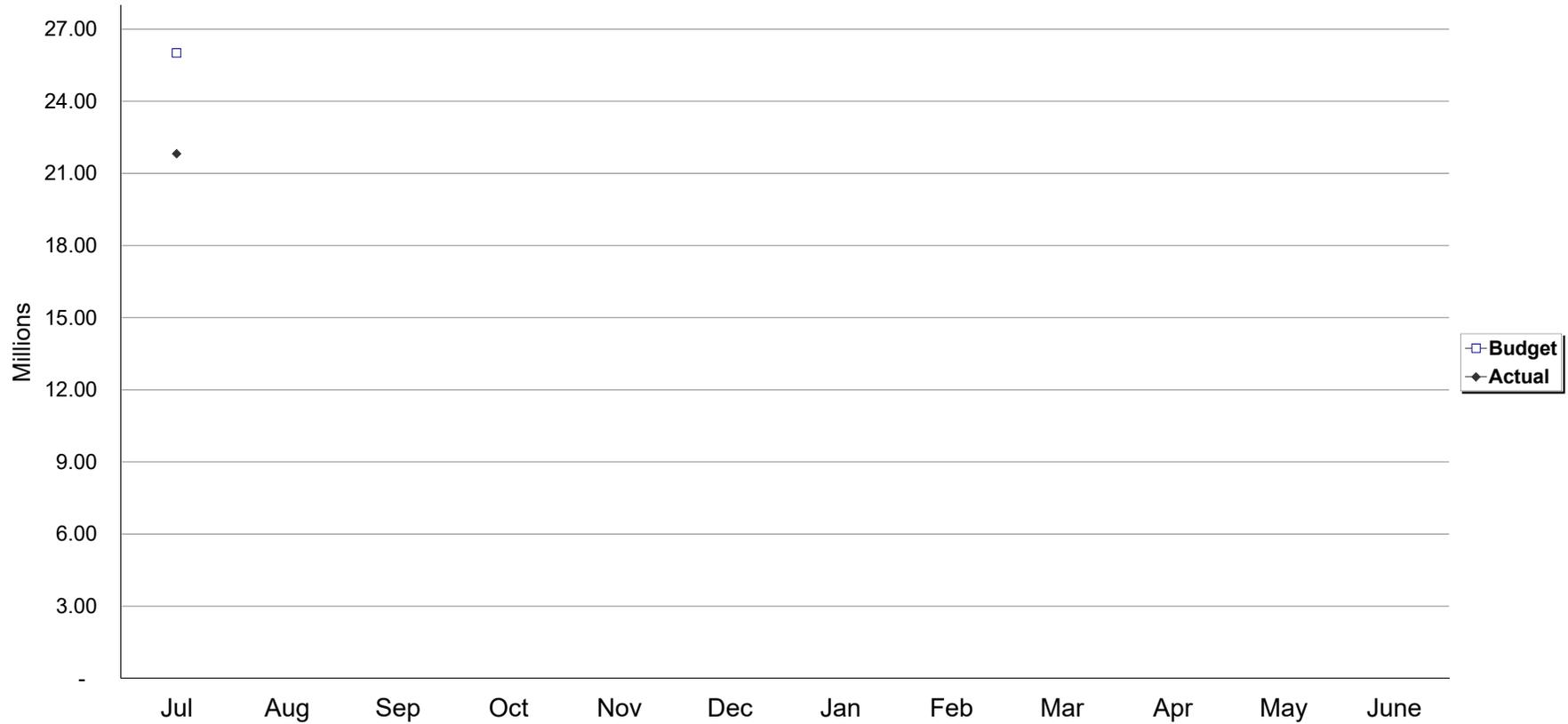
\* Fuel and Lubricants costs were reduced by a realized gain of \$158,269 from the fuel hedge program.

| <i>Statement of Revenues and Expenses</i>           |                   |                   |                  |               |                    |                    |                |  |
|---|-------------------|-------------------|------------------|---------------|--------------------|--------------------|----------------|--|
| OPERATING EXPENSES<br>FISCAL YEAR 2023<br>JULY 2022 |                   |                   |                  |               |                    |                    |                |  |
| % OF YEAR ELAPSED: 8.3%                             |                   |                   |                  |               |                    |                    |                |  |
| EXPENSES  | YEAR-TO-DATE      |                   |                  |               | ANNUAL             |                    |                |  |
|   | PRIOR<br>ACTUAL   | CURRENT<br>ACTUAL | \$<br>VARIANCE   | %<br>VARIANCE | BUDGET             | FORECAST           | \$<br>VARIANCE |  |
| 46 AMERICAN DISABILITY ACT PROGRAMS                 |                   |                   |                  |               |                    |                    |                |  |
| 47  |                   |                   |                  |               |                    |                    |                |  |
| 48 Elderly & Disabled/Redi-Wheels                   | 597,331           | 660,383           | 63,051           | 10.6%         | 8,285,000          | 8,285,000          | -              |  |
| 49 ADA Sedans / Taxi Service                        | 194,061           | 188,628           | (5,433)          | (2.8%)        | 2,457,000          | 2,457,000          | -              |  |
| 50 Coastside ADA                                    | 91,145            | 126,921           | 35,776           | 39.3%         | 1,306,000          | 1,306,000          | -              |  |
| 51 ADA Related Wages & Benefits                     | 200,215           | 219,616           | 19,402           | 9.7%          | 2,947,711          | 2,947,711          | -              |  |
| 52 ADA Related Other Support                        | 11,634            | 28,576            | 16,942           | 145.6%        | 2,328,014          | 2,328,014          | -              |  |
| 53 ADA Insurance                                    | 1,056,526         | 1,023,992         | (32,534)         | (3.1%)        | 1,188,544          | 1,188,544          | -              |  |
| 54 ADA Claims Reserves & Payments                   | -                 | -                 | -                | 0.0%          | 200,000            | 200,000            | -              |  |
| 55  |                   |                   |                  |               |                    |                    |                |  |
| 56 <b>TOTAL ADA PROGRAMS</b>                        | <b>2,150,912</b>  | <b>2,248,116</b>  | <b>97,204</b>    | <b>4.5%</b>   | <b>18,712,269</b>  | <b>18,712,269</b>  | <b>-</b>       |  |
| 57  |                   |                   |                  |               |                    |                    |                |  |
| 58  |                   |                   |                  |               |                    |                    |                |  |
| 59 <b>MULTI-MODAL TRANSIT PROGRAMS</b>              |                   |                   |                  |               |                    |                    |                |  |
| 60  |                   |                   |                  |               |                    |                    |                |  |
| 61 SamTrans Shuttle Service                         | 138,416           | 142,891           | 4,476            | 3.2%          | 5,287,500          | 5,287,500          | -              |  |
| 62 Shuttle Related Wages & Benefits                 | (7,753)           | 7,322             | 15,075           | 194.4%        | 256,282            | 256,282            | -              |  |
| 63 Dumbarton M.O.W.                                 | -                 | 4,812             | 4,812            | 100.0%        | 182,418            | 182,418            | -              |  |
| 64 Maintenance Multimodal Facilities                | 2,705             | 3,025             | 320              | 11.8%         | 200,000            | 200,000            | -              |  |
| 65  |                   |                   |                  |               |                    |                    |                |  |
| 66 <b>TOTAL MULTI-MODAL PROGRAMS</b>                | <b>133,367</b>    | <b>158,050</b>    | <b>24,683</b>    | <b>309.5%</b> | <b>5,926,200</b>   | <b>5,926,200</b>   | <b>-</b>       |  |
| 67  |                   |                   |                  |               |                    |                    |                |  |
| 68  |                   |                   |                  |               |                    |                    |                |  |
| 69 <b>TOTAL OPERATING EXPENSES</b>                  | <b>22,360,226</b> | <b>24,224,548</b> | <b>1,864,322</b> | <b>8.3%</b>   | <b>184,147,304</b> | <b>184,147,304</b> | <b>-</b>       |  |

## SAN MATEO COUNTY TRANSIT DISTRICT

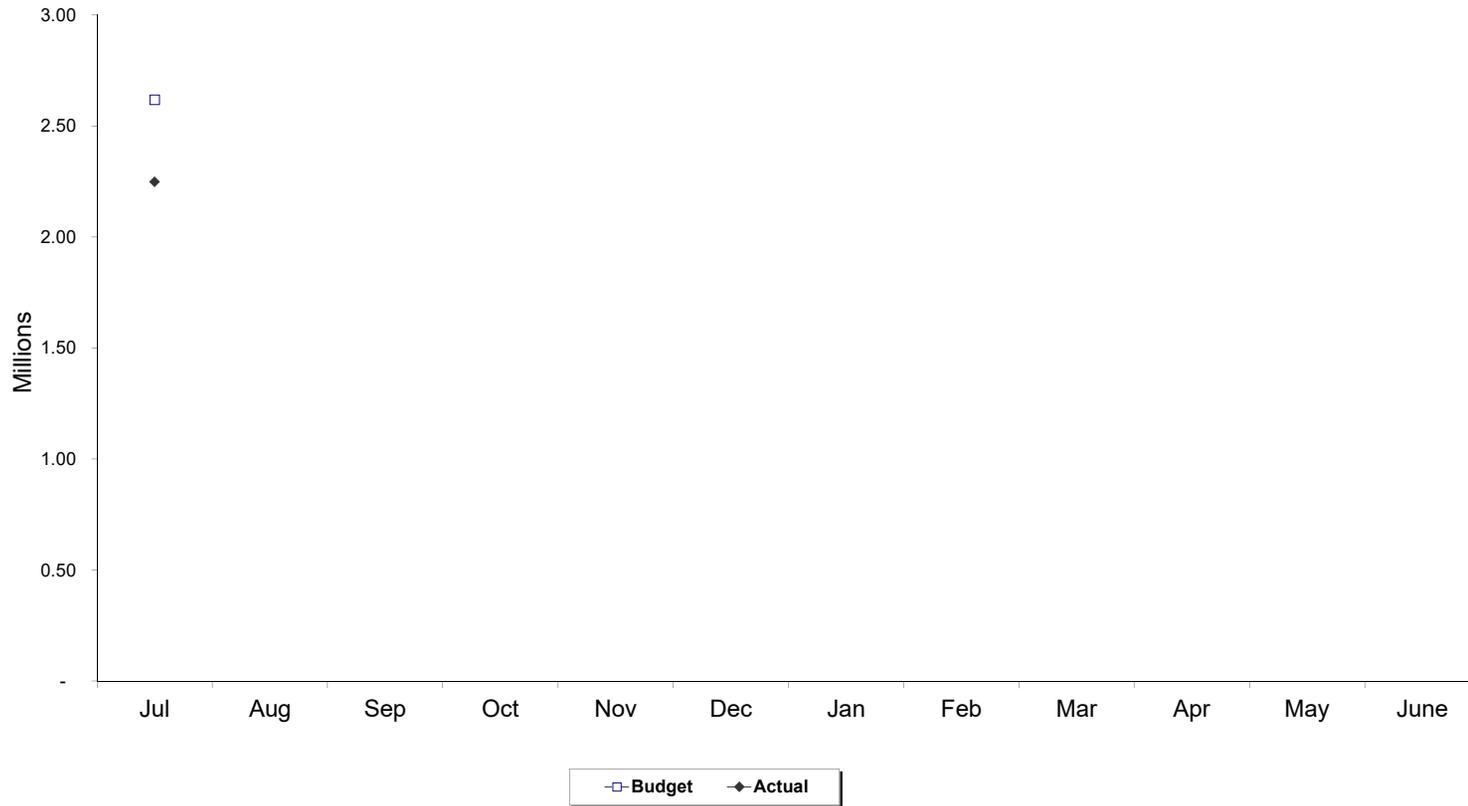
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2023



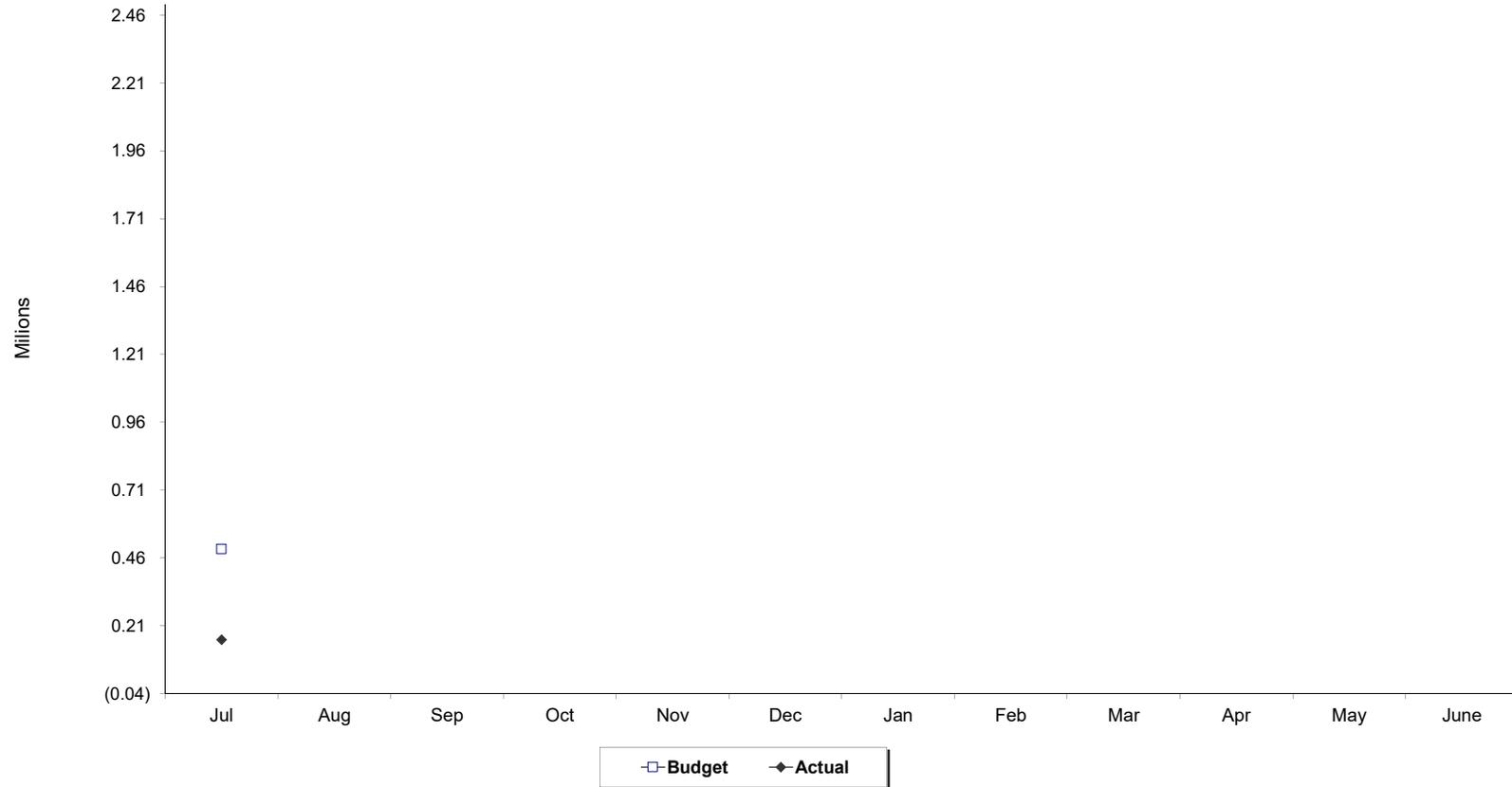
|                            | Jul        | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June |
|----------------------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| <b>MONTHLY EXPENSES</b>    |            |     |     |     |     |     |     |     |     |     |     |      |
| Budget                     | 25,998,477 |     |     |     |     |     |     |     |     |     |     |      |
| Actual                     | 21,818,382 |     |     |     |     |     |     |     |     |     |     |      |
| <b>CUMULATIVE EXPENSES</b> |            |     |     |     |     |     |     |     |     |     |     |      |
| Budget                     | 25,998,477 |     |     |     |     |     |     |     |     |     |     |      |
| Actual                     | 21,818,382 |     |     |     |     |     |     |     |     |     |     |      |
| Variance - F(U)            | 4,180,095  |     |     |     |     |     |     |     |     |     |     |      |
| Variance %                 | 16.1%      |     |     |     |     |     |     |     |     |     |     |      |

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2023**



|                            | July      | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June |
|----------------------------|-----------|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|------|
| <b>MONTHLY EXPENSES</b>    |           |     |      |     |     |     |     |     |     |     |     |      |
| Budget                     | 2,618,125 |     |      |     |     |     |     |     |     |     |     |      |
| Actual                     | 2,248,116 |     |      |     |     |     |     |     |     |     |     |      |
| <b>CUMULATIVE EXPENSES</b> |           |     |      |     |     |     |     |     |     |     |     |      |
| Budget                     | 2,618,125 |     |      |     |     |     |     |     |     |     |     |      |
| Actual                     | 2,248,116 |     |      |     |     |     |     |     |     |     |     |      |
| Variance - F(U)            | 370,008   |     |      |     |     |     |     |     |     |     |     |      |
| Variance %                 | 14.1%     |     |      |     |     |     |     |     |     |     |     |      |

**SAN MATEO COUNTY TRANSIT DISTRICT  
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL  
FISCAL YEAR 2023**



|                            | Jul     | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June |
|----------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| <b>MONTHLY EXPENSES</b>    |         |     |     |     |     |     |     |     |     |     |     |      |
| Budget                     | 491,809 |     |     |     |     |     |     |     |     |     |     |      |
| Actual                     | 158,050 |     |     |     |     |     |     |     |     |     |     |      |
| <b>CUMULATIVE EXPENSES</b> |         |     |     |     |     |     |     |     |     |     |     |      |
| Budget                     | 491,809 |     |     |     |     |     |     |     |     |     |     |      |
| Actual                     | 158,050 |     |     |     |     |     |     |     |     |     |     |      |
| Variance - F(U)            | 333,759 |     |     |     |     |     |     |     |     |     |     |      |
| Variance %                 | 67.9%   |     |     |     |     |     |     |     |     |     |     |      |

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

|   | <u>7/31/2022</u>                    |
|---|-------------------------------------|
| <b>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</b>        |                                     |
| Bank of America Checking                                | 107,792,359.76                      |
| Bank of America Checking (Restricted)                   | 10,047,937.24                       |
| Wells Fargo   | 0.00                                |
| LAIF  | 74,542,253.44                       |
| ICD Investment  | 15,024,245.08                       |
| <b>INVESTMENT FUNDS</b>                                 |                                     |
| Investment Portfolio (Market Values+ Accrued interest)* | 204,847,194.55                      |
| MMF - US Bank Custodian Account                         | 9,092,348.61                        |
| <b>Debt Service Reserves Held By Trustee</b>            | <b>3,198,327.58</b>                 |
|   | <hr/>                               |
| <b>TOTAL</b>  | <b><u><u>424,544,666.26</u></u></b> |

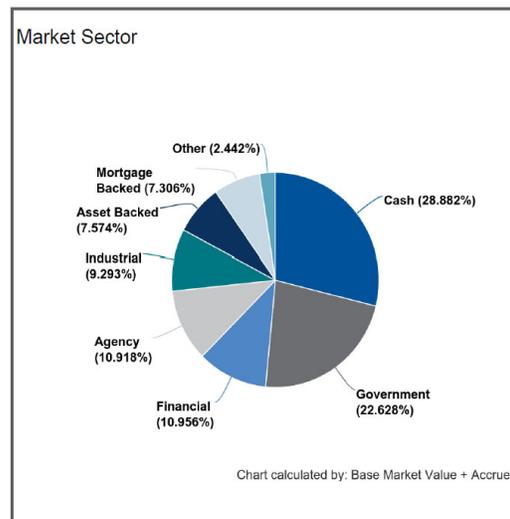
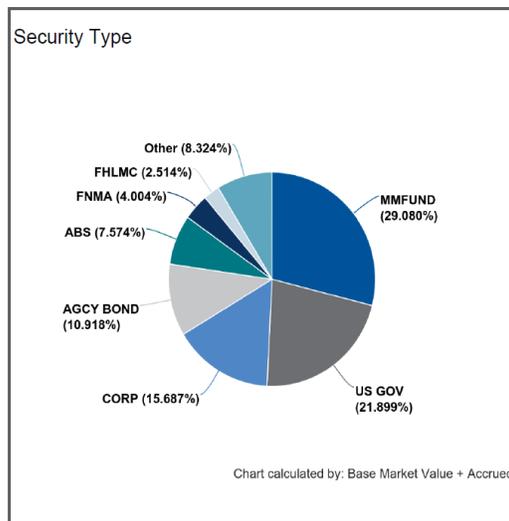
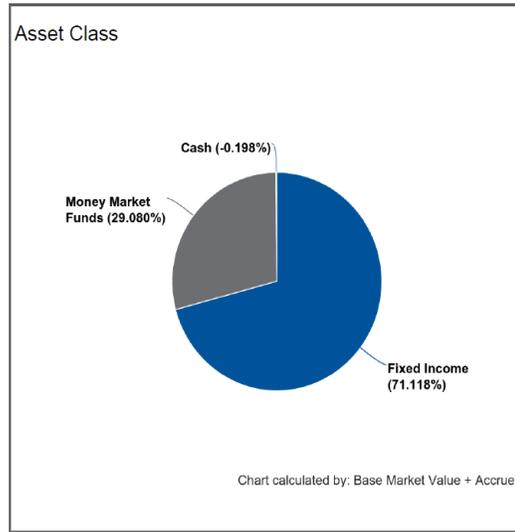
\* Fund Managed by PFM Investment Advisor

| Cash and Fixed Income Summary |                |
|-------------------------------|----------------|
| <i>Risk Metric</i>            | <i>Value</i>   |
| Cash                          | -571,556.50    |
| MMFund (incl LAIF)            | 83,634,602.05  |
| Fixed Income                  | 205,418,751.05 |
| Duration                      | 2.014          |
| Convexity                     | -0.032         |
| WAL                           | 1.606          |
| Years to Final Maturity       | 2.221          |
| Years to Effective Maturity   | 1.605          |
| Yield                         | 2.992          |
| Book Yield                    | 1.014          |
| Avg Credit Rating             | AA-/Aa3/AA-    |

| Issuer Concentration                   |   |
|--|---|
| <i>Issuer Concentration</i>            | <i>% of Base Market Value + Accrued</i> |
| Other                                  | 28.540%                                 |
| (SM - LAIF) State of California        | 25.932%                                 |
| United States                          | 21.899%                                 |
| Federal Home Loan Mortgage Corporation | 11.315%                                 |
| Federal National Mortgage Association  | 6.280%                                  |
| U.S. Bancorp                           | 3.761%                                  |
| Groupe BPCE                            | 1.187%                                  |
| Credit Suisse Group AG                 | 1.086%                                  |
| ---                                    | 100.000%                                |

Footnotes: 1,2

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

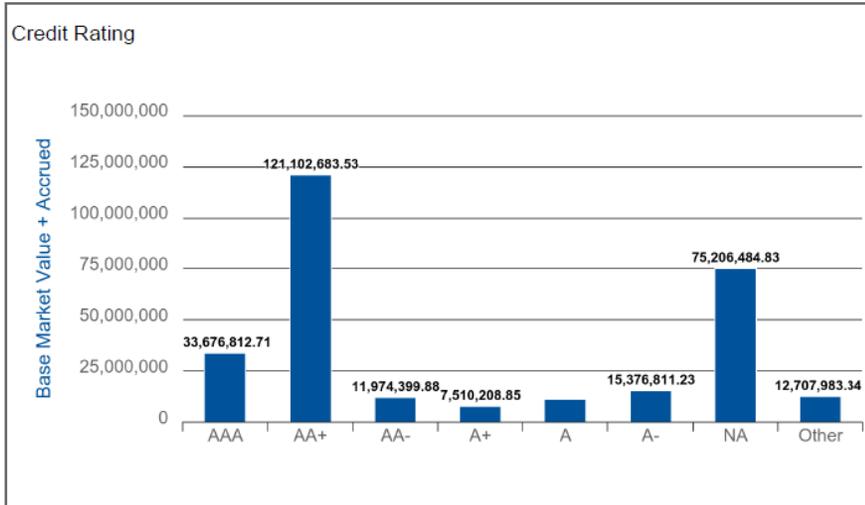


Risk Summary

07/01/2022 - 07/31/2022

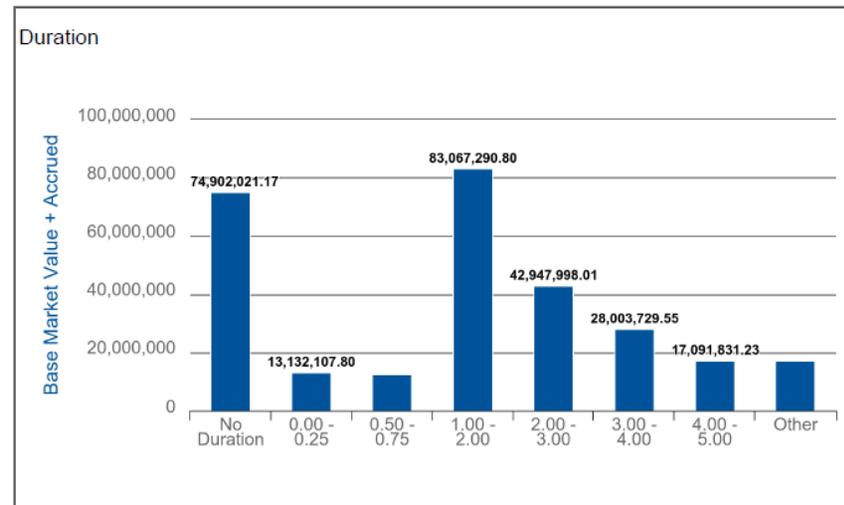
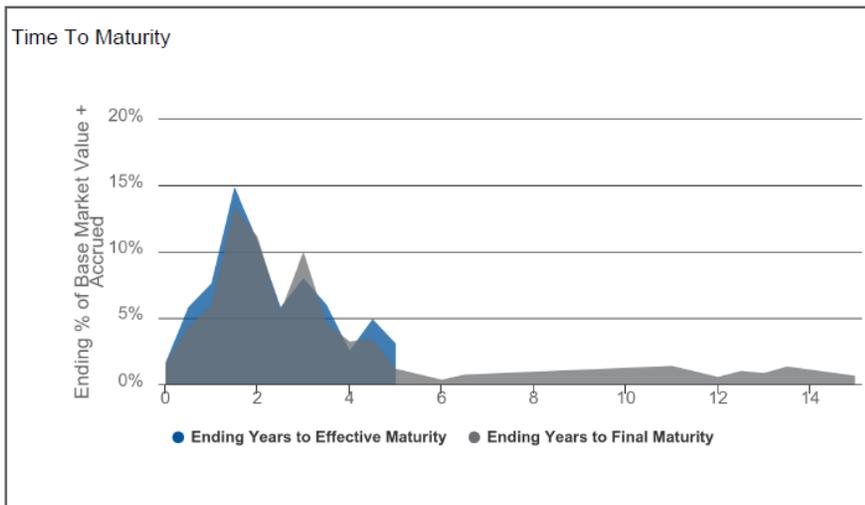
SAM Transit District Agg (136232)

Dated: 08/06/2022



### Credit Duration Heat Map

| Rating | 0 - 1  | 1 - 2   | 2 - 3  | 3 - 4  | 4 - 5  | 5 - 7  | 7 - 10 | 10 - 15 | 15 - 30 |
|--------|--------|---------|--------|--------|--------|--------|--------|---------|---------|
| AAA    | 6.222% | 3.052%  | 1.657% | 0.000% | 0.729% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| AA     | 5.486% | 21.396% | 8.660% | 8.736% | 3.582% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| A      | 3.015% | 3.909%  | 4.139% | 0.959% | 1.607% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| BBB    | 0.000% | 0.401%  | 0.414% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| BB     | 0.000% | 0.000%  | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| B      | 0.000% | 0.000%  | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| CCC    | 0.000% | 0.000%  | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| CC     | 0.000% | 0.000%  | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| C      | 0.000% | 0.000%  | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |
| NA     | 0.105% | 0.000%  | 0.000% | 0.000% | 0.000% | 0.000% | 0.000% | 0.000%  | 0.000%  |

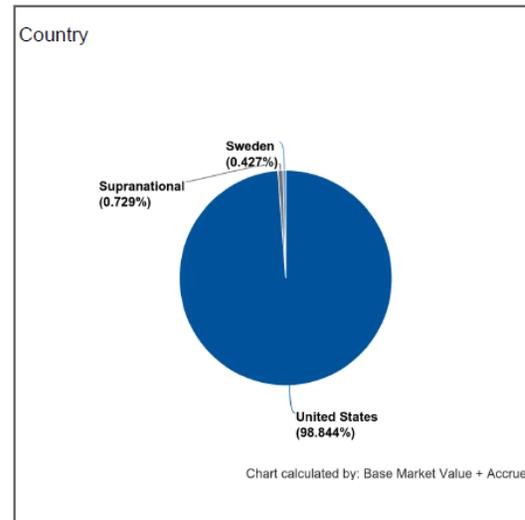
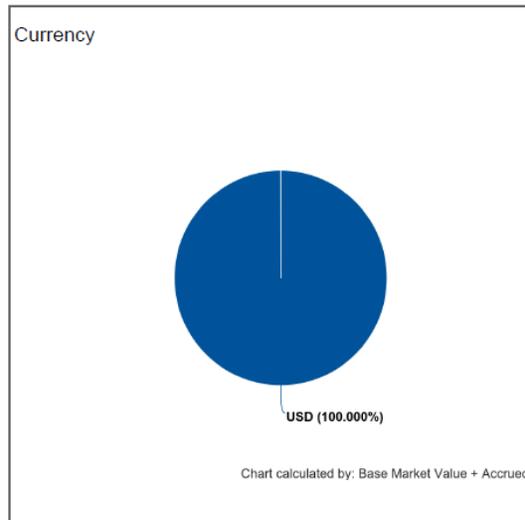
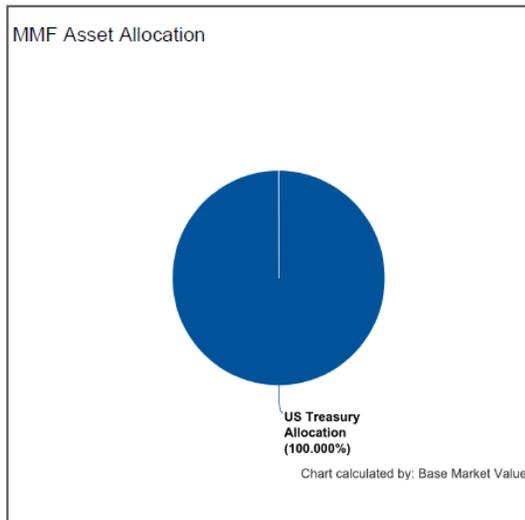
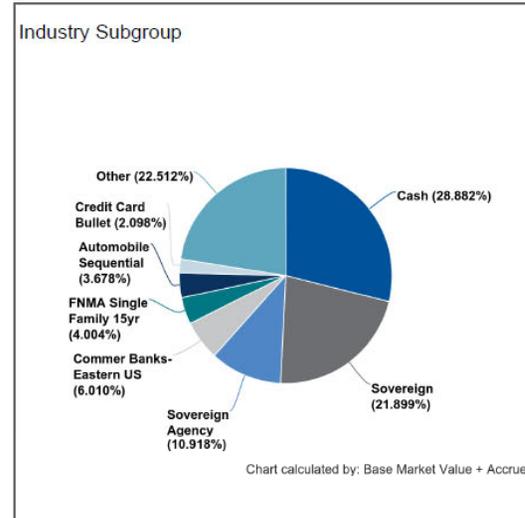
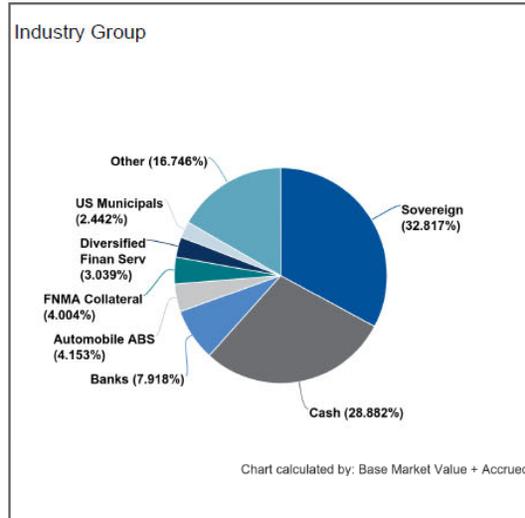
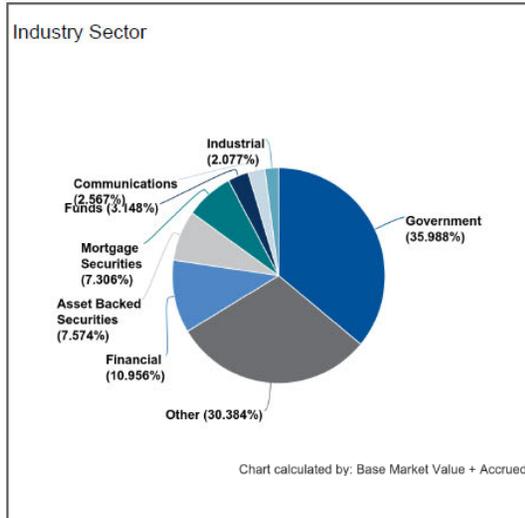


Risk Summary

07/01/2022 - 07/31/2022

SAM Transit District Agg (136232)

Dated: 08/06/2022



**CLEARWATER**  
ANALYTICS.

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 07/31/2022  
 Base Currency: USD

**CASH**

| Security Type | Identifier | Description | PAR             | Settle Date | Maturity Date | Original Cost   | Accrued Interest | Market Value    | Base Market Value + Accrued |
|---------------|------------|-------------|-----------------|-------------|---------------|-----------------|------------------|-----------------|-----------------------------|
| CASH          | CCYUSD     | Receivable  | 5,858.98        | ---         | 07/31/2022    | 5,858.98        | 0.00             | 5,858.98        | 5,858.98                    |
| <b>CASH</b>   |            |             | <b>5,858.98</b> |             |               | <b>5,858.98</b> | <b>0.00</b>      | <b>5,858.98</b> | <b>5,858.98</b>             |

**MMFUND**

| Security Type | Identifier | Description            | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|------------------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| MMFUND        | 31846V534  | FIRST AMER:US TRS MM Y | 8,446,270.63        | ---         | 07/31/2022    | 8,446,270.63        | 0.00             | 8,446,270.63        | 8,446,270.63                |
| <b>MMFUND</b> |            |                        | <b>8,446,270.63</b> |             |               | <b>8,446,270.63</b> | <b>0.00</b>      | <b>8,446,270.63</b> | <b>8,446,270.63</b>         |

**Summary**

| Security Type | Identifier | Description | PAR          | Settle Date | Maturity Date | Original Cost | Accrued Interest | Market Value | Base Market Value + Accrued |
|---------------|------------|-------------|--------------|-------------|---------------|---------------|------------------|--------------|-----------------------------|
| ---           | ---        | ---         | 8,452,129.61 |             |               | 8,452,129.61  | 0.00             | 8,452,129.61 | 8,452,129.61                |

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

**CLEARWATER**  
ANALYTICS.

Report: Master BS by lot - group by Security type  
Account: SAM TR Reserve Fund (136226)  
As of: 07/31/2022  
Base Currency: USD

**ABS (ASSET-BACKED SECURITY)**

| Security Type | Identifier | Description  | PAR                  | Settle Date | Maturity Date | Original Cost        | Accrued Interest | Market Value         | Base Market Value + Accrued |
|---------------|------------|--|----------------------|-------------|---------------|----------------------|------------------|----------------------|-----------------------------|
| ABS           | 05591RAD6  | BMWLT 2021-1 A4                                    | 370,000.00           | 03/10/2021  | 07/25/2024    | 369,985.31           | 22.82            | 360,187.60           | 360,210.42                  |
| ABS           | 09661RAD3  | BMWOT 2020-A A3                                    | 156,681.84           | 07/15/2020  | 10/25/2024    | 156,670.01           | 12.53            | 154,693.54           | 154,706.08                  |
| ABS           | 14041NFU0  | COMET 2019-2 A                                     | 1,660,000.00         | 09/05/2019  | 08/15/2022    | 1,659,582.01         | 1,268.98         | 1,659,435.60         | 1,660,704.58                |
| ABS           | 14041NFW6  | COMET 2021-1 A                                     | 1,475,000.00         | 07/22/2021  | 07/15/2024    | 1,474,940.26         | 360.56           | 1,399,627.50         | 1,399,988.06                |
| ABS           | 14041NFY2  | CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2 | 1,145,000.00         | 11/30/2021  | 11/16/2026    | 1,144,842.22         | 529.24           | 1,088,482.80         | 1,089,012.04                |
| ABS           | 14044CAC6  | COPAR 2021-1 A3                                    | 460,000.00           | 10/27/2021  | 09/15/2026    | 459,991.31           | 157.42           | 438,067.20           | 438,224.62                  |
| ABS           | 14315FAD9  | CARMX 2020-3 A3                                    | 279,148.15           | 07/22/2020  | 03/17/2025    | 279,100.30           | 76.92            | 274,955.35           | 275,032.27                  |
| ABS           | 14316HAC6  | CARMX 2020-4 A3                                    | 400,258.72           | 10/21/2020  | 08/15/2025    | 400,170.62           | 88.95            | 390,336.31           | 390,425.25                  |
| ABS           | 14316NAC3  | CARMX 2021-1 A3                                    | 253,628.33           | 01/27/2021  | 12/15/2025    | 253,578.21           | 38.33            | 247,143.05           | 247,181.38                  |
| ABS           | 14318MAD1  | CARMX 2022-3 A3                                    | 1,230,000.00         | 07/20/2022  | 08/15/2025    | 1,229,970.97         | 1,492.06         | 1,240,086.00         | 1,241,578.06                |
| ABS           | 254683CP8  | DCENT 2021-1 A                                     | 890,000.00           | 09/27/2021  | 09/16/2024    | 889,809.45           | 229.42           | 840,854.20           | 841,083.62                  |
| ABS           | 36255AC1   | GMCAR 2021-4 A3                                    | 385,000.00           | 10/21/2021  | 09/16/2026    | 384,990.18           | 109.08           | 367,251.50           | 367,360.58                  |
| ABS           | 362569AD7  | GMALT 2020-3 A4                                    | 300,000.00           | 09/29/2020  | 10/21/2024    | 299,958.00           | 46.75            | 297,027.00           | 297,073.75                  |
| ABS           | 362590AC5  | GMCAR 2020-3 A3                                    | 482,033.36           | 08/19/2020  | 04/16/2025    | 481,923.07           | 90.38            | 473,520.29           | 473,620.67                  |
| ABS           | 36260KAC8  | GMCAR 2020-4 A3                                    | 342,536.08           | 10/14/2020  | 08/18/2025    | 342,462.88           | 54.23            | 335,079.07           | 335,133.30                  |
| ABS           | 36261RAD0  | GMALT 2021-1 A4                                    | 410,000.00           | 02/24/2021  | 02/20/2025    | 409,938.09           | 41.34            | 400,106.70           | 400,148.04                  |
| ABS           | 380140AC7  | GMCAR 213 A3                                       | 610,000.00           | 07/21/2021  | 06/16/2026    | 609,962.30           | 122.00           | 586,179.50           | 586,301.50                  |
| ABS           | 43815GAC3  | HART 2021-4 A3                                     | 460,000.00           | 11/24/2021  | 01/21/2026    | 459,903.03           | 112.44           | 440,505.20           | 440,617.64                  |
| ABS           | 44891RAC4  | HART 2020-C A3                                     | 1,150,536.59         | 10/28/2020  | 05/15/2025    | 1,150,271.62         | 194.31           | 1,125,696.50         | 1,125,890.81                |
| ABS           | 44933LAC7  | HART 2021-A A3                                     | 335,000.00           | 04/28/2021  | 09/15/2025    | 334,964.76           | 56.58            | 324,973.45           | 325,030.03                  |
| ABS           | 44935FAD6  | HART 2021-C A3                                     | 355,000.00           | 11/17/2021  | 05/15/2026    | 354,920.76           | 116.76           | 339,770.50           | 339,887.26                  |
| ABS           | 47787NAC3  | JDOT 2020-B A3                                     | 146,138.71           | 07/22/2020  | 11/15/2024    | 146,116.44           | 33.12            | 143,638.27           | 143,671.40                  |
| ABS           | 50117TAC5  | KCOT 2021-1 A3                                     | 355,000.00           | 04/14/2021  | 08/15/2025    | 354,927.37           | 97.82            | 338,275.95           | 338,373.77                  |
| ABS           | 65479CAD0  | NAROT 2020-B A3                                    | 179,063.50           | 06/30/2020  | 07/15/2024    | 179,058.59           | 43.77            | 177,104.54           | 177,148.31                  |
| ABS           | 65480BAC1  | NAROT 2021-A A3                                    | 1,455,000.00         | 06/23/2021  | 10/15/2025    | 1,454,975.41         | 213.40           | 1,397,803.70         | 1,397,217.10                |
| ABS           | 89237VAB5  | TAOT 2020-C A3                                     | 579,628.68           | 07/27/2020  | 10/15/2024    | 579,584.05           | 113.35           | 570,916.86           | 571,030.21                  |
| ABS           | 89238EAD8  | TLOT 2021-A A4                                     | 335,000.00           | 04/21/2021  | 08/20/2025    | 334,930.02           | 51.18            | 323,616.70           | 323,667.88                  |
| ABS           | 92290BAA9  | VZOT 2020-B A                                      | 1,030,000.00         | 08/12/2020  | 02/20/2025    | 1,029,783.70         | 147.92           | 1,014,261.60         | 1,014,409.52                |
| ABS           | 92348TAA2  | VZOT 2020-A A1A                                    | 224,602.05           | 01/29/2020  | 07/22/2024    | 224,575.75           | 126.96           | 223,510.48           | 223,637.44                  |
| ABS           | 92868AAD7  | VWALT 2022-A A4                                    | 605,000.00           | 06/14/2022  | 01/20/2027    | 604,887.35           | 674.74           | 607,329.25           | 608,003.99                  |
| ABS           | 92868KAC7  | VALET 2021-1 A3                                    | 685,000.00           | 12/13/2021  | 06/22/2026    | 684,973.15           | 213.49           | 659,045.35           | 659,258.84                  |
| ABS           | 98163KAC6  | WOART 2021-D A3                                    | 560,000.00           | 11/03/2021  | 10/15/2026    | 559,923.73           | 201.60           | 536,491.20           | 536,692.80                  |
| <b>ABS</b>    |            |  | <b>19,304,255.99</b> |             |               | <b>19,301,670.92</b> | <b>7,138.47</b>  | <b>18,775,182.77</b> | <b>18,782,321.24</b>        |

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

| Security Type    | Identifier | Description                           | PAR                  | Settle Date | Maturity Date | Original Cost        | Accrued Interest | Market Value         | Base Market Value + Accrued |
|------------------|------------|---------------------------------------|----------------------|-------------|---------------|----------------------|------------------|----------------------|-----------------------------|
| AGCY BOND        | 3130AHU6   | FEDERAL HOME LOAN BANKS               | 1,000,000.00         | 04/16/2020  | 04/14/2025    | 995,040.00           | 1,486.11         | 939,520.00           | 941,006.11                  |
| AGCY BOND        | 3130AKSE2  | FEDERAL HOME LOAN BANKS               | 550,000.00           | 09/11/2020  | 09/04/2025    | 548,350.00           | 842.19           | 510,235.00           | 511,077.19                  |
| AGCY BOND        | 3135G0U5   | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,000,000.00         | 04/24/2020  | 04/22/2025    | 997,940.00           | 1,718.75         | 940,830.00           | 942,548.75                  |
| AGCY BOND        | 3135G04Z3  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,000,000.00         | 06/19/2020  | 06/17/2025    | 997,930.00           | 611.11           | 934,930.00           | 935,541.11                  |
| AGCY BOND        | 3135G05X7  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,300,000.00         | 08/27/2020  | 08/25/2025    | 1,293,916.00         | 2,112.50         | 1,204,814.00         | 1,206,926.50                |
| AGCY BOND        | 3135G06G3  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,200,000.00         | 11/12/2020  | 11/07/2025    | 1,195,704.00         | 1,400.00         | 1,111,884.00         | 1,113,284.00                |
| AGCY BOND        | 3135G06H1  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,150,000.00         | 11/25/2020  | 11/27/2023    | 1,148,689.00         | 511.11           | 1,109,531.50         | 1,110,042.61                |
| AGCY BOND        | 3137EAE6   | FEDERAL HOME LOAN MORTGAGE CORP       | 950,000.00           | 05/07/2020  | 05/05/2023    | 949,601.00           | 851.04           | 931,218.50           | 932,069.54                  |
| AGCY BOND        | 3137EAE54  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,000,000.00         | 06/26/2020  | 06/26/2023    | 997,080.00           | 243.06           | 974,390.00           | 974,633.06                  |
| AGCY BOND        | 3137EAEU9  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,600,000.00         | 07/23/2020  | 07/21/2025    | 1,592,032.00         | 1,666.67         | 1,486,832.00         | 1,486,998.67                |
| AGCY BOND        | 3137EAEV7  | FEDERAL HOME LOAN MORTGAGE CORP       | 2,500,000.00         | 08/21/2020  | 08/24/2023    | 2,497,450.00         | 2,725.69         | 2,428,225.00         | 2,430,950.69                |
| AGCY BOND        | 3137EAEW5  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,100,000.00         | 09/04/2020  | 09/08/2023    | 1,100,200.87         | 1,092.36         | 1,068,243.00         | 1,069,335.36                |
| AGCY BOND        | 3137EAEW5  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,500,000.00         | 09/04/2020  | 09/08/2023    | 1,499,505.00         | 1,489.58         | 1,456,695.00         | 1,458,184.58                |
| AGCY BOND        | 3137EAEX3  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,300,000.00         | 09/25/2020  | 09/23/2025    | 1,296,087.00         | 1,733.33         | 1,203,670.00         | 1,205,403.33                |
| AGCY BOND        | 3137EAEY1  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,200,000.00         | 10/16/2020  | 10/16/2023    | 1,195,524.00         | 437.50           | 1,159,908.00         | 1,160,345.50                |
| AGCY BOND        | 3137EAEZ8  | FEDERAL HOME LOAN MORTGAGE CORP       | 1,300,000.00         | 11/05/2020  | 11/06/2023    | 1,298,830.00         | 767.36           | 1,257,100.00         | 1,257,867.36                |
| AGCY BOND        | 3137EAF2   | FEDERAL HOME LOAN MORTGAGE CORP       | 8,000,000.00         | 12/21/2020  | 12/04/2023    | 8,007,360.00         | 3,166.67         | 7,717,600.00         | 7,720,766.67                |
| <b>AGCY BOND</b> |            |                                       | <b>27,650,000.00</b> |             |               | <b>27,611,228.87</b> | <b>21,355.03</b> | <b>26,435,626.00</b> | <b>26,456,981.03</b>        |

**CASH**

| Security Type | Identifier    | Description | PAR                 | Settle Date | Maturity Date     | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|---------------|-------------|---------------------|-------------|-------------------|---------------------|------------------|---------------------|-----------------------------|
| CASH          | CCYUSD        | Payable     | (1,800,270.30)      | ---         | 07/31/2022        | (1,800,270.30)      | 0.00             | (1,800,270.30)      | (1,800,270.30)              |
| CASH          | CCYUSD        | Receivable  | 1,321,533.73        | ---         | 07/31/2022        | 1,321,533.73        | 0.00             | 1,321,533.73        | 1,321,533.73                |
| <b>CASH</b>   | <b>CCYUSD</b> | <b>---</b>  | <b>(478,736.57)</b> | <b>---</b>  | <b>07/31/2022</b> | <b>(478,736.57)</b> | <b>0.00</b>      | <b>(478,736.57)</b> | <b>(478,736.57)</b>         |

CD (CERTIFICATE OF DEPOSIT)

| Security Type | Identifier | Description                             | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| CD            | 22552G3C2  | Credit Suisse AG- New York Branch       | 1,200,000.00        | 03/23/2021  | 03/17/2023    | 1,200,000.00        | 2,694.33         | 1,177,476.00        | 1,180,170.33                |
| CD            | 23341VZT1  | DNB Bank ASA - New York Branch          | 950,000.00          | 12/06/2019  | 12/02/2022    | 950,000.00          | 3,230.00         | 947,767.50          | 950,997.50                  |
| CD            | 65558TLL7  | Nordea ABP - New York Branch            | 950,000.00          | 08/29/2019  | 08/26/2022    | 950,000.00          | 7,518.19         | 949,629.50          | 957,147.69                  |
| CD            | 83050PDR7  | Skandinaviska Enskilda Banken AB (publ) | 950,000.00          | 09/03/2019  | 08/26/2022    | 950,000.00          | 7,657.00         | 949,696.00          | 957,353.00                  |
| <b>CD</b>     |            |   | <b>4,050,000.00</b> |             |               | <b>4,050,000.00</b> | <b>21,099.53</b> | <b>4,024,569.00</b> | <b>4,045,668.53</b>         |

CORP (CORPORATE NOTE)

| Security Type | Identifier | Description                                       | PAR                  | Settle Date | Maturity Date | Original Cost        | Accrued Interest  | Market Value         | Base Market Value + Accrued |
|---------------|------------|---|----------------------|-------------|---------------|----------------------|-------------------|----------------------|-----------------------------|
| CORP          | 002824BE9  | ABBOTT LABORATORIES                               | 900,000.00           | 07/21/2020  | 11/30/2023    | 983,772.00           | 5,185.00          | 904,905.00           | 910,090.00                  |
| CORP          | 023135BW5  | AMAZON.COM INC                                    | 1,315,000.00         | 05/12/2021  | 05/12/2024    | 1,313,080.10         | 1,298.56          | 1,259,704.25         | 1,261,002.81                |
| CORP          | 023135CE4  | AMAZON.COM INC                                    | 880,000.00           | 04/13/2022  | 04/13/2025    | 878,600.80           | 7,920.00          | 882,120.80           | 890,040.80                  |
| CORP          | 02665WCZ2  | AMERICAN HONDA FINANCE CORP                       | 900,000.00           | 06/28/2019  | 06/27/2024    | 898,776.00           | 2,040.00          | 884,430.00           | 886,470.00                  |
| CORP          | 037833DT4  | APPLE INC   | 1,000,000.00         | 05/13/2020  | 05/11/2025    | 1,002,010.00         | 2,500.00          | 949,910.00           | 952,410.00                  |
| CORP          | 037833DT4  | APPLE INC   | 1,000,000.00         | 07/17/2020  | 05/11/2025    | 1,026,120.00         | 2,500.00          | 949,910.00           | 952,410.00                  |
| CORP          | 037833DT4  | APPLE INC   | 700,000.00           | 12/21/2020  | 05/11/2025    | 718,249.00           | 1,750.00          | 664,937.00           | 666,687.00                  |
| CORP          | 05531FBH5  | TRUIST FINANCIAL CORP                             | 900,000.00           | 08/05/2019  | 08/01/2024    | 901,494.00           | 11,250.00         | 883,386.00           | 894,636.00                  |
| CORP          | 05565EBU8  | BMW US CAPITAL LLC                                | 325,000.00           | 08/12/2021  | 08/12/2024    | 324,970.75           | 1,144.27          | 308,350.25           | 309,494.52                  |
| CORP          | 05565EBW4  | BMW US CAPITAL LLC                                | 850,000.00           | 08/16/2021  | 08/12/2026    | 849,745.00           | 4,987.85          | 772,327.00           | 777,314.85                  |
| CORP          | 06051GF53  | BANK OF AMERICA CORP                              | 800,000.00           | 12/18/2020  | 08/01/2025    | 907,952.00           | 15,500.00         | 807,552.00           | 823,052.00                  |
| CORP          | 06051GJD2  | BANK OF AMERICA CORP                              | 1,100,000.00         | 07/27/2021  | 06/19/2026    | 1,105,049.00         | 1,692.72          | 1,014,717.00         | 1,016,409.72                |
| CORP          | 06051GJRI  | BANK OF AMERICA CORP                              | 400,000.00           | 04/22/2021  | 04/22/2025    | 400,000.00           | 1,073.60          | 379,352.00           | 380,425.60                  |
| CORP          | 06404RB4A  | BANK OF NEW YORK MELLON CORP                      | 2,700,000.00         | 01/28/2022  | 01/26/2027    | 2,694,006.00         | 768.75            | 2,529,441.00         | 2,530,209.75                |
| CORP          | 084664CZ2  | BERKSHIRE HATHAWAY FINANCE CORP                   | 2,700,000.00         | 03/17/2022  | 03/15/2027    | 2,649,348.00         | 23,460.00         | 2,620,053.00         | 2,643,513.00                |
| CORP          | 14913R2U0  | CATERPILLAR FINANCIAL SERVICES CORP               | 1,350,000.00         | 01/13/2022  | 01/08/2027    | 1,343,182.50         | 1,466.25          | 1,262,061.00         | 1,263,527.25                |
| CORP          | 166764BW9  | CHEVRON CORP                                      | 900,000.00           | 07/17/2020  | 05/11/2025    | 934,353.00           | 3,108.00          | 865,818.00           | 868,926.00                  |
| CORP          | 17252MAP5  | CINTAS NO 2 CORP                                  | 390,000.00           | 05/03/2022  | 05/01/2025    | 389,914.20           | 3,289.00          | 390,893.10           | 391,182.10                  |
| CORP          | 20030NBL4  | COMCAST CORP                                      | 850,000.00           | 07/17/2020  | 02/15/2025    | 946,611.00           | 13,228.13         | 853,604.00           | 866,832.13                  |
| CORP          | 24422EVU0  | JOHN DEERE CAPITAL CORP                           | 485,000.00           | 09/10/2021  | 09/10/2024    | 484,684.75           | 1,187.24          | 459,891.55           | 461,078.79                  |
| CORP          | 24422EVY2  | JOHN DEERE CAPITAL CORP                           | 465,000.00           | 01/10/2022  | 01/10/2025    | 464,781.45           | 339.06            | 444,995.80           | 444,934.86                  |
| CORP          | 254687FK7  | WALT DISNEY CO                                    | 950,000.00           | 09/06/2019  | 08/30/2024    | 7,065.63             | 946,124.00        | 931,149.63           | 931,149.63                  |
| CORP          | 30231GB5C  | EXXON MOBIL CORP                                  | 900,000.00           | 07/20/2020  | 08/16/2024    | 945,567.00           | 8,328.38          | 880,541.00           | 888,969.38                  |
| CORP          | 38141EC23  | GOLDMAN SACHS GROUP INC                           | 900,000.00           | 07/11/2019  | 07/08/2024    | 941,922.00           | 2,213.75          | 904,419.00           | 906,632.75                  |
| CORP          | 437076CM2  | HOME DEPOT INC                                    | 140,000.00           | 03/28/2022  | 04/15/2025    | 139,755.00           | 1,291.50          | 138,271.00           | 139,562.50                  |
| CORP          | 459200K59  | INTERNATIONAL BUSINESS MACHINES CORP              | 1,300,000.00         | 07/27/2022  | 07/27/2025    | 1,300,000.00         | 577.78            | 1,318,499.00         | 1,319,076.78                |
| CORP          | 46625HMN7  | JPMORGAN CHASE & CO                               | 450,000.00           | 12/21/2020  | 07/15/2025    | 509,647.50           | 780.00            | 455,643.00           | 456,423.00                  |
| CORP          | 46647PAP1  | JPMORGAN CHASE & CO                               | 900,000.00           | 07/21/2020  | 04/23/2024    | 967,887.00           | 8,719.55          | 898,407.00           | 907,126.55                  |
| CORP          | 46647PCF7  | JPMORGAN CHASE & CO                               | 580,000.00           | 06/01/2021  | 06/01/2025    | 580,000.00           | 796.53            | 545,385.60           | 546,182.13                  |
| CORP          | 46647PCV6  | JPMORGAN CHASE & CO                               | 750,000.00           | 02/24/2022  | 02/24/2026    | 750,000.00           | 8,487.81          | 720,187.50           | 728,675.31                  |
| CORP          | 61747Y1E8  | MORGAN STANLEY                                    | 1,300,000.00         | 07/20/2022  | 07/17/2026    | 1,300,000.00         | 1,858.60          | 1,321,476.00         | 1,323,334.60                |
| CORP          | 63743HFC1  | NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP | 390,000.00           | 02/07/2022  | 02/07/2025    | 389,988.30           | 3,534.38          | 377,130.00           | 380,664.38                  |
| CORP          | 63743HEF7  | NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP | 220,000.00           | 05/04/2022  | 06/15/2025    | 219,940.60           | 1,834.25          | 220,242.00           | 222,076.25                  |
| CORP          | 693475AV7  | PNC FINANCIAL SERVICES GROUP INC                  | 900,000.00           | 02/15/2019  | 01/23/2024    | 906,408.00           | 700.00            | 903,150.00           | 903,850.00                  |
| CORP          | 69371RQ90  | PACCAR FINANCIAL CORP                             | 395,000.00           | 08/11/2020  | 08/11/2023    | 394,482.55           | 652.85            | 383,616.10           | 384,268.95                  |
| CORP          | 69371RR40  | PACCAR FINANCIAL CORP                             | 635,000.00           | 08/09/2021  | 08/09/2024    | 634,657.10           | 1,516.94          | 601,656.15           | 603,173.09                  |
| CORP          | 771196B78  | ROCHE HOLDINGS INC                                | 2,330,000.00         | 03/10/2022  | 03/10/2025    | 2,330,000.00         | 19,456.28         | 2,278,949.70         | 2,298,405.98                |
| CORP          | 808513BN4  | CHARLLES SCHWAB CORP                              | 495,000.00           | 03/18/2021  | 03/18/2024    | 494,752.50           | 1,371.56          | 476,630.55           | 478,002.11                  |
| CORP          | 857477BK3  | STATE STREET CORP                                 | 400,000.00           | 02/07/2022  | 02/06/2026    | 400,000.00           | 3,375.60          | 381,524.00           | 384,899.60                  |
| CORP          | 87612EBM7  | TARGET CORP                                       | 240,000.00           | 01/24/2022  | 01/15/2027    | 239,592.00           | 208.00            | 228,012.00           | 228,220.00                  |
| CORP          | 89236TG76  | TOYOTA MOTOR CREDIT CORP                          | 450,000.00           | 05/26/2020  | 02/13/2025    | 454,396.50           | 3,780.00          | 433,165.50           | 436,945.50                  |
| CORP          | 89236TG76  | TOYOTA MOTOR CREDIT CORP                          | 140,000.00           | 05/26/2020  | 02/13/2025    | 141,367.80           | 1,176.00          | 134,762.60           | 135,938.60                  |
| CORP          | 89236TG76  | TOYOTA MOTOR CREDIT CORP                          | 135,000.00           | 05/26/2020  | 02/13/2025    | 136,879.20           | 1,134.00          | 129,949.65           | 131,083.65                  |
| CORP          | 89236TJK2  | TOYOTA MOTOR CREDIT CORP                          | 260,000.00           | 09/13/2021  | 06/18/2026    | 259,422.00           | 349.38            | 241,030.40           | 241,379.78                  |
| CORP          | 90327QD89  | USAA CAPITAL CORP                                 | 1,255,000.00         | 05/26/2022  | 05/01/2025    | 1,250,896.15         | 7,647.66          | 1,254,636.05         | 1,262,283.71                |
| CORP          | 904764BN6  | UNILEVER CAPITAL CORP                             | 280,000.00           | 08/12/2021  | 08/12/2024    | 280,000.00           | 822.84            | 265,829.20           | 266,652.04                  |
| CORP          | 91159HFX1  | US BANCORP  | 1,800,000.00         | 07/20/2020  | 07/30/2024    | 1,920,420.00         | 120.00            | 1,771,362.00         | 1,771,482.00                |
| CORP          | 91324PEC2  | UNITEDHEALTH GROUP INC                            | 1,150,000.00         | 05/19/2021  | 05/15/2026    | 1,147,999.00         | 2,791.94          | 1,069,488.50         | 1,072,280.44                |
| <b>CORP</b>   |            |   | <b>40,555,000.00</b> |             |               | <b>41,198,804.55</b> | <b>196,279.62</b> | <b>39,346,106.25</b> | <b>39,542,385.87</b>        |

CP (COMMERCIAL PAPER)

| Security Type | Identifier | Description                       | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|-----------------------------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| CP            | 2254EBOL8  | Credit Suisse AG- New York Branch | 1,800,000.00        | 06/24/2022  | 03/20/2023    | 1,755,615.00        | 0.00             | 1,760,274.00        | 1,760,274.00                |
| CP            | 63873KQ34  | Natixis, New York Branch          | 3,500,000.00        | 07/07/2022  | 03/03/2023    | 3,425,412.08        | 0.00             | 3,428,425.00        | 3,428,425.00                |
| <b>CP</b>     |            |                                   | <b>5,300,000.00</b> |             |               | <b>5,181,027.08</b> | <b>0.00</b>      | <b>5,188,699.00</b> | <b>5,188,699.00</b>         |

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

| Security Type | Identifier | Description   | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| FHLMC         | 3132CWMM3  | FH SB0364     | 1,017,668.99        | 06/25/2021  | 06/01/2035    | 1,096,538.34        | 2,988.20         | 1,030,796.92        | 1,033,765.12                |
| FHLMC         | 3133L7L1B1 | FH RC1222     | 1,272,702.18        | 10/19/2021  | 12/01/2034    | 1,368,154.84        | 3,712.05         | 1,297,723.50        | 1,301,435.55                |
| FHLMC         | 3137BGK24  | FHMS K-043 A2 | 650,000.00          | 03/25/2020  | 12/25/2024    | 682,195.31          | 1,658.58         | 646,451.00          | 648,109.58                  |
| FHLMC         | 3137BM6P6  | FHMS K-721 A2 | 5,203.53            | 04/09/2018  | 08/25/2022    | 5,247.85            | 13.40            | 5,193.60            | 5,206.99                    |
| FHLMC         | 3137F62S5  | FHMS K-331 A1 | 262,689.22          | 10/29/2020  | 05/26/2026    | 262,683.96          | 124.56           | 251,304.27          | 251,428.82                  |
| FHLMC         | 3137FKK39  | FHMS K-P05 A  | 12,353.52           | 12/17/2018  | 07/25/2023    | 12,353.49           | 32.97            | 12,101.64           | 12,134.61                   |
| FHLMC         | 3137FQ3V3  | FHMS K-327 A1 | 14,490.61           | 11/26/2019  | 07/25/2024    | 14,490.27           | 25.26            | 14,360.34           | 14,385.61                   |
| FHLMC         | 3137H4B22  | FHMS K-336 A1 | 208,541.02          | 12/16/2021  | 12/25/2026    | 208,540.19          | 225.57           | 197,367.39          | 197,592.96                  |
| FHLMC         | 3137H8B42  | FHMS K-340 A1 | 840,000.00          | 06/25/2022  | 06/25/2028    | 839,089.92          | 2,380.00         | 853,053.60          | 855,433.60                  |
| FHLMC         | 3137H8H79  | FHMS K-341 A1 | 1,800,000.00        | 08/04/2022  | 01/25/2029    | 1,799,978.40        | 291.90           | 1,799,978.40        | 1,800,270.30                |
| <b>FHLMC</b>  |            |               | <b>6,083,649.07</b> |             |               | <b>6,290,172.56</b> | <b>11,432.50</b> | <b>6,108,330.65</b> | <b>6,119,763.15</b>         |

**FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)**

| Security Type    | Identifier | Description | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|------------------|------------|-------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| FHLMC CMO        | 3133QSGZ3  | FHS 370 A3  | 1,384,048.66        | 12/29/2020  | 09/25/2033    | 1,403,619.97        | 1,153.37         | 1,318,776.92        | 1,319,930.30                |
| FHLMC CMO        | 3137F7DHS  | FHR 5048 B  | 843,148.63          | 11/30/2020  | 05/25/2033    | 853,819.73          | 702.62           | 789,414.77          | 790,117.39                  |
| <b>FHLMC CMO</b> |            |             | <b>2,227,197.29</b> |             |               | <b>2,257,439.70</b> | <b>1,856.00</b>  | <b>2,108,191.69</b> | <b>2,110,047.69</b>         |

**FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)**

| Security Type | Identifier | Description | PAR                 | Settle Date | Maturity Date | Original Cost        | Accrued Interest | Market Value         | Base Market Value + Accrued |
|---------------|------------|-------------|---------------------|-------------|---------------|----------------------|------------------|----------------------|-----------------------------|
| FNMA          | 3140K7XA6  | FN BP0672   | 1,152,452.58        | 05/18/2021  | 03/01/2035    | 1,234,924.96         | 2,881.13         | 1,154,884.25         | 1,157,765.38                |
| FNMA          | 3140Q9FM0  | FN CA1971   | 1,462,605.20        | 01/18/2022  | 06/01/2033    | 1,543,277.02         | 4,265.93         | 1,483,886.11         | 1,488,152.04                |
| FNMA          | 3140QGKN6  | FN CA8400   | 1,142,241.07        | 03/22/2021  | 12/01/2035    | 1,249,683.12         | 3,331.54         | 1,157,821.23         | 1,161,152.77                |
| FNMA          | 3140X92C8  | FN FM6170   | 991,741.09          | 06/25/2021  | 07/01/2035    | 1,074,799.41         | 3,305.80         | 1,012,399.05         | 1,015,704.86                |
| FNMA          | 3140X9K46  | FN FM5714   | 753,503.51          | 03/25/2021  | 11/01/2035    | 820,847.88           | 2,511.68         | 769,266.80           | 771,778.48                  |
| FNMA          | 3140XALC4  | FN FM6622   | 1,341,712.99        | 03/29/2021  | 02/01/2036    | 1,410,895.07         | 2,795.24         | 1,307,405.39         | 1,310,200.63                |
| FNMA          | 3140XC4K1  | FN FM8925   | 1,295,673.06        | 11/16/2021  | 08/01/2034    | 1,404,995.47         | 4,318.91         | 1,338,896.71         | 1,343,215.62                |
| FNMA          | 3140XHQQ3  | FN FS2262   | 1,782,978.93        | 06/30/2022  | 06/01/2037    | 1,805,544.76         | 5,943.26         | 1,829,443.36         | 1,835,386.62                |
| <b>FNMA</b>   |            |             | <b>9,922,908.41</b> |             |               | <b>10,544,967.68</b> | <b>29,353.49</b> | <b>10,054,002.91</b> | <b>10,083,356.40</b>        |

**MMFUND**

| Security Type | Identifier | Description                   | PAR               | Settle Date | Maturity Date | Original Cost     | Accrued Interest | Market Value      | Base Market Value + Accrued |
|---------------|------------|-------------------------------|-------------------|-------------|---------------|-------------------|------------------|-------------------|-----------------------------|
| MMFUND        | 31846V534  | FIRST AMER:US TRS MM Y        | 529,360.88        | ---         | 07/31/2022    | 529,360.88        | 0.00             | 529,360.88        | 529,360.88                  |
| <b>MMFUND</b> |            | <b>FIRST AMER:US TRS MM Y</b> | <b>529,360.88</b> |             |               | <b>529,360.88</b> | <b>0.00</b>      | <b>529,360.88</b> | <b>529,360.88</b>           |

**MUNI (MUNICIPAL BOND/NOTE)**

| Security Type | Identifier | Description                          | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|--------------------------------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| MUNI          | 13017HAK2  | CALIFORNIA EARTHQUAKE AUTH REV       | 255,000.00          | 11/24/2020  | 07/01/2023    | 255,000.00          | 313.86           | 250,132.05          | 250,445.91                  |
| MUNI          | 1307D0D7   | CALIFORNIA ST UNIV REV               | 430,000.00          | 07/29/2021  | 11/01/2025    | 430,000.00          | 926.65           | 397,216.80          | 398,143.45                  |
| MUNI          | 157411TK5  | CHAFFEY CALIF JT UN HIGH SCH DIST    | 230,000.00          | 12/08/2019  | 08/01/2024    | 230,000.00          | 2,416.15         | 224,889.40          | 227,305.55                  |
| MUNI          | 341271AD6  | FLORIDA ST BRD ADMIN FIN CORP REV    | 350,000.00          | 09/16/2020  | 07/01/2025    | 352,320.50          | 366.92           | 329,581.00          | 329,947.92                  |
| MUNI          | 341271AD6  | FLORIDA ST BRD ADMIN FIN CORP REV    | 650,000.00          | 09/16/2020  | 07/01/2025    | 650,000.00          | 681.42           | 612,079.00          | 612,760.42                  |
| MUNI          | 341271AD6  | FLORIDA ST BRD ADMIN FIN CORP REV    | 250,000.00          | 09/16/2020  | 07/01/2025    | 251,767.50          | 262.08           | 235,415.00          | 235,677.08                  |
| MUNI          | 54438CYK2  | LOS ANGELES CALIF CMNTY COLLEGE DIST | 550,000.00          | 11/10/2020  | 08/01/2025    | 550,000.00          | 2,125.75         | 511,291.00          | 513,416.75                  |
| MUNI          | 574193TQ1  | MARYLAND ST                          | 750,000.00          | 08/05/2020  | 08/01/2024    | 749,790.00          | 1,912.50         | 714,210.00          | 716,122.50                  |
| MUNI          | 60412AVJ9  | MINNESOTA ST                         | 405,000.00          | 08/25/2020  | 08/01/2025    | 405,000.00          | 1,275.75         | 376,726.95          | 378,002.70                  |
| MUNI          | 646140DP5  | NEW JERSEY ST TPK AUTH TPK REV       | 330,000.00          | 02/04/2021  | 01/01/2026    | 330,000.00          | 287.93           | 303,821.10          | 304,109.03                  |
| MUNI          | 65003GD70  | NEW YORK ST URBAN DEV CORP REV       | 1,600,000.00        | 12/23/2020  | 03/15/2025    | 1,600,000.00        | 5,258.67         | 1,491,984.00        | 1,497,242.67                |
| MUNI          | 798306WN2  | SAN JUAN CALIF UNI SCH DIST          | 575,000.00          | 10/29/2020  | 08/01/2024    | 575,000.00          | 2,018.25         | 545,404.75          | 547,423.00                  |
| <b>MUNI</b>   |            |                                      | <b>6,375,000.00</b> |             |               | <b>6,378,878.00</b> | <b>17,845.92</b> | <b>5,992,751.05</b> | <b>6,010,596.97</b>         |

**SUPRANATIONAL**

| Security Type        | Identifier | Description  | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|----------------------|------------|--|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| SUPRANATIONAL        | 459058KJ1  | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM | 1,800,000.00        | 07/19/2022  | 06/15/2027    | 1,799,064.00        | 1,875.00         | 1,824,192.00        | 1,826,067.00                |
| <b>SUPRANATIONAL</b> |            |  | <b>1,800,000.00</b> |             |               | <b>1,799,064.00</b> | <b>1,875.00</b>  | <b>1,824,192.00</b> | <b>1,826,067.00</b>         |

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

| Security Type | Identifier | Description            | PAR                  | Settle Date | Maturity Date | Original Cost        | Accrued Interest  | Market Value         | Base Market Value + Accrued |
|---------------|------------|------------------------|----------------------|-------------|---------------|----------------------|-------------------|----------------------|-----------------------------|
| US GOV        | 912826R6   | UNITED STATES TREASURY | 4,000,000.00         | 09/29/2021  | 04/30/2024    | 4,185,312.50         | 22,744.57         | 3,953,440.00         | 3,976,184.57                |
| US GOV        | 912828N0   | UNITED STATES TREASURY | 1,945,000.00         | 01/31/2019  | 12/31/2022    | 1,914,153.51         | 3,594.02          | 1,939,534.55         | 1,943,128.57                |
| US GOV        | 912828R28  | UNITED STATES TREASURY | 1,500,000.00         | 06/29/2022  | 04/30/2023    | 1,484,648.44         | 6,159.99          | 1,484,760.00         | 1,490,919.99                |
| US GOV        | 912828R69  | UNITED STATES TREASURY | 2,900,000.00         | 03/06/2019  | 05/31/2023    | 2,794,761.72         | 7,982.92          | 2,868,158.00         | 2,876,140.92                |
| US GOV        | 912828R69  | UNITED STATES TREASURY | 950,000.00           | 04/05/2019  | 05/31/2023    | 924,134.77           | 2,615.10          | 939,569.00           | 942,184.10                  |
| US GOV        | 912828R69  | UNITED STATES TREASURY | 1,700,000.00         | 05/03/2019  | 05/31/2023    | 1,659,093.75         | 4,679.64          | 1,681,334.00         | 1,686,013.64                |
| US GOV        | 912828T91  | UNITED STATES TREASURY | 2,950,000.00         | 07/08/2019  | 10/31/2023    | 2,924,417.97         | 12,114.64         | 2,902,298.50         | 2,914,413.14                |
| US GOV        | 912828T91  | UNITED STATES TREASURY | 2,300,000.00         | 10/04/2019  | 10/31/2023    | 2,313,207.03         | 9,445.31          | 2,262,809.00         | 2,272,254.31                |
| US GOV        | 912828X33  | UNITED STATES TREASURY | 5,000,000.00         | 11/06/2019  | 06/30/2024    | 5,101,171.88         | 8,695.65          | 4,916,800.00         | 4,925,495.65                |
| US GOV        | 912828X33  | UNITED STATES TREASURY | 1,475,000.00         | 12/05/2019  | 06/30/2024    | 1,497,125.00         | 2,565.22          | 1,450,456.00         | 1,453,021.22                |
| US GOV        | 912828X33  | UNITED STATES TREASURY | 650,000.00           | 01/07/2020  | 06/30/2024    | 659,572.27           | 1,130.43          | 639,184.00           | 640,314.43                  |
| US GOV        | 912828X33  | UNITED STATES TREASURY | 450,000.00           | 02/07/2020  | 06/30/2024    | 462,216.80           | 782.61            | 442,512.00           | 443,294.61                  |
| US GOV        | 912828X33  | UNITED STATES TREASURY | 1,350,000.00         | 03/06/2020  | 06/30/2024    | 1,415,759.77         | 2,347.83          | 1,327,536.00         | 1,329,883.83                |
| US GOV        | 912828Y0   | UNITED STATES TREASURY | 850,000.00           | 08/07/2020  | 12/31/2024    | 908,503.91           | 1,293.48          | 827,917.00           | 829,210.48                  |
| US GOV        | 912828ZW3  | UNITED STATES TREASURY | 2,500,000.00         | 12/24/2020  | 06/30/2025    | 2,490,820.31         | 543.48            | 2,320,025.00         | 2,320,568.48                |
| US GOV        | 91282CB48  | UNITED STATES TREASURY | 1,500,000.00         | 12/31/2020  | 12/15/2023    | 1,498,966.41         | 240.78            | 1,442,820.00         | 1,443,060.78                |
| US GOV        | 91282CB4   | UNITED STATES TREASURY | 350,000.00           | 06/07/2021  | 12/31/2025    | 344,859.38           | 114.13            | 322,470.50           | 322,584.63                  |
| US GOV        | 91282CB4   | UNITED STATES TREASURY | 1,200,000.00         | 11/04/2021  | 12/31/2025    | 1,167,234.38         | 391.30            | 1,105,644.00         | 1,106,035.30                |
| US GOV        | 91282CB4   | UNITED STATES TREASURY | 7,200,000.00         | 12/06/2021  | 12/31/2025    | 6,983,437.50         | 2,347.83          | 6,633,864.00         | 6,636,211.83                |
| US GOV        | 91282CB2   | UNITED STATES TREASURY | 16,600,000.00        | 12/06/2021  | 04/15/2024    | 16,454,750.00        | 18,368.85         | 15,891,844.00        | 15,910,212.85               |
| <b>US GOV</b> |            |                        | <b>57,370,000.00</b> |             |               | <b>57,183,247.30</b> | <b>108,157.78</b> | <b>55,352,984.55</b> | <b>55,461,142.33</b>        |

YANKEE

| Security Type | Identifier | Description                                   | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| YANKEE        | 63254ABD9  | NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH) | 1,395,000.00        | 06/09/2022  | 06/09/2025    | 1,395,000.00        | 7,053.50         | 1,393,493.40        | 1,400,545.90                |
| YANKEE        | 63254ABE7  | NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH) | 1,250,000.00        | 06/13/2022  | 06/09/2027    | 1,238,825.00        | 7,050.69         | 1,261,275.00        | 1,268,325.69                |
| <b>YANKEE</b> |            |   | <b>2,645,000.00</b> |             |               | <b>2,633,825.00</b> | <b>14,103.19</b> | <b>2,654,768.40</b> | <b>2,668,871.59</b>         |

SUMMARY

| Security Type | Identifier | Description | PAR            | Settle Date | Maturity Date | Original Cost  | Accrued Interest | Market Value   | Base Market Value + Accrued |
|---------------|------------|-------------|----------------|-------------|---------------|----------------|------------------|----------------|-----------------------------|
| ---           | ---        | ---         | 183,333,635.07 | ---         | ---           | 184,480,959.97 | 430,496.54       | 177,916,028.57 | 178,346,525.11              |

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

**CLEARWATER**  
ANALYTICS

Report: Master BS by lot - group by Security type  
Account: SAM Paratransit Fund (136227)  
As of: 07/31/2022  
Base Currency: USD

**ABS (ASSET-BACKED SECURITY)**

| Security Type | Identifier | Description                                       | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| ABS           | 05591RAD6  | BMWLT 2021-1 A4                                   | 65,000.00           | 03/10/2021  | 07/25/2024    | 64,997.42           | 4.01             | 63,276.20           | 63,280.21                   |
| ABS           | 09661RAD3  | BMWOT 2020-A A3                                   | 44,766.24           | 07/15/2020  | 10/25/2024    | 44,762.86           | 3.58             | 44,198.16           | 44,201.74                   |
| ABS           | 14041NFU0  | COMET 2019-2 A                                    | 475,000.00          | 09/05/2019  | 08/15/2022    | 474,880.40          | 363.11           | 474,838.50          | 475,201.61                  |
| ABS           | 14041NFW6  | COMET 2021-1 A                                    | 255,000.00          | 07/22/2021  | 07/15/2024    | 254,989.67          | 62.33            | 241,969.50          | 242,031.83                  |
| ABS           | 14041NFY2  | CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/162 | 215,000.00          | 11/30/2021  | 11/16/2026    | 214,970.37          | 99.38            | 204,387.60          | 204,486.98                  |
| ABS           | 14044CAC6  | COPAR 2021-1 A3                                   | 80,000.00           | 10/27/2021  | 09/15/2026    | 79,998.49           | 27.38            | 76,185.60           | 76,212.98                   |
| ABS           | 14315FAD9  | CARMX 2020-3 A3                                   | 80,642.80           | 07/22/2020  | 03/17/2025    | 80,628.98           | 22.22            | 79,431.54           | 79,453.77                   |
| ABS           | 14316HAC6  | CARMX 2020-4 A3                                   | 94,178.52           | 10/21/2020  | 08/15/2025    | 94,157.79           | 20.93            | 91,843.84           | 91,864.77                   |
| ABS           | 14316NAC3  | CARMX 2021-1 A3                                   | 44,757.94           | 01/27/2021  | 12/15/2025    | 44,749.10           | 6.76             | 43,613.48           | 43,620.24                   |
| ABS           | 14318MAD1  | CARMX 2022-3 A3                                   | 195,000.00          | 07/20/2022  | 08/15/2025    | 194,995.40          | 236.55           | 196,599.00          | 196,835.55                  |
| ABS           | 254683CP8  | DCENT 2021-1 A                                    | 155,000.00          | 09/27/2021  | 09/16/2024    | 154,966.81          | 39.96            | 146,440.90          | 146,480.86                  |
| ABS           | 362554AC1  | GMCAR 2021-4 A3                                   | 65,000.00           | 10/21/2021  | 09/16/2026    | 64,998.34           | 18.42            | 62,003.50           | 62,021.92                   |
| ABS           | 362569AD7  | GMALT 2020-3 A4                                   | 65,000.00           | 09/29/2020  | 10/21/2024    | 64,990.90           | 10.13            | 64,355.85           | 64,365.98                   |
| ABS           | 36260KAC8  | GMCAR 2020-4 A3                                   | 72,788.92           | 10/14/2020  | 08/18/2025    | 72,773.37           | 11.52            | 71,204.30           | 71,215.83                   |
| ABS           | 36261RAD0  | GMALT 2021-1 A4                                   | 70,000.00           | 02/24/2021  | 02/20/2025    | 69,989.43           | 7.06             | 68,310.90           | 68,317.96                   |
| ABS           | 380140AC7  | GMCAR 213 A3                                      | 105,000.00          | 07/21/2021  | 06/16/2026    | 104,993.51          | 21.00            | 100,899.75          | 100,920.75                  |
| ABS           | 43815GAC3  | HAROT 2021-4 A3                                   | 85,000.00           | 11/24/2021  | 01/21/2026    | 84,982.08           | 20.78            | 81,397.70           | 81,418.48                   |
| ABS           | 44891RAC4  | HART 2020-C A3                                    | 253,118.05          | 10/28/2020  | 05/15/2025    | 253,059.76          | 42.75            | 247,653.23          | 247,695.98                  |
| ABS           | 44933LAC7  | HART 2021-A A3                                    | 65,000.00           | 04/28/2021  | 09/15/2025    | 64,993.16           | 10.98            | 63,054.55           | 63,065.53                   |
| ABS           | 44935FAD6  | HART 2021-C A3                                    | 60,000.00           | 11/17/2021  | 05/15/2026    | 59,986.61           | 19.73            | 57,426.00           | 57,445.73                   |
| ABS           | 47787NAC3  | JDOT 2020-B A3                                    | 35,073.29           | 07/22/2020  | 11/15/2024    | 35,067.95           | 7.95             | 34,473.19           | 34,481.14                   |
| ABS           | 65479CAD0  | NAROT 2020-B A3                                   | 49,242.46           | 06/30/2020  | 07/15/2024    | 49,241.11           | 12.04            | 48,703.75           | 48,715.79                   |
| ABS           | 89237VAB5  | TAOT 2020-C A3                                    | 61,662.63           | 07/27/2020  | 10/15/2024    | 61,657.88           | 12.06            | 60,735.84           | 60,747.89                   |
| ABS           | 89238EAD8  | TLOT 2021-A A4                                    | 65,000.00           | 04/21/2021  | 08/20/2025    | 64,986.42           | 9.93             | 62,791.30           | 62,801.23                   |
| ABS           | 92290BAA9  | VZOT 2020-B A                                     | 150,000.00          | 08/12/2020  | 02/20/2025    | 149,968.50          | 21.54            | 147,708.00          | 147,729.54                  |
| ABS           | 92348TAA2  | VZOT 2020-A A1A                                   | 59,105.80           | 01/29/2020  | 07/22/2024    | 59,098.88           | 33.41            | 58,818.55           | 58,851.96                   |
| ABS           | 92868KAC7  | WALET 2021-1 A3                                   | 115,000.00          | 12/13/2021  | 06/22/2026    | 114,995.49          | 35.84            | 110,642.65          | 110,678.49                  |
| ABS           | 98163KAC6  | WOART 2021-D A3                                   | 95,000.00           | 11/03/2021  | 10/15/2026    | 94,987.06           | 34.20            | 91,011.90           | 91,046.10                   |
| <b>ABS</b>    |            |   | <b>3,175,336.64</b> |             |               | <b>3,174,867.73</b> | <b>1,215.54</b>  | <b>3,093,975.27</b> | <b>3,095,190.81</b>         |

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

| Security Type    | Identifier | Description                           | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|------------------|------------|---------------------------------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| AGCY BOND        | 3130AJHU6  | FEDERAL HOME LOAN BANKS               | 275,000.00          | 04/16/2020  | 04/14/2025    | 273,636.00          | 408.68           | 258,368.00          | 258,776.68                  |
| AGCY BOND        | 3130AK5E2  | FEDERAL HOME LOAN BANKS               | 115,000.00          | 09/11/2020  | 09/04/2025    | 114,655.00          | 176.09           | 106,685.50          | 106,861.59                  |
| AGCY BOND        | 3135G03U5  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 275,000.00          | 04/24/2020  | 04/22/2025    | 274,433.50          | 472.66           | 258,728.25          | 259,200.91                  |
| AGCY BOND        | 3135G04Z3  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 275,000.00          | 06/19/2020  | 06/17/2025    | 274,430.75          | 168.06           | 257,105.75          | 257,273.81                  |
| AGCY BOND        | 3135G05X7  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 275,000.00          | 08/27/2020  | 08/25/2025    | 273,713.00          | 446.88           | 254,864.50          | 255,311.38                  |
| AGCY BOND        | 3135G06G3  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 275,000.00          | 11/12/2020  | 11/07/2025    | 274,015.50          | 320.83           | 254,806.75          | 255,127.58                  |
| AGCY BOND        | 3135G06H1  | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 250,000.00          | 11/25/2020  | 11/27/2023    | 249,715.00          | 111.11           | 241,202.50          | 241,313.61                  |
| AGCY BOND        | 3137EAER6  | FEDERAL HOME LOAN MORTGAGE CORP       | 275,000.00          | 05/07/2020  | 05/05/2023    | 274,884.50          | 246.35           | 269,563.25          | 269,809.60                  |
| AGCY BOND        | 3137EAE54  | FEDERAL HOME LOAN MORTGAGE CORP       | 275,000.00          | 06/26/2020  | 06/26/2023    | 274,197.00          | 66.84            | 267,957.25          | 268,024.09                  |
| AGCY BOND        | 3137EAEU9  | FEDERAL HOME LOAN MORTGAGE CORP       | 350,000.00          | 07/23/2020  | 07/21/2025    | 348,257.00          | 36.46            | 325,244.50          | 325,280.96                  |
| AGCY BOND        | 3137EAEV7  | FEDERAL HOME LOAN MORTGAGE CORP       | 800,000.00          | 08/21/2020  | 08/24/2023    | 799,184.00          | 872.22           | 777,032.00          | 777,904.22                  |
| AGCY BOND        | 3137EAEW5  | FEDERAL HOME LOAN MORTGAGE CORP       | 340,000.00          | 09/04/2020  | 09/08/2023    | 340,062.09          | 337.64           | 330,184.20          | 330,521.84                  |
| AGCY BOND        | 3137EAEW5  | FEDERAL HOME LOAN MORTGAGE CORP       | 460,000.00          | 09/04/2020  | 09/08/2023    | 459,848.20          | 456.81           | 446,719.80          | 447,176.61                  |
| AGCY BOND        | 3137EAEX3  | FEDERAL HOME LOAN MORTGAGE CORP       | 550,000.00          | 09/25/2020  | 09/23/2025    | 548,344.50          | 733.33           | 509,245.00          | 509,978.33                  |
| AGCY BOND        | 3137EAEY1  | FEDERAL HOME LOAN MORTGAGE CORP       | 260,000.00          | 10/16/2020  | 10/16/2023    | 259,030.20          | 94.79            | 251,313.40          | 251,408.19                  |
| AGCY BOND        | 3137EAEZ8  | FEDERAL HOME LOAN MORTGAGE CORP       | 275,000.00          | 11/05/2020  | 11/06/2023    | 274,752.50          | 162.33           | 265,925.00          | 266,087.33                  |
| <b>AGCY BOND</b> |            |                                       | <b>5,325,000.00</b> |             |               | <b>5,313,158.74</b> | <b>5,111.08</b>  | <b>5,074,945.65</b> | <b>5,080,056.73</b>         |

CASH

| Security Type | Identifier | Description | PAR                | Settle Date | Maturity Date | Original Cost      | Accrued Interest | Market Value       | Base Market Value + Accrued |
|---------------|------------|-------------|--------------------|-------------|---------------|--------------------|------------------|--------------------|-----------------------------|
| CASH          | CCYUSD     | Payable     | (300,045.05)       | ---         | 07/31/2022    | (300,045.05)       | 0.00             | (300,045.05)       | (300,045.05)                |
| CASH          | CCYUSD     | Receivable  | 201,366.14         | ---         | 07/31/2022    | 201,366.14         | 0.00             | 201,366.14         | 201,366.14                  |
| <b>CASH</b>   |            |             | <b>(98,678.91)</b> |             |               | <b>(98,678.91)</b> | <b>0.00</b>      | <b>(98,678.91)</b> | <b>(98,678.91)</b>          |

CD (CERTIFICATE OF DEPOSIT)

| Security Type | Identifier | Description                             | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| CD            | 22552G3C2  | Credit Suisse AG, New York Branch       | 200,000.00          | 03/23/2021  | 03/17/2023    | 200,000.00          | 449.06           | 196,246.00          | 196,695.06                  |
| CD            | 23341VZT1  | DNB Bank ASA - New York Branch          | 275,000.00          | 12/06/2019  | 12/02/2022    | 275,000.00          | 935.00           | 274,353.75          | 275,288.75                  |
| CD            | 65558TLL7  | Nordea ABP - New York Branch            | 275,000.00          | 08/29/2019  | 08/26/2022    | 275,000.00          | 2,176.32         | 274,892.75          | 277,069.07                  |
| CD            | 83050PDR7  | Skandinaviska Enskilda Banken AB (publ) | 275,000.00          | 09/03/2019  | 08/26/2022    | 275,000.00          | 2,216.50         | 274,912.00          | 277,128.50                  |
| <b>CD</b>     |            |   | <b>1,025,000.00</b> |             |               | <b>1,025,000.00</b> | <b>5,776.88</b>  | <b>1,020,404.50</b> | <b>1,026,181.38</b>         |

CORP (COPORATE NOTE)

| Security Type | Identifier | Description                                       | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| CORP          | 023135BW5  | AMAZON.COM INC                                    | 245,000.00          | 05/12/2021  | 05/12/2024    | 244,642.30          | 241.94           | 234,697.75          | 234,939.69                  |
| CORP          | 023135CE4  | AMAZON.COM INC                                    | 130,000.00          | 04/13/2022  | 04/13/2025    | 129,793.30          | 1,170.00         | 130,313.30          | 131,483.30                  |
| CORP          | 02665WCZ2  | AMERICAN HONDA FINANCE CORP                       | 250,000.00          | 06/28/2019  | 06/27/2024    | 249,660.00          | 566.67           | 245,675.00          | 246,241.67                  |
| CORP          | 037833DT4  | APPLE INC   | 275,000.00          | 05/13/2020  | 05/11/2025    | 275,552.75          | 687.50           | 261,225.25          | 261,912.75                  |
| CORP          | 05531FBH5  | TRUIST FINANCIAL CORP                             | 250,000.00          | 08/05/2019  | 08/01/2024    | 250,415.00          | 3,125.00         | 245,385.00          | 248,510.00                  |
| CORP          | 05565EBU8  | BMW US CAPITAL LLC                                | 55,000.00           | 08/12/2021  | 08/12/2024    | 54,995.05           | 193.65           | 52,182.35           | 52,376.00                   |
| CORP          | 05565EBW4  | BMW US CAPITAL LLC                                | 150,000.00          | 08/16/2021  | 08/12/2026    | 149,955.00          | 880.21           | 136,293.00          | 137,173.21                  |
| CORP          | 06051GJD2  | BANK OF AMERICA CORP                              | 200,000.00          | 07/27/2021  | 06/19/2026    | 200,918.00          | 307.77           | 184,494.00          | 184,801.77                  |
| CORP          | 06051GJR1  | BANK OF AMERICA CORP                              | 200,000.00          | 04/22/2021  | 04/22/2025    | 200,000.00          | 536.80           | 189,676.00          | 190,212.80                  |
| CORP          | 06406BA4   | BANK OF NEW YORK MELLON CORP                      | 425,000.00          | 01/28/2022  | 01/26/2027    | 424,056.50          | 121.01           | 398,152.75          | 398,273.76                  |
| CORP          | 084664C22  | BERKSHIRE HATHAWAY FINANCE CORP                   | 400,000.00          | 03/17/2022  | 03/15/2027    | 392,496.00          | 3,475.56         | 388,156.00          | 391,631.56                  |
| CORP          | 14913R2U0  | CATERPILLAR FINANCIAL SERVICES CORP               | 200,000.00          | 01/13/2022  | 01/08/2027    | 198,990.00          | 217.22           | 186,972.00          | 187,189.22                  |
| CORP          | 17252MAP5  | CINTAS NO 2 CORP                                  | 60,000.00           | 05/03/2022  | 05/01/2025    | 59,986.80           | 506.00           | 60,137.40           | 60,643.40                   |
| CORP          | 24422EVU0  | JOHN DEERE CAPITAL CORP                           | 90,000.00           | 09/10/2021  | 09/10/2024    | 89,941.50           | 220.31           | 85,340.70           | 85,561.01                   |
| CORP          | 24422EYU2  | JOHN DEERE CAPITAL CORP                           | 70,000.00           | 01/10/2022  | 01/10/2025    | 69,967.10           | 51.04            | 66,928.40           | 66,979.44                   |
| CORP          | 254687FK7  | WALT DISNEY CO                                    | 270,000.00          | 09/06/2019  | 08/30/2024    | 268,898.40          | 2,008.13         | 262,634.40          | 264,642.53                  |
| CORP          | 38141EC23  | GOLDMAN SACHS GROUP INC                           | 250,000.00          | 07/11/2019  | 07/08/2024    | 261,645.00          | 614.93           | 251,227.50          | 251,842.43                  |
| CORP          | 437076CM2  | HOME DEPOT INC                                    | 20,000.00           | 03/28/2022  | 04/15/2025    | 19,965.00           | 184.50           | 19,753.00           | 19,937.50                   |
| CORP          | 459200KS9  | INTERNATIONAL BUSINESS MACHINES CORP              | 200,000.00          | 07/27/2022  | 07/27/2025    | 200,000.00          | 88.89            | 202,846.00          | 202,934.89                  |
| CORP          | 46647PBS4  | JPMORGAN CHASE & CO                               | 100,000.00          | 09/16/2020  | 09/16/2024    | 100,000.00          | 244.88           | 96,284.00           | 96,528.88                   |
| CORP          | 46647PCH7  | JPMORGAN CHASE & CO                               | 205,000.00          | 06/01/2021  | 06/01/2025    | 205,000.00          | 281.53           | 192,765.60          | 193,047.13                  |
| CORP          | 46647PCV6  | JPMORGAN CHASE & CO                               | 100,000.00          | 02/24/2022  | 02/24/2026    | 100,000.00          | 1,131.71         | 96,025.00           | 97,156.71                   |
| CORP          | 61747YET8  | MORGAN STANLEY                                    | 200,000.00          | 07/20/2022  | 07/17/2026    | 200,000.00          | 285.94           | 203,304.00          | 203,589.94                  |
| CORP          | 63743HFC1  | NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP | 60,000.00           | 02/07/2022  | 02/07/2025    | 59,998.20           | 543.75           | 58,020.00           | 58,563.75                   |
| CORP          | 63743HFE7  | NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP | 35,000.00           | 05/04/2022  | 06/15/2025    | 34,990.55           | 291.81           | 35,038.50           | 35,330.31                   |
| CORP          | 693475AV7  | PNC FINANCIAL SERVICES GROUP INC                  | 250,000.00          | 02/15/2019  | 01/23/2024    | 251,780.00          | 194.44           | 250,875.00          | 251,069.44                  |
| CORP          | 69371RR40  | PACCAR FINANCIAL CORP                             | 105,000.00          | 08/09/2021  | 08/09/2024    | 104,943.30          | 250.83           | 99,486.45           | 99,737.28                   |
| CORP          | 771196BT8  | ROCHE HOLDINGS INC                                | 365,000.00          | 03/10/2022  | 03/10/2025    | 365,000.00          | 3,047.87         | 357,002.85          | 360,050.72                  |
| CORP          | 808513BN4  | CHARLES SCHWAB CORP                               | 85,000.00           | 03/18/2021  | 03/18/2024    | 84,957.50           | 235.52           | 81,845.65           | 82,081.17                   |
| CORP          | 857477BR3  | STATE STREET CORP                                 | 60,000.00           | 02/07/2022  | 02/06/2026    | 60,000.00           | 506.34           | 57,228.60           | 57,734.94                   |
| CORP          | 87612EBM7  | TARGET CORP                                       | 35,000.00           | 01/24/2022  | 01/15/2027    | 34,940.50           | 30.33            | 33,251.75           | 33,282.08                   |
| CORP          | 89236TGT6  | TOYOTA MOTOR CREDIT CORP                          | 125,000.00          | 05/26/2020  | 02/13/2025    | 126,221.25          | 1,050.00         | 120,323.75          | 121,373.75                  |
| CORP          | 89236TGT6  | TOYOTA MOTOR CREDIT CORP                          | 50,000.00           | 05/26/2020  | 02/13/2025    | 50,488.50           | 420.00           | 48,129.50           | 48,549.50                   |
| CORP          | 89236TGT6  | TOYOTA MOTOR CREDIT CORP                          | 25,000.00           | 05/26/2020  | 02/13/2025    | 25,348.00           | 210.00           | 24,064.75           | 24,274.75                   |
| CORP          | 90327QD89  | USAA CAPITAL CORP                                 | 200,000.00          | 05/26/2022  | 05/01/2025    | 199,346.00          | 1,218.75         | 199,942.00          | 201,160.75                  |
| CORP          | 91324PEC2  | UNITEDHEALTH GROUP INC                            | 200,000.00          | 05/19/2021  | 05/15/2026    | 199,652.00          | 485.56           | 185,998.00          | 186,483.56                  |
| <b>CORP</b>   |            |   | <b>5,940,000.00</b> |             |               | <b>5,944,543.50</b> | <b>25,626.38</b> | <b>5,741,675.20</b> | <b>5,767,301.58</b>         |

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

| Security Type | Identifier | Description   | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|---------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| FHLMC         | 3132CWMM3  | FH SB0364     | 188,894.48          | 06/25/2021  | 06/01/2035    | 203,533.80          | 550.94           | 191,331.21          | 191,882.16                  |
| FHLMC         | 3133L7LB1  | FH RC1222     | 229,086.40          | 10/19/2021  | 12/01/2034    | 246,267.87          | 668.17           | 233,590.24          | 234,258.40                  |
| FHLMC         | 3137BGK24  | FHMS K-043 A2 | 175,000.00          | 03/25/2020  | 12/25/2024    | 183,667.97          | 446.54           | 174,044.50          | 174,491.04                  |
| FHLMC         | 3137BM6P6  | FHMS K-721 A2 | 1,503.24            | 04/09/2018  | 08/25/2022    | 1,516.04            | 3.87             | 1,500.37            | 1,504.24                    |
| FHLMC         | 3137F6ZS5  | FHMS K-J31 A1 | 61,955.00           | 10/29/2020  | 05/26/2026    | 61,953.76           | 29.38            | 59,269.87           | 59,299.25                   |
| FHLMC         | 3137FKK39  | FHMS K-P05 A  | 3,509.52            | 12/17/2018  | 07/25/2023    | 3,509.51            | 9.37             | 3,437.96            | 3,447.33                    |
| FHLMC         | 3137FQ3V3  | FHMS K-J27 A1 | 3,763.80            | 11/26/2019  | 07/25/2024    | 3,763.71            | 6.56             | 3,729.96            | 3,736.52                    |
| FHLMC         | 3137H4RZ5  | FHMS K-J36 A1 | 33,176.98           | 12/16/2021  | 12/25/2026    | 33,176.85           | 35.89            | 31,399.36           | 31,435.24                   |
| FHLMC         | 3137H8B42  | FHMS K-J40 A1 | 140,000.00          | 07/14/2022  | 06/25/2028    | 139,998.32          | 396.67           | 142,175.60          | 142,572.27                  |
| FHLMC         | 3137H8H79  | FHMS K-J41 A1 | 300,000.00          | 08/04/2022  | 01/25/2029    | 299,996.40          | 48.65            | 299,996.40          | 300,045.05                  |
| <b>FHLMC</b>  |            |               | <b>1,136,889.42</b> |             |               | <b>1,177,384.23</b> | <b>2,196.03</b>  | <b>1,140,475.48</b> | <b>1,142,671.51</b>         |

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

| Security Type    | Identifier | Description | PAR               | Settle Date | Maturity Date | Original Cost     | Accrued Interest | Market Value      | Base Market Value + Accrued |
|------------------|------------|-------------|-------------------|-------------|---------------|-------------------|------------------|-------------------|-----------------------------|
| FHLMC CMO        | 3137F7DH5  | FHR 5048 B  | 178,358.36        | 11/30/2020  | 05/25/2033    | 180,615.71        | 148.63           | 166,991.59        | 167,140.22                  |
| <b>FHLMC CMO</b> |            |             | <b>178,358.36</b> |             |               | <b>180,615.71</b> | <b>148.63</b>    | <b>166,991.59</b> | <b>167,140.22</b>           |

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

| Security Type | Identifier | Description | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|-------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| FNMA          | 3140K7XA6  | FN BP0672   | 203,373.98          | 05/18/2021  | 03/01/2035    | 217,927.94          | 508.44           | 203,803.10          | 204,311.54                  |
| FNMA          | 3140Q9FM0  | FN CA1971   | 219,390.78          | 01/18/2022  | 06/01/2033    | 231,491.55          | 639.89           | 222,582.92          | 223,222.81                  |
| FNMA          | 3140QGKN6  | FN CA8400   | 223,570.65          | 03/22/2021  | 12/01/2035    | 244,600.26          | 652.08           | 226,620.15          | 227,272.23                  |
| FNMA          | 3140X92C8  | FN FM6170   | 185,951.45          | 06/25/2021  | 07/01/2035    | 201,524.89          | 619.84           | 189,824.82          | 190,444.66                  |
| FNMA          | 3140X9K46  | FN FM5714   | 134,554.20          | 03/25/2021  | 11/01/2035    | 146,579.98          | 448.51           | 137,369.07          | 137,817.59                  |
| FNMA          | 3140XALC4  | FN FM6622   | 251,571.19          | 03/29/2021  | 02/01/2036    | 264,542.83          | 524.11           | 245,138.51          | 245,662.62                  |
| FNMA          | 3140XC4K1  | FN FM8925   | 242,938.70          | 11/16/2021  | 08/01/2034    | 263,436.65          | 809.80           | 251,043.13          | 251,852.93                  |
| <b>FNMA</b>   |            |             | <b>1,461,350.95</b> |             |               | <b>1,570,104.09</b> | <b>4,202.66</b>  | <b>1,476,381.71</b> | <b>1,480,584.37</b>         |

MMFUND

| Security Type | Identifier | Description            | PAR               | Settle Date | Maturity Date | Original Cost     | Accrued Interest | Market Value      | Base Market Value + Accrued |
|---------------|------------|------------------------|-------------------|-------------|---------------|-------------------|------------------|-------------------|-----------------------------|
| MMFUND        | 31846V534  | FIRST AMER:US TRS MM Y | 116,717.10        | ---         | 07/31/2022    | 116,717.10        | 0.00             | 116,717.10        | 116,717.10                  |
| <b>MMFUND</b> |            |                        | <b>116,717.10</b> |             |               | <b>116,717.10</b> | <b>0.00</b>      | <b>116,717.10</b> | <b>116,717.10</b>           |

MUNI (MUNICIPAL BOND/NOTE)

| Security Type | Identifier | Description                          | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|--------------------------------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| MUNI          | 13017HAK2  | CALIFORNIA EARTHQUAKE AUTH REV       | 55,000.00           | 11/24/2020  | 07/01/2023    | 55,000.00           | 67.70            | 53,950.05           | 54,017.75                   |
| MUNI          | 13077DQD7  | CALIFORNIA ST UNIV REV               | 75,000.00           | 07/29/2021  | 11/01/2025    | 75,000.00           | 161.63           | 69,282.00           | 69,443.63                   |
| MUNI          | 157411TK5  | CHAFFEY CALIF JT UN HIGH SCH DIST    | 60,000.00           | 12/05/2019  | 08/01/2024    | 60,000.00           | 630.30           | 58,666.80           | 59,297.10                   |
| MUNI          | 341271AD6  | FLORIDA ST BRD ADMIN FIN CORP REV    | 55,000.00           | 09/16/2020  | 07/01/2025    | 55,388.85           | 57.66            | 51,791.30           | 51,848.96                   |
| MUNI          | 341271AD6  | FLORIDA ST BRD ADMIN FIN CORP REV    | 75,000.00           | 09/16/2020  | 07/01/2025    | 75,497.25           | 78.63            | 70,624.50           | 70,703.13                   |
| MUNI          | 341271AD6  | FLORIDA ST BRD ADMIN FIN CORP REV    | 130,000.00          | 09/16/2020  | 07/01/2025    | 130,000.00          | 136.28           | 122,415.80          | 122,552.08                  |
| MUNI          | 54438CYK2  | LOS ANGELES CALIF CMNTY COLLEGE DIST | 115,000.00          | 11/10/2020  | 08/01/2025    | 115,000.00          | 444.48           | 106,906.30          | 107,350.78                  |
| MUNI          | 60412AVJ9  | MINNESOTA ST                         | 85,000.00           | 08/25/2020  | 08/01/2025    | 85,000.00           | 267.75           | 79,066.15           | 79,333.90                   |
| MUNI          | 646140DP5  | NEW JERSEY ST TPK AUTH TPK REV       | 55,000.00           | 02/04/2021  | 01/01/2026    | 55,000.00           | 47.99            | 50,636.85           | 50,684.84                   |
| MUNI          | 650036DT0  | NEW YORK ST URBAN DEV CORP REV       | 275,000.00          | 12/23/2020  | 03/15/2025    | 275,000.00          | 903.83           | 256,434.75          | 257,338.58                  |
| MUNI          | 798306WN2  | SAN JUAN CALIF UNI SCH DIST          | 125,000.00          | 10/29/2020  | 08/01/2024    | 125,000.00          | 438.75           | 118,566.25          | 119,005.00                  |
| <b>MUNI</b>   |            |                                      | <b>1,105,000.00</b> |             |               | <b>1,105,886.10</b> | <b>3,234.98</b>  | <b>1,038,340.75</b> | <b>1,041,575.73</b>         |

SUPRANATIONAL

| Security Type        | Identifier | Description  | PAR               | Settle Date | Maturity Date | Original Cost     | Accrued Interest | Market Value      | Base Market Value + Accrued |
|----------------------|------------|--|-------------------|-------------|---------------|-------------------|------------------|-------------------|-----------------------------|
| SUPRANATIONAL        | 459058KJ1  | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM | 275,000.00        | 07/19/2022  | 06/15/2027    | 274,857.00        | 286.46           | 278,696.00        | 278,982.46                  |
| <b>SUPRANATIONAL</b> |            |  | <b>275,000.00</b> |             |               | <b>274,857.00</b> | <b>286.46</b>    | <b>278,696.00</b> | <b>278,982.46</b>           |

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

| Security Type | Identifier | Description            | PAR                 | Settle Date | Maturity Date | Original Cost       | Accrued Interest | Market Value        | Base Market Value + Accrued |
|---------------|------------|------------------------|---------------------|-------------|---------------|---------------------|------------------|---------------------|-----------------------------|
| US GOV        | 912828N30  | UNITED STATES TREASURY | 370,000.00          | 01/10/2019  | 12/31/2022    | 364,666.80          | 683.70           | 368,960.30          | 369,644.00                  |
| US GOV        | 912828N30  | UNITED STATES TREASURY | 850,000.00          | 01/31/2019  | 12/31/2022    | 836,519.53          | 1,570.65         | 847,611.50          | 849,182.15                  |
| US GOV        | 912828R69  | UNITED STATES TREASURY | 200,000.00          | 04/05/2019  | 05/31/2023    | 194,554.69          | 550.55           | 197,804.00          | 198,354.55                  |
| US GOV        | 912828R69  | UNITED STATES TREASURY | 550,000.00          | 05/03/2019  | 05/31/2023    | 536,765.62          | 1,514.00         | 543,961.00          | 545,475.00                  |
| US GOV        | 912828T91  | UNITED STATES TREASURY | 850,000.00          | 07/08/2019  | 10/31/2023    | 842,628.91          | 3,490.66         | 836,255.50          | 839,746.16                  |
| US GOV        | 912828T91  | UNITED STATES TREASURY | 625,000.00          | 10/04/2019  | 10/31/2023    | 628,588.87          | 2,566.66         | 614,893.75          | 617,460.41                  |
| US GOV        | 912828XX3  | UNITED STATES TREASURY | 1,050,000.00        | 11/06/2019  | 06/30/2024    | 1,071,246.10        | 1,826.09         | 1,032,528.00        | 1,034,354.09                |
| US GOV        | 912828XX3  | UNITED STATES TREASURY | 425,000.00          | 12/05/2019  | 06/30/2024    | 431,375.00          | 739.13           | 417,928.00          | 418,667.13                  |
| US GOV        | 912828XX3  | UNITED STATES TREASURY | 125,000.00          | 01/07/2020  | 06/30/2024    | 126,840.82          | 217.39           | 122,920.00          | 123,137.39                  |
| US GOV        | 912828XX3  | UNITED STATES TREASURY | 175,000.00          | 02/07/2020  | 06/30/2024    | 179,750.98          | 304.35           | 172,088.00          | 172,392.35                  |
| US GOV        | 912828XX3  | UNITED STATES TREASURY | 450,000.00          | 03/06/2020  | 06/30/2024    | 471,919.92          | 782.61           | 442,512.00          | 443,294.61                  |
| US GOV        | 912828YY0  | UNITED STATES TREASURY | 250,000.00          | 08/07/2020  | 12/31/2024    | 267,207.03          | 380.43           | 243,505.00          | 243,885.43                  |
| US GOV        | 91282CBC4  | UNITED STATES TREASURY | 150,000.00          | 10/06/2021  | 12/31/2025    | 147,304.69          | 48.91            | 138,205.50          | 138,254.41                  |
| US GOV        | 91282CBC4  | UNITED STATES TREASURY | 525,000.00          | 11/04/2021  | 12/31/2025    | 510,665.04          | 171.20           | 483,719.25          | 483,890.45                  |
| US GOV        | 91282CBV2  | UNITED STATES TREASURY | 600,000.00          | 12/06/2021  | 04/15/2024    | 594,750.00          | 663.93           | 574,404.00          | 575,067.93                  |
| US GOV        | 91282CBW0  | UNITED STATES TREASURY | 350,000.00          | 01/06/2022  | 04/30/2026    | 341,468.75          | 663.38           | 324,870.00          | 325,533.38                  |
| US GOV        | 91282CCP4  | UNITED STATES TREASURY | 450,000.00          | 07/08/2022  | 07/31/2026    | 411,943.36          | 7.64             | 413,824.50          | 413,832.14                  |
| <b>US GOV</b> |            |                        | <b>7,995,000.00</b> |             |               | <b>7,958,196.10</b> | <b>16,181.29</b> | <b>7,775,990.30</b> | <b>7,792,171.59</b>         |

YANKEE

| Security Type | Identifier | Description                                  | PAR               | Settle Date | Maturity Date | Original Cost     | Accrued Interest | Market Value      | Base Market Value + Accrued |
|---------------|------------|--|-------------------|-------------|---------------|-------------------|------------------|-------------------|-----------------------------|
| YANKEE        | 63254ABD9  | NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH | 250,000.00        | 06/09/2022  | 06/09/2025    | 250,000.00        | 1,263.89         | 249,730.00        | 250,993.89                  |
| <b>YANKEE</b> |            |  | <b>250,000.00</b> |             |               | <b>250,000.00</b> | <b>1,263.89</b>  | <b>249,730.00</b> | <b>250,993.89</b>           |

Summary

| Security Type | Identifier | Description | PAR           | Settle Date | Maturity Date | Original Cost | Accrued Interest | Market Value  | Base Market Value + Accrued |
|---------------|------------|-------------|---------------|-------------|---------------|---------------|------------------|---------------|-----------------------------|
| ---           | ---        | ---         | 27,884,973.57 | ---         | ---           | 27,992,651.40 | 65,243.81        | 27,075,644.63 | 27,140,888.44               |

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

# CLEARWATER ANALYTICS

Report: Trade Activity  
Account: SAM Transit District Agg (136232)  
Date: 07/01/2022 - 07/31/2022  
Base Currency: USD

\* Does not Lock Down

| Identifier | Description  | Base Current Units | Coupon Rate | Transaction Type  | Trade Date | Settle Date | Final Maturity | Base Principal | Base Accrued Interest | Base Amount    |
|------------|--|--------------------|-------------|-------------------|------------|-------------|----------------|----------------|-----------------------|----------------|
| 63873KQ34  | Natixis, New York Branch                           | 3,500,000.00       | 0.000       | Buy               | 07/06/2022 | 07/07/2022  | 03/03/2023     | 3,425,412.08   | 0.00                  | (3,425,412.08) |
| 14316NAC3  | CARMX 2021-1 A3                                    | (1,371.67)         | 0.340       | Principal Paydown | 07/15/2022 | 07/15/2022  | 12/15/2025     | (1,371.67)     | 0.00                  | 1,371.67       |
| 14316NAC3  | CARMX 2021-1 A3                                    | (242.06)           | 0.340       | Principal Paydown | 07/15/2022 | 07/15/2022  | 12/15/2025     | (242.06)       | 0.00                  | 242.06         |
| 91282CBV2  | UNITED STATES TREASURY                             | (1,400,000.00)     | 0.375       | Sell              | 07/18/2022 | 07/19/2022  | 04/15/2024     | (1,332,953.13) | (1,362.70)            | 1,334,315.83   |
| 36260KAC8  | GMCAR 2020-4 A3                                    | (22,689.63)        | 0.380       | Principal Paydown | 07/16/2022 | 07/16/2022  | 08/18/2025     | (22,689.62)    | 0.00                  | 22,689.62      |
| 44891RAC4  | HART 2020-C A3                                     | (76,122.37)        | 0.380       | Principal Paydown | 07/15/2022 | 07/15/2022  | 05/15/2025     | (76,122.36)    | 0.00                  | 76,122.36      |
| 36260KAC8  | GMCAR 2020-4 A3                                    | (4,821.55)         | 0.380       | Principal Paydown | 07/16/2022 | 07/16/2022  | 08/18/2025     | (4,821.55)     | 0.00                  | 4,821.55       |
| 44891RAC4  | HART 2020-C A3                                     | (16,746.92)        | 0.380       | Principal Paydown | 07/15/2022 | 07/15/2022  | 05/15/2025     | (16,746.92)    | 0.00                  | 16,746.92      |
| 89237VAB5  | TAOT 2020-C A3                                     | (51,330.78)        | 0.440       | Principal Paydown | 07/15/2022 | 07/15/2022  | 10/15/2024     | (51,330.78)    | 0.00                  | 51,330.78      |
| 89237VAB5  | TAOT 2020-C A3                                     | (5,460.72)         | 0.440       | Principal Paydown | 07/15/2022 | 07/15/2022  | 10/15/2024     | (5,460.72)     | 0.00                  | 5,460.72       |
| 362590AC5  | GMCAR 2020-3 A3                                    | (35,421.49)        | 0.450       | Principal Paydown | 07/16/2022 | 07/16/2022  | 04/16/2025     | (35,421.48)    | 0.00                  | 35,421.48      |
| 09661RAD3  | BMWOT 2020-A A3                                    | (16,449.93)        | 0.480       | Principal Paydown | 07/25/2022 | 07/25/2022  | 10/25/2024     | (16,449.94)    | 0.00                  | 16,449.94      |
| 09661RAD3  | BMWOT 2020-A A3                                    | (4,699.98)         | 0.480       | Principal Paydown | 07/25/2022 | 07/25/2022  | 10/25/2024     | (4,699.98)     | 0.00                  | 4,699.98       |
| 14316HAC6  | CARMX 2020-4 A3                                    | (24,741.28)        | 0.500       | Principal Paydown | 07/15/2022 | 07/15/2022  | 08/15/2025     | (24,741.28)    | 0.00                  | 24,741.28      |
| 14316HAC6  | CARMX 2020-4 A3                                    | (5,821.48)         | 0.500       | Principal Paydown | 07/15/2022 | 07/15/2022  | 08/15/2025     | (5,821.48)     | 0.00                  | 5,821.48       |
| 47787NAC3  | JDOT 2020-B A3                                     | (9,334.97)         | 0.510       | Principal Paydown | 07/15/2022 | 07/15/2022  | 11/15/2024     | (9,334.98)     | 0.00                  | 9,334.98       |
| 47787NAC3  | JDOT 2020-B A3                                     | (2,240.39)         | 0.510       | Principal Paydown | 07/15/2022 | 07/15/2022  | 11/15/2024     | (2,240.39)     | 0.00                  | 2,240.39       |
| 65479CAD0  | NAROT 2020-B A3                                    | (20,878.86)        | 0.550       | Principal Paydown | 07/15/2022 | 07/15/2022  | 07/15/2024     | (20,878.86)    | 0.00                  | 20,878.86      |
| 65479CAD0  | NAROT 2020-B A3                                    | (5,741.69)         | 0.550       | Principal Paydown | 07/15/2022 | 07/15/2022  | 07/15/2024     | (5,741.69)     | 0.00                  | 5,741.69       |
| 3137F62S5  | FHMS K-J31 A1                                      | (1,520.41)         | 0.569       | Principal Paydown | 07/01/2022 | 07/01/2022  | 05/26/2026     | (1,520.41)     | 0.00                  | 1,520.41       |
| 3137F62S5  | FHMS K-J31 A1                                      | (358.59)           | 0.569       | Principal Paydown | 07/01/2022 | 07/01/2022  | 05/26/2026     | (358.59)       | 0.00                  | 358.59         |
| 14315FAD9  | CARMX 2020-3 A3                                    | (24,124.81)        | 0.620       | Principal Paydown | 07/15/2022 | 07/15/2022  | 03/17/2025     | (24,124.81)    | 0.00                  | 24,124.81      |
| 14315FAD9  | CARMX 2020-3 A3                                    | (6,969.39)         | 0.620       | Principal Paydown | 07/15/2022 | 07/15/2022  | 03/17/2025     | (6,969.39)     | 0.00                  | 6,969.39       |
| 91282CCP4  | UNITED STATES TREASURY                             | 450,000.00         | 0.625       | Buy               | 07/05/2022 | 07/08/2022  | 07/31/2026     | 411,943.36     | 1,227.56              | (413,170.92)   |
| 86565CKU2  | Sumitomo Mitsui Banking Corporation - New York Bra | (900,000.00)       | 0.700       | Maturity          | 07/08/2022 | 07/08/2022  | 07/08/2022     | (900,000.00)   | 0.00                  | 900,000.00     |
| 86565CKU2  | Sumitomo Mitsui Banking Corporation - New York Bra | (250,000.00)       | 0.700       | Maturity          | 07/08/2022 | 07/08/2022  | 07/08/2022     | (250,000.00)   | 0.00                  | 250,000.00     |
| 3137F7DHS  | FHR 5048 B   | (18,814.34)        | 1.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 05/25/2033     | (18,814.34)    | 0.00                  | 18,814.34      |
| 3133Q5GZ3  | FHS 370 A3   | (37,386.36)        | 1.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 09/25/2033     | (37,386.36)    | 0.00                  | 37,386.36      |
| 3137F7DHS  | FHR 5048 B   | (3,979.96)         | 1.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 05/25/2033     | (3,979.96)     | 0.00                  | 3,979.96       |
| 3137H4RZ5  | FHMS K-J36 A1                                      | (612.06)           | 1.298       | Principal Paydown | 07/01/2022 | 07/01/2022  | 12/25/2026     | (612.06)       | 0.00                  | 612.06         |
| 3137H4RZ5  | FHMS K-J36 A1                                      | (97.37)            | 1.298       | Principal Paydown | 07/01/2022 | 07/01/2022  | 12/25/2026     | (97.37)        | 0.00                  | 97.37          |
| 31846V534  | FIRST AMER:US TRS MM Y                             | 3,050.26           | 1.320       | Buy               | 07/05/2022 | 07/05/2022  | 07/31/2022     | 3,050.26       | 0.00                  | (3,050.26)     |
| 31846V534  | FIRST AMER:US TRS MM Y                             | 2,175,720.97       | 1.320       | Buy               | ---        | ---         | 07/31/2022     | 2,175,720.97   | 0.00                  | (2,175,720.97) |
| 31846V534  | FIRST AMER:US TRS MM Y                             | (5,523,024.40)     | 1.320       | Sell              | ---        | ---         | 07/31/2022     | (5,523,024.40) | 0.00                  | 5,523,024.40   |
| 31846V534  | FIRST AMER:US TRS MM Y                             | 325,606.43         | 1.320       | Buy               | ---        | ---         | 07/31/2022     | 325,606.43     | 0.00                  | (325,606.43)   |
| 31846V534  | FIRST AMER:US TRS MM Y                             | (510,731.65)       | 1.320       | Sell              | ---        | ---         | 07/31/2022     | (510,731.65)   | 0.00                  | 510,731.65     |
| 92348TAA2  | VZOT 2020-A A1A                                    | (34,244.68)        | 1.850       | Principal Paydown | 07/20/2022 | 07/20/2022  | 07/22/2024     | (34,244.68)    | 0.00                  | 34,244.68      |
| 92348TAA2  | VZOT 2020-A A1A                                    | (9,011.76)         | 1.850       | Principal Paydown | 07/20/2022 | 07/20/2022  | 07/22/2024     | (9,011.76)     | 0.00                  | 9,011.76       |
| 3137H8H79  | FHMS K-J41 A1                                      | 1,800,000.00       | 1.946       | Buy               | 07/28/2022 | 08/04/2022  | 01/25/2029     | 1,799,978.40   | 470.55                | (1,800,448.95) |
| 3137H8H79  | FHMS K-J41 A1                                      | 300,000.00         | 1.946       | Buy               | 07/28/2022 | 08/04/2022  | 01/25/2029     | 299,996.40     | 78.43                 | (300,074.83)   |
| 3137FQ3V3  | FHMS K-J27 A1                                      | (8,095.39)         | 2.092       | Principal Paydown | 07/01/2022 | 07/01/2022  | 07/25/2024     | (8,095.39)     | 0.00                  | 8,095.39       |
| 3137FQ3V3  | FHMS K-J27 A1                                      | (2,102.70)         | 2.092       | Principal Paydown | 07/01/2022 | 07/01/2022  | 07/25/2024     | (2,102.70)     | 0.00                  | 2,102.70       |

| Identifier | Description  | Base Current Units | Coupon Rate | Transaction Type  | Trade Date | Settle Date | Final Maturity | Base Principal | Base Accrued Interest | Base Amount    |
|------------|--|--------------------|-------------|-------------------|------------|-------------|----------------|----------------|-----------------------|----------------|
| 912828N30  | UNITED STATES TREASURY                             | (1,000,000.00)     | 2.125       | Sell              | 07/12/2022 | 07/19/2022  | 12/31/2022     | (997,421.88)   | (1,097.15)            | 998,519.03     |
| 912828N30  | UNITED STATES TREASURY                             | (1,250,000.00)     | 2.125       | Sell              | 07/13/2022 | 07/20/2022  | 12/31/2022     | (1,246,826.17) | (1,443.61)            | 1,248,269.78   |
| 912828N30  | UNITED STATES TREASURY                             | (1,300,000.00)     | 2.125       | Sell              | 07/20/2022 | 07/27/2022  | 12/31/2022     | (1,295,734.38) | (2,026.83)            | 1,297,761.21   |
| 912828N30  | UNITED STATES TREASURY                             | (1,300,000.00)     | 2.125       | Sell              | 07/28/2022 | 08/04/2022  | 12/31/2022     | (1,296,496.09) | (2,627.38)            | 1,299,123.47   |
| 912828N30  | UNITED STATES TREASURY                             | (250,000.00)       | 2.125       | Sell              | 07/12/2022 | 07/19/2022  | 12/31/2022     | (249,355.47)   | (274.29)              | 249,629.76     |
| 912828N30  | UNITED STATES TREASURY                             | (175,000.00)       | 2.125       | Sell              | 07/13/2022 | 07/20/2022  | 12/31/2022     | (174,555.66)   | (202.11)              | 174,757.77     |
| 912828N30  | UNITED STATES TREASURY                             | (225,000.00)       | 2.125       | Sell              | 07/18/2022 | 07/19/2022  | 12/31/2022     | (224,296.88)   | (246.86)              | 224,543.74     |
| 912828N30  | UNITED STATES TREASURY                             | (200,000.00)       | 2.125       | Sell              | 07/20/2022 | 07/27/2022  | 12/31/2022     | (199,343.75)   | (311.82)              | 199,655.57     |
| 912828N30  | UNITED STATES TREASURY                             | (200,000.00)       | 2.125       | Sell              | 07/28/2022 | 08/04/2022  | 12/31/2022     | (199,460.94)   | (404.21)              | 199,865.15     |
| 3140XALC4  | FN FM6622  | (8,678.69)         | 2.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 02/01/2036     | (8,678.69)     | 0.00                  | 8,678.69       |
| 3140XALC4  | FN FM6622  | (1,627.25)         | 2.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 02/01/2036     | (1,627.25)     | 0.00                  | 1,627.25       |
| 3140K7XA6  | FN BP0672  | (25,591.61)        | 3.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 03/01/2035     | (25,591.61)    | 0.00                  | 25,591.61      |
| 3140K7XA6  | FN BP0672  | (4,516.17)         | 3.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 03/01/2035     | (4,516.17)     | 0.00                  | 4,516.17       |
| 3137BM6P6  | FHMS K-721 A2                                      | (56,569.10)        | 3.090       | Principal Paydown | 07/01/2022 | 07/01/2022  | 08/25/2022     | (56,569.10)    | 0.00                  | 56,569.10      |
| 3137BM6P6  | FHMS K-721 A2                                      | (16,342.18)        | 3.090       | Principal Paydown | 07/01/2022 | 07/01/2022  | 08/25/2022     | (16,342.18)    | 0.00                  | 16,342.18      |
| 459058KJ1  | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM | 1,800,000.00       | 3.125       | Buy               | 07/12/2022 | 07/19/2022  | 06/15/2027     | 1,799,064.00   | 0.00                  | (1,799,064.00) |
| 459058KJ1  | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM | 275,000.00         | 3.125       | Buy               | 07/12/2022 | 07/19/2022  | 06/15/2027     | 274,857.00     | 0.00                  | (274,857.00)   |
| 3137FKK39  | FHMS K-P05 A                                       | (35.18)            | 3.203       | Principal Paydown | 07/01/2022 | 07/01/2022  | 07/25/2023     | (35.18)        | 0.00                  | 35.18          |
| 3137FKK39  | FHMS K-P05 A                                       | (10.00)            | 3.203       | Principal Paydown | 07/01/2022 | 07/01/2022  | 07/25/2023     | (10.00)        | 0.00                  | 10.00          |
| 3137H8B42  | FHMS K-J40 A1                                      | 840,000.00         | 3.400       | Buy               | 07/07/2022 | 07/14/2022  | 06/25/2028     | 839,989.92     | 1,031.33              | (841,021.25)   |
| 3137H8B42  | FHMS K-J40 A1                                      | 140,000.00         | 3.400       | Buy               | 07/07/2022 | 07/14/2022  | 06/25/2028     | 139,998.32     | 171.89                | (140,170.21)   |
| 3140Q9FM0  | FN CA1971  | (48,407.80)        | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 06/01/2033     | (48,407.80)    | 0.00                  | 48,407.80      |
| 3132CWMM3  | FH SB0364  | (14,952.58)        | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 06/01/2035     | (14,952.58)    | 0.00                  | 14,952.58      |
| 3140QGKN6  | FN CA8400  | (6,516.41)         | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 12/01/2035     | (6,516.41)     | 0.00                  | 6,516.41       |
| 3133L7LB1  | FH RC1222  | (8,401.33)         | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 12/01/2034     | (8,401.33)     | 0.00                  | 8,401.33       |
| 3132CWMM3  | FH SB0364  | (2,775.42)         | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 06/01/2035     | (2,775.42)     | 0.00                  | 2,775.42       |
| 3140QGKN6  | FN CA8400  | (1,275.46)         | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 12/01/2035     | (1,275.46)     | 0.00                  | 1,275.46       |
| 3133L7LB1  | FH RC1222  | (1,512.24)         | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 12/01/2034     | (1,512.24)     | 0.00                  | 1,512.24       |
| 3140Q9FM0  | FN CA1971  | (7,261.17)         | 3.500       | Principal Paydown | 07/01/2022 | 07/01/2022  | 06/01/2033     | (7,261.17)     | 0.00                  | 7,261.17       |
| 14318MAD1  | CARMX 2022-3 A3                                    | 1,230,000.00       | 3.970       | Buy               | 07/12/2022 | 07/20/2022  | 08/15/2025     | 1,229,970.97   | 0.00                  | (1,229,970.97) |
| 14318MAD1  | CARMX 2022-3 A3                                    | 195,000.00         | 3.970       | Buy               | 07/12/2022 | 07/20/2022  | 08/15/2025     | 194,995.40     | 0.00                  | (194,995.40)   |
| 3140X9K46  | FN FM5714  | (21,884.52)        | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 11/01/2035     | (21,884.52)    | 0.00                  | 21,884.52      |
| 3140X92C8  | FN FM6170  | (10,210.51)        | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 07/01/2035     | (10,210.51)    | 0.00                  | 10,210.51      |
| 3140XC4K1  | FN FM8925  | (10,027.52)        | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 08/01/2034     | (10,027.52)    | 0.00                  | 10,027.52      |
| 3140XHQQ3  | FN FS2262  | (17,021.07)        | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 06/01/2037     | (17,021.07)    | 0.00                  | 17,021.07      |
| 459200KS9  | INTERNATIONAL BUSINESS MACHINES CORP               | 1,300,000.00       | 4.000       | Buy               | 07/20/2022 | 07/27/2022  | 07/27/2025     | 1,300,000.00   | 0.00                  | (1,300,000.00) |
| 3140X9K46  | FN FM5714  | (3,907.95)         | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 11/01/2035     | (3,907.95)     | 0.00                  | 3,907.95       |
| 3140X92C8  | FN FM6170  | (1,914.47)         | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 07/01/2035     | (1,914.47)     | 0.00                  | 1,914.47       |
| 3140XC4K1  | FN FM8925  | (1,880.16)         | 4.000       | Principal Paydown | 07/01/2022 | 07/01/2022  | 08/01/2034     | (1,880.16)     | 0.00                  | 1,880.16       |
| 459200KS9  | INTERNATIONAL BUSINESS MACHINES CORP               | 200,000.00         | 4.000       | Buy               | 07/20/2022 | 07/27/2022  | 07/27/2025     | 200,000.00     | 0.00                  | (200,000.00)   |
| 61747YET8  | MORGAN STANLEY                                     | 1,300,000.00       | 4.679       | Buy               | 07/18/2022 | 07/20/2022  | 07/17/2026     | 1,300,000.00   | 0.00                  | (1,300,000.00) |
| 61747YET8  | MORGAN STANLEY                                     | 200,000.00         | 4.679       | Buy               | 07/18/2022 | 07/20/2022  | 07/17/2026     | 200,000.00     | 0.00                  | (200,000.00)   |
| ---        | ---  | 827,869.27         | 1.906       | ---               | ---        | ---         | 05/29/2024     | 797,630.74     | (7,017.20)            | (790,613.54)   |

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

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

## Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

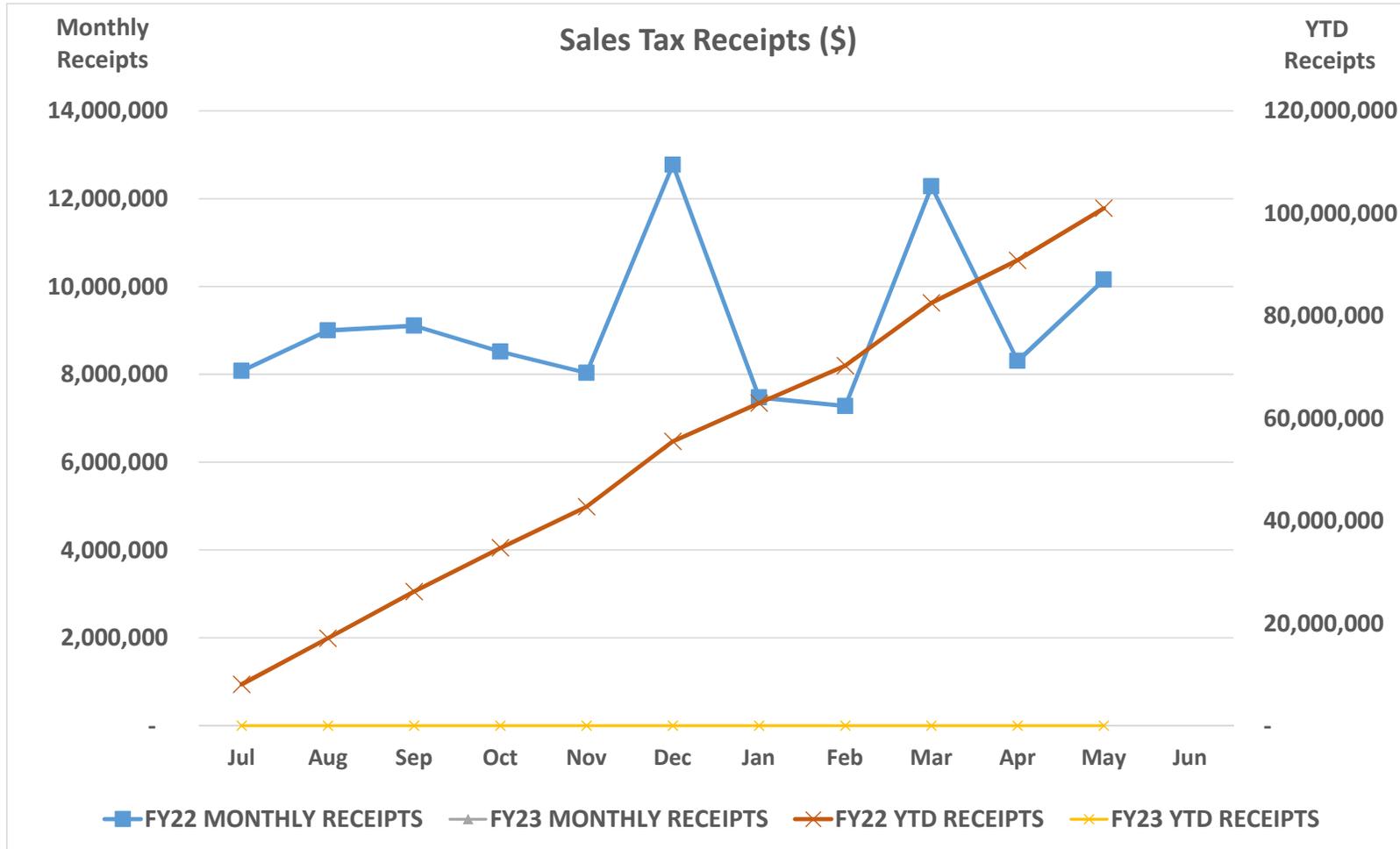
BUDGET AMENDMENTS

| Amount      | Line Item | Description                        |
|-------------|-----------|------------------------------------|
| Jul-22      |           | No Budget Amendments for July 2022 |
| <u>\$ -</u> | Total     | <u>\$ -</u> Total                  |

BUDGET REVISIONS

| Amount      | Line Item | Description                       |
|-------------|-----------|-----------------------------------|
| Jul-22      |           | No Budget Revisions for July 2022 |
| <u>\$ -</u> | Total     | <u>\$ -</u> Total                 |

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2023  
Measure A Sales Tax  
July 2022**



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

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**Monthly Sales Tax Receipts**  
**FY2023**  
**JULY 2022**

|              | <b>FY22<br/>MONTHLY<br/>RECEIPTS*</b> | <b>FY23<br/>MONTHLY<br/>RECEIPTS*</b> | <b>MONTHLY<br/>% Change</b> | <b>FY22<br/>YTD<br/>RECEIPTS</b> | <b>FY23<br/>YTD<br/>RECEIPTS</b> | <b>YTD<br/>% Change</b> |
|--------------|---------------------------------------|---------------------------------------|-----------------------------|----------------------------------|----------------------------------|-------------------------|
| <b>Jul</b>   | 8,073,453                             |                                       | (100.0%)                    | 8,073,453                        |                                  | (100.0%)                |
| <b>Aug</b>   | 8,998,280                             |                                       | (100.0%)                    | 17,071,733                       |                                  | (100.0%)                |
| <b>Sep</b>   | 9,104,933                             |                                       | (100.0%)                    | 26,176,665                       |                                  | (100.0%)                |
| <b>Oct</b>   | 8,516,856                             |                                       | (100.0%)                    | 34,693,522                       |                                  | (100.0%)                |
| <b>Nov</b>   | 8,032,736                             |                                       | (100.0%)                    | 42,726,257                       |                                  | (100.0%)                |
| <b>Dec</b>   | 12,772,114                            |                                       | (100.0%)                    | 55,498,371                       |                                  | (100.0%)                |
| <b>Jan</b>   | 7,468,855                             |                                       | (100.0%)                    | 62,967,226                       |                                  | (100.0%)                |
| <b>Feb</b>   | 7,276,489                             |                                       | (100.0%)                    | 70,243,715                       |                                  | (100.0%)                |
| <b>Mar</b>   | 12,281,405                            |                                       | (100.0%)                    | 82,525,120                       |                                  | (100.0%)                |
| <b>Apr</b>   | 8,307,361                             |                                       | (100.0%)                    | 90,832,481                       |                                  | (100.0%)                |
| <b>May</b>   | 10,152,361                            |                                       | (100.0%)                    | 100,984,842                      |                                  | (100.0%)                |
| <b>Jun</b>   |                                       |                                       | 100.0%                      |                                  |                                  | 100.0%                  |
| <b>Total</b> | <u>100,984,843</u>                    | <u>-</u>                              |                             |                                  |                                  |                         |

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: David Olmeda, Chief Operations Officer, Bus  
Subject: **Acceptance of Capital Projects Quarterly Status Report for 4<sup>th</sup> Quarter Fiscal Year 2022**

**Action**

The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

**Significance**

The Capital Projects Quarterly Status Report is submitted to keep the board advised as to the scope, budget and progress of current ongoing capital projects.

**Budget Impact**

There is no impact to the budget.

**Background**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Sher Ali                      Project Controls Analyst                      650-622-7854



# Capital Program

## Quarterly Status Report and DBE Status Report



### 4th Quarter Fiscal Year 2022 (April to June 2022)

Prepared for the September 07, 2022 SamTrans Board Meeting

## Capital Program Budget Status Summary

| Programs   |                 |                |                 |                 |                 |
|--|-----------------|----------------|-----------------|-----------------|-----------------|
|  | FY2018          | FY2019         | FY2020          | FY2021          | FY2022          |
| 1. Revenue Vehicles Replacement                        | \$5,324         | \$1,778        | \$3,382         | \$952           | \$42,955        |
| 2. Revenue Vehicle Support                             | \$0             | \$847          | \$164           | \$116           | \$0             |
| 3. Information Technology                              | \$2,878         | \$3,100        | \$500           | \$3,529         | \$431           |
| 4. Development   | \$1,552         | \$750          | \$250           | \$0             | \$500           |
| 5. Facilities/Construction                             | \$7,282         | \$1,730        | \$10,612        | \$7,052         | \$11,633        |
| 6. Safety and Security                                 | \$0             | \$0            | \$150           | \$0             | \$0             |
| 7. Contingency   | \$250           | \$200          | \$250           | \$250           | \$0             |
| <b>Total Board Approved Budget by FY<sup>(1)</sup></b> | <b>\$17,286</b> | <b>\$8,405</b> | <b>\$15,308</b> | <b>\$11,899</b> | <b>\$55,519</b> |

Some of the major projects completed or in progress include, but are not limited to the following:

### Active Projects

- 1 Central Building
- 2 Central Building Refresh
- 3 Central Roof Replacement Project
- 4 Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)
- 5 Express Bus - BEB
- 6 FY2018 Tech Refresh
- 7 LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities
- 8 Maintenance Support Equipment
- 9 North and South Base Employee Areas
- 10 North and South Base Exterior Painting
- 11 North Base 200 Operations Building Replacement
- 12 North Base Bus Washer Replacement
- 13 Onboard Wi-Fi Equipment Retrofit for 225 Buses
- 14 Replace & Upgrade Servers & Out of Warranty Equipment Project
- 15 South Base Bus Washer Walls Rehab
- 16 South Base Switchgear Replacement
- 17 Upgrade Current District Website
- 18 Wi-Fi at Bases for Video Review Project

**Projects Completed Within the Last Three Years**

- 1 Central Office Sanitary Sewer Pump Replacement Project
- 2 Facilities Smaller Projects - FY2012
- 3 Major Bus Components - FY2012
- 4 North & South Base IW Line to Brake Pit Replacement
- 5 Procurement of 10 Electric Buses Project
- 6 Purchase a New Bus Simulator
- 7 Replace Paratransit Vehicles
- 8 Replacement of 55 - 2002 NABI Buses Project
- 9 South Base Natural Gas Line Replacement
- 10 Traffic Signal Priority Project

**Note:**

(1) The "Total Board Approved Budget by FY" reflects the annual budget approved by the SamTrans Board of Directors for each fiscal year. This authorizes the amount that can be spent on projects. Unspent budget in a fiscal year may be carried forward to subsequent budget years.

### Performance Status Light Summary

| Project Number                          | Title  | Schedule |    | Budget |    | Funding |    | Page |
|---|--|----------|----|--------|----|---------|----|------|
|   |  | Q3       | Q4 | Q3     | Q4 | Q3      | Q4 |      |
| <b>Vehicle Replacement Projects</b>     |  |          |    |        |    |         |    |      |
| 021502                                  | Major Bus Components Project   | ●        | ●  | ●      | ●  | ●       | ●  | 5    |
| <b>Information Technology Projects</b>  |  |          |    |        |    |         |    |      |
| 021505                                  | Replace & Upgrade Servers & Out of Warranty Equipment                                      | ●        | ●  | ●      | ●  | ●       | ●  | 8    |
| 100016                                  | Wi-Fi Bases for Video Review   | ●        | ●  | ●      | ●  | ●       | ●  | 9    |
| 100247                                  | FY2018 Tech Refresh  | ●        | ●  | ●      | ●  | ●       | ●  | 11   |
| 100348                                  | Upgrade Current District Website   | ●        | ●  | ●      | ●  | ●       | ●  | 12   |
| 100534                                  | Onboard Wi-Fi Equipment Retrofit for 225 buses   | ●        | ●  | ●      | ●  | ●       | ●  | 13   |
| <b>Facilities/Construction Projects</b> |  |          |    |        |    |         |    |      |
| 100018                                  | LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities                        | ●        | ●  | ●      | ●  | ●       | ●  | 15   |
| 100058                                  | Facility Smaller Projects  | ●        | ●  | ●      | ●  | ●       | ●  | 17   |
| 100252                                  | Central Roof Replacement   | ●        | ●  | ●      | ●  | ●       | ●  | 18   |
| 100353                                  | Maintenance Support Equipment  | ●        | ●  | ●      | ●  | ●       | ●  | 20   |
| 100466                                  | North and South Base Employee Areas  | ●        | ●  | ●      | ●  | ●       | ●  | 21   |
| 100469                                  | North Base Bus Washer Replacement  | ●        | ●  | ●      | ●  | ●       | ●  | 23   |
| 100472                                  | Central Building   | ●        | ●  | ●      | ●  | ●       | ●  | 25   |
| 100473                                  | Central Building Refresh   | ●        | ●  | ●      | ●  | ●       | ●  | 26   |
| 100474                                  | South Base Bus Washer Walls Rehab  | ●        | ●  | ●      | ●  | ●       | ●  | 28   |
| 100476                                  | North and South Base Exterior Painting   | ●        | ●  | ●      | ●  | ●       | ●  | 29   |
| 100547                                  | South Base Switchgear Replacement  | ●        | ●  | ●      | ●  | ●       | ●  | 31   |
| 100548                                  | North Base 200 Operations Building Replacement   | ●        | ●  | ●      | ●  | ●       | ●  | 33   |
| 100585                                  | Express Bus - BEB  | ●        | ●  | ●      | ●  | ●       | ●  | 35   |
| 100631                                  | Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment) | ●        | ●  | ●      | ●  | ●       | ●  | 37   |

## Vehicle Replacement Projects

**Major Bus Components**

Project No. **021502**

**SCOPE Summary**

The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.

This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 7,327,000   |          | <b>93.1%</b> | 100%       |

Project Manager: David Harbour

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 07/01/15            | 07/01/15                | 0                |
| Finish     | 12/31/22            | 12/31/22                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 7,327    | 0       | 7,327   | 6,863     | 7,327                  | 0         | 161                 | 6,822   | 93.1%     |

**FUNDING (in thousands of \$)**

| Fund Source                   | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|-------------------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                               |       | Original       | Changes  | Current      |                   |                     |
|                               |       | (A)            | (B)      | (C=A+B)      |                   |                     |
| General Capital Fund          | Local | 5,993          | 0        | 5,993        | 5,993             | 0                   |
| FY19 STA-State of Good Repair | State | 1,230          | 0        | 1,230        | 1,230             | 0                   |
| <b>Totals</b>                 |       | <b>7,223</b>   | <b>0</b> | <b>7,223</b> | <b>7,223</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
| None        |        |

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**Major Bus Components**

Project No. **021502**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Major bus components and replacement parts were purchased this quarter.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue to purchase major bus components and replacement parts, as needed.

**PROJECT NOTES**

1. Schedule was re-baselined this quarter.

## Information Technology Projects

**Replace & Upgrade Servers & Out of Warranty Equipment Project**

Project No. **021505**

**SCOPE Summary**

This project will replace District’s servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central’s Data Center, North Base, and South Base as well as professional services for setup and configuration.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G ●      | G ●          | G ●        |
| Previous    | G ●      | G ●          | G ●        |
| Budget (\$) |          | Expended     | EAC/Budget |
| 7,079,000   |          | <b>75.4%</b> | 100%       |

Project Manager: Edward Kelly

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 07/01/14            | 07/01/14                | 0                |
| Finish     | 12/31/22            | 12/31/22                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           |                     |         |           |
| Totals | 7,079    | 0       | 7,079   | 5,754     | 7,079                  | 0         | 112                 | 5,339   | 75.4%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      |                   |                     |
| General Capital Fund | Local | 7,079          | 0        | 7,079        | 7,069             | 10                  |
| <b>Totals</b>        |       | <b>7,079</b>   | <b>0</b> | <b>7,079</b> | <b>7,069</b>      | <b>10</b>           |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
| None.       | NA     |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Continued replacement of District’s IT equipment on an as needed basis.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue replacement of District’s IT equipment on an as needed basis.

**PROJECT NOTES**

None.

**Wi-Fi at Bases for Video Review**

Project No. **100016**

**SCOPE Summary**

The project scope will primarily be as follows:

1. Install and test Wi-Fi equipment at North Base and South Base.
2. Specify software configuration based on stakeholder consensus.
3. Install, configure, and test servers, including:
  - a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video.
  - b. Database server, which runs Microsoft SQL server and houses data for the server application.
4. Install and configure client application on specified computers.
5. Configure all new Wi-Fi equipped DVRs to communicate with the application server.
6. Purchase, install and test WiFi equipment at MV San Francisco CUB and Brewster locations.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | R        | G            | G          |
| Previous    | R        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 690,499     |          | <b>90.1%</b> | 100%       |

Project Manager: Karambir Cheema

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 03/26/18            | 03/26/18                | 0                |
| Finish     | 06/30/20            | 12/31/22                | -914             |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 690      | 0       | 690     | 626       | 690                    | 0         | 22                  | 622     | 90.1%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |            | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current    |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)    |                   |                     |
| General Capital Fund | Local | 690            | 0        | 690        | 690               | 0                   |
| <b>Totals</b>        |       | <b>690</b>     | <b>0</b> | <b>690</b> | <b>690</b>        | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title            | Status  |
|------------------------|---|
| Project Schedule Delay | PM extended the finish date to fund any procurements required to complete this project. |

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**Wi-Fi at Bases for Video Review**

Project No. **100016**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Identified wiring requirements for CUB and Brewster.
2. Obtained quotes from 3 different wiring vendors.
3. Configured and tested network equipment.
4. MV Transit finalized the installation work order with the wiring vendor.

**NEXT KEY ACTIVITIES (top 5)**

1. Schedule wire installation at CUB San Francisco and Brewster.

**PROJECT NOTES**

1. Project completion is now estimated at December 31, 2022. PM is extending the forecasted finish date to fund any procurements required to complete this project.

**FY2018 Tech Refresh**

Project No. **100247**

**SCOPE Summary**

To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system’s servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 1,303,476   |          | <b>68.2%</b> | 100%       |

Project Manager: Edward Kelly

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 07/01/18            | 07/01/18                | 0                |
| Finish     | 12/31/22            | 12/31/22                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           |                     |         |           |
| Totals | 1,303    | 0       | 1,303   | 914       | 1,303                  | 0         | 24                  | 888     | 68.2%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      |                   |                     |
| General Capital Fund | Local | 1,303          | 0        | 1,303        | 1,303             | 0                   |
| <b>Totals</b>        |       | <b>1,303</b>   | <b>0</b> | <b>1,303</b> | <b>1,303</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
| None.       | NA     |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Continued replacement of District’s IT equipment on an as needed basis.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue replacement of District’s IT equipment on an as needed basis.

**PROJECT NOTES**

None.

**Upgrade Current District Website**

Project No. **100348**

**SCOPE Summary**

To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.

**STATUS Summary**

Phase: Implementation

| Quarter  | Schedule | Budget | Funding |
|----------|----------|--------|---------|
| Current  | G        | G      | G       |
| Previous | R        | G      | G       |

| Budget (\$) | Expended     | EAC/Budget |
|-------------|--------------|------------|
| 950,000     | <b>74.7%</b> | 100%       |

Project Manager: Jeremy Lipps

**MILESTONE SCHEDULE**

| Milestones                 | Baseline Completion | Est. or Act. Completion | Variation (days) |
|----------------------------|---------------------|-------------------------|------------------|
|                            | (A)                 | (B)                     | (C=A-B)          |
| NTP                        | 06/01/19            | 06/01/19                | 0                |
| Website Upgrade Completion | 03/31/21            | 04/30/22                | -395             |
| Enhancement & Support      | 07/01/27            | 07/01/27                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       | E                      | (F=C-D)   |                     |         |           |
| Totals | 600      | 350     | 950     | 740       | 950                    | 0         | 100                 | 710     | 74.7%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |            |            | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|------------|------------|-------------------|---------------------|
|                      |       | Original       | Changes    | Current    |                   |                     |
|                      |       | (A)            | (B)        | (C=A+B)    | (D)               | (E=C-D)             |
| General Capital Fund | Local | 600            | 350        | 950        | 950               | 0                   |
| <b>Totals</b>        |       | <b>600</b>     | <b>350</b> | <b>950</b> | <b>950</b>        | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
| None        |        |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Launched the District websites to the public.
2. Continued to fix the issues and support the website.

**NEXT KEY ACTIVITIES (top 5)**

1. Maintain and support the website.

**PROJECT NOTES**

None

**Onboard Wi-Fi equipment retrofit for 225 buses**

Project No. **100534**

**SCOPE Summary**

This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.

**STATUS Summary** Phase: **Implementation**

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | R        | G            | G          |
| Previous    | R        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 1,766,000   |          | <b>68.7%</b> | 100%       |

Project Manager: Karambir Cheema

**MILESTONE SCHEDULE**

| Milestones         | Baseline Completion | Est. or Act. Completion | Variation (days) |
|--------------------|---------------------|-------------------------|------------------|
|                    | (A)                 | (B)                     | (C=A-B)          |
| Project Start      | 09/09/20            | 09/09/20                | 0                |
| Project Completion | 06/30/21            | 08/31/22                | <b>-427</b>      |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           |                     |         |           |
| Totals | 1,766    | 0       | 1,766   | 1,212     | 1,766                  | 0         | 0                   | 1,213   | 68.7%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      |                   |                     |
| General Capital Fund | Local | 267            |          | 267          | 267               | 0                   |
| FY21 STA -SOG        | State | 1,498          |          | 1,498        | 1,498             | 0                   |
| <b>Totals</b>        |       | <b>1,765</b>   | <b>0</b> | <b>1,765</b> | <b>1,765</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title                           | Status  |
|---------------------------------------|---|
| Interface with CVAD/AVL configuration | CVAD/AVL which is tied to this project due to configuration and using one SIM card for both functionalities has pushed the completion date to Aug 2022. |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Routers installation were completed.

**NEXT KEY ACTIVITIES (top 5)**

1. Inspect, configure and test the routers for connectivity and uploading data to the central server.

**PROJECT NOTES**

None

## Facilities / Construction Projects

**LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities**

Project No. **100018**

**SCOPE Summary**

Phase 2 of 2: Replacing lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base Facilities. Design work-cost estimates for Phase Two fully completed.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 3,218,000   |          | <b>27.1%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones   | Baseline Completion | Est. or Act. Completion | Variation (days) |
|--------------|---------------------|-------------------------|------------------|
|              | (A)                 | (B)                     | (C=A-B)          |
| Planning     | 05/31/21            | 05/31/21                | 0                |
| Procurement  | 03/31/22            | 03/31/22                | 0                |
| Construction | 11/30/22            | 11/30/22                | 0                |
| Closeout     | 01/31/23            | 01/31/23                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 3,218    | 0       | 3,218   | 923       | 3,218                  | 0         | 1                   | 872     | 27.1%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      |                   |                     |
| General Capital Fund | Local | 1,463          | 0        | 1,463        | 1,463             | 0                   |
| SOG FY20             | State | 1,754          | 0        | 1,754        | 1,754             |                     |
| <b>Totals</b>        |       | <b>3,217</b>   | <b>0</b> | <b>3,217</b> | <b>3,217</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
|             |        |

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**LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities**

Project No. **100018**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Pre-Construction submittals to continue with District response when/where applicable.
2. District seeks for NTP in mid-July.

**NEXT KEY ACTIVITIES (top 5)**

1. Pre-Construction submittals to continue with District response when/where applicable.
2. District seeks for NTP in mid-July.

**PROJECT NOTES**

None.

**Facility Smaller Projects**

Project No. **100058**

**SCOPE Summary**

This project will maintain a state of good repair (SOG) for the District’s infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 2,642,000   |          | <b>88.5%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 07/01/19            | 07/01/19                | 0                |
| Finish     | 12/31/22            | 12/31/22                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 2,642    | 0       | 2,642   | 2,546     | 2,642                  | 0         | 8                   | 2,339   | 88.5%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      |                   |                     |
| General Capital Fund | Local | 2,642          | 0        | 2,642        | 2,642             | 0                   |
| <b>Totals</b>        |       | <b>2,642</b>   | <b>0</b> | <b>2,642</b> | <b>2,642</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
| None        |        |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Performed maintenance or repairs work, as needed.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue with maintenance and repairs work, as needed.

**PROJECT NOTES**

1. Schedule was re-baselined this quarter.

**Central Roof Replacement**

Project No. **100252**

**SCOPE Summary**

Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old “foam roof”, which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District’s goal of a reliable system in a state of good repair.

**STATUS Summary**

Phase: Design

| Quarter     | Schedule | Budget      | Funding    |
|-------------|----------|-------------|------------|
| Current     | Y        | G           | G          |
| Previous    | Y        | G           | G          |
| Budget (\$) |          | Expended    | EAC/Budget |
| 1,275,000   |          | <b>1.1%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones   | Baseline Completion | Est. or Act. Completion | Variation (days) |
|--------------|---------------------|-------------------------|------------------|
|              | (A)                 | (B)                     | (C=A-B)          |
| Start        | 09/01/19            | 09/01/19                | 0                |
| Design       | 04/30/22            | 09/30/22                | -153             |
| Procurement  | 10/31/22            | 03/31/23                | -151             |
| Construction | 11/30/23            | 11/30/23                | 0                |
| Closing      | 01/31/24            | 01/31/24                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 1,275    | 0       | 1,275   | 14        | 1,275                  | 0         | 0                   | 14      | 1.1%      |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      | (D)               | (E=C-D)             |
| General Capital Fund | Local | 1,275          | 0        | 1,275        | 1,275             | 0                   |
| <b>Totals</b>        |       | <b>1,275</b>   | <b>0</b> | <b>1,275</b> | <b>1,275</b>      | <b>0</b>            |

**Central Roof Replacement**

Project No. **100252**

**ISSUES** (in order of priority)

| Issue Title             | Status  |
|-------------------------|---|
| Facilities Understaffed | Facilities is understaffed by long-standing vacancies with recruitments still in process. Projects were re-assessed for District impact and criticality to determine viable schedules moving forward. |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. GEC/Design consultant reengages with specialty consultant.

**NEXT KEY ACTIVITIES (top 5)**

1. GEC/Design consultant to develop plans, specifications and estimates with District’s review.

**PROJECT NOTES**

None.

**Maintenance Support Equipment**

Project No. **100353**

**SCOPE Summary**

Equipment used to support day-to-day shop activities.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 746,000     |          | <b>38.5%</b> | 100%       |

Project Manager: David Harbour

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 07/01/19            | 07/01/19                | 0                |
| Finish     | 12/31/22            | 12/31/22                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           |                     |         |           |
| Totals | 746      | 0       | 746     | 438       | 746                    | 0         | 15                  | 287     | 38.5%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |            | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current    |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)    |                   |                     |
| General Capital Fund | Local | 746            | 0        | 746        | 746               | 0                   |
| <b>Totals</b>        |       | <b>746</b>     | <b>0</b> | <b>746</b> | <b>746</b>        | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
|             |        |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

TBD.

**NEXT KEY ACTIVITIES (top 5)**

TBD.

**PROJECT NOTES**

1. This project has been included in the report recently. Any missing information will be added in the next report.

**North and South Base Employee Areas**

Project No. **100466**

**SCOPE Summary**

Remodel and update the Maintenance Employees and Operations Areas in North and South Base.

**STATUS Summary**

Phase: Procurement

| Quarter  | Schedule | Budget | Funding |
|----------|----------|--------|---------|
| Current  | G        | G      | G       |
| Previous | G        | G      | G       |

| Budget (\$) | Expended    | EAC/Budget |
|-------------|-------------|------------|
| 520,000     | <b>6.3%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones   | Baseline Completion | Est. or Act. Completion | Variation (days) |
|--------------|---------------------|-------------------------|------------------|
|              | (A)                 | (B)                     | (C=A-B)          |
| Design       | 09/30/22            | 09/30/22                | 0                |
| Procurement  | 03/31/23            | 03/31/23                | 0                |
| Construction | 11/30/23            | 11/30/23                | 0                |
| Closeout     | 01/31/24            | 01/31/24                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 520      | 0       | 520     | 33        | 520                    | 0         | 22                  | 33      | 6.3%      |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |            | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current    |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)    | (D)               | (E=C-D)             |
| General Capital Fund | Local | 520            | 0        | 520        | 520               | 0                   |
| <b>Totals</b>        |       | <b>520</b>     | <b>0</b> | <b>520</b> | <b>520</b>        | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
|             |        |

**North and South Base Employee Areas**

Project No. **100466**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. District stakeholders/users to meet and confer on specific priorities and needs.
2. District to engage the On-call GEC/Design firm to provide preliminary guidance and begin technical plans/specifications.

**NEXT KEY ACTIVITIES (top 5)**

1. District stakeholders/users to meet and confer on specific priorities and needs.
2. District to engage the On-call GEC/Design firm to provide preliminary guidance and begin technical plans/specifications.

**PROJECT NOTES**

None.

**North Base Bus Washer Replacement**

Project No. **100469**

**SCOPE Summary**

The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District’s height/width requirements, 3-bike rack capacity and extended mirror assemblies.

**STATUS Summary**

Phase: Construction

| Quarter     | Schedule | Budget      | Funding    |
|-------------|----------|-------------|------------|
| Current     | R        | G           | G          |
| Previous    | R        | G           | G          |
| Budget (\$) |          | Expended    | EAC/Budget |
| 935,000     |          | <b>8.2%</b> | 100%       |

Project Manager: Thomas Jeffrey

**MILESTONE SCHEDULE**

| Milestones              | Baseline Completion | Est. or Act. Completion | Variation (days) |
|-------------------------|---------------------|-------------------------|------------------|
|                         | (A)                 | (B)                     | (C=A-B)          |
| NTP                     | 01/01/20            | 01/01/20                | 0                |
| Construction Completion | 12/31/21            | 11/30/22                | <b>-334</b>      |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           |                     |         |           |
| Totals | 935      | 0       | 935     | 68        | 935                    | 0         | 9                   | 77      | 8.2%      |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |            | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current    |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)    | (D)               | (E=C-D)             |
| General Capital Fund | Local | 395            |          | 395        | 395               | 0                   |
| SOG FY20             | State | 540            |          | 540        | 540               | 0                   |
| <b>Totals</b>        |       | <b>935</b>     | <b>0</b> | <b>935</b> | <b>935</b>        | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title                         | Status  |
|-------------------------------------|---|
| Revised the staffing/resources plan | Facilities has revised the staffing/resources plan for phased completion by Oct 2022. |

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**North Base Bus Washer Replacement**

Project No. **100469**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. GC provided pre-construction documents in advance of Notice to Proceed.

**NEXT KEY ACTIVITIES (top 5)**

1. GC continue providing pre-construction documents pending District's review and approval.
2. Issue NTP in late July.

**PROJECT NOTES**

None

**Central Building**

Project No. **100472**

**SCOPE Summary**

Consultant support to assist in possible development options, including possible public private partnerships, for the Central Administration Building.

**STATUS Summary**

Phase: Construction

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 750,000     |          | <b>38.4%</b> | 100%       |

Project Manager: Brian Fitzpatrick

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 01/01/21            | 01/01/21                | 0                |
| Finish     | 09/30/30            | 09/30/30                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           |                     |         |           |
| Totals | 750      | 0       | 750     | 654       | 750                    | 0         | 0                   | 288     | 38.4%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |            | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current    |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)    | (D)               | (E=C-D)             |
| General Capital Fund | Local | 750            | 0        | 750        | 750               | 0                   |
| <b>Totals</b>        |       | <b>750</b>     | <b>0</b> | <b>750</b> | <b>750</b>        | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
| None        |        |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Prepared materials for SamTrans Board workshop.
2. Presented the project updates, P3 risk analysis to the Board.
3. Developed the Structural Screening and Evaluation for SamTrans parking structure.
4. Laid out a plan on how to bring on a communication firm to support the project's engagement with the City of San Carlos.
5. Distribute the workforce housing survey and collected the roadtesters' response.

**NEXT KEY ACTIVITIES (top 5)**

1. Develop contract work for the communication firm to be onboard.
2. Close and analyze the survey.
3. Continue engagement with the board.

**PROJECT NOTES**

None

**Central Building Refresh**

Project No. **100473**

**SCOPE Summary**

This project is for Central Building improvements. It includes 20+ building improvements for Central Office and Garage.

**STATUS Summary**

Phase: Design

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | R        | G            | G          |
| Previous    | Y        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 1,849,000   |          | <b>24.9%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones   | Baseline Completion | Est. or Act. Completion | Variation (days) |
|--------------|---------------------|-------------------------|------------------|
|              | (A)                 | (B)                     | (C=A-B)          |
| Start        | 07/01/20            | 07/01/20                | 0                |
| Design       | 02/28/22            | 10/31/22                | -245             |
| Procurement  | 08/31/22            | 05/31/23                | -273             |
| Construction | 03/31/24            | 05/31/24                | -61              |
| Closing      | 06/30/24            | 08/31/24                | -62              |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 1,849    | 0       | 1,849   | 545       | 1,849                  | 0         | 0                   | 461     | 24.9%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|----------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                      |       | Original       | Changes  | Current      |                   |                     |
|                      |       | (A)            | (B)      | (C=A+B)      | (D)               | (E=C-D)             |
| General Capital Fund | Local | 1,849          | 0        | 1,849        | 1,849             | 0                   |
| <b>Totals</b>        |       | <b>1,849</b>   | <b>0</b> | <b>1,849</b> | <b>1,849</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title             | Status  |
|-------------------------|---|
| Facilities Understaffed | Facilities is understaffed by long-standing vacancies with recruitments still in process. Projects were re-assessed for District impact and criticality to determine viable schedules moving forward. |

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**Central Building Refresh**

Project No. **100473**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. GEC/Design consultant to develop plans, specifications and estimates with District's review.

**NEXT KEY ACTIVITIES (top 5)**

1. GEC/Design consultant to develop plans, specifications and estimates with District's review.

**PROJECT NOTES**

None.

**South Base Bus Washer Walls Rehab**

Project No. **100474**

**SCOPE Summary**

This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls

**STATUS Summary**

Phase: Final Design

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | R        | G            | G          |
| Previous    | R        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 350,000     |          | <b>15.1%</b> | 100%       |

Project Manager: Thomas Jeffrey

**MILESTONE SCHEDULE**

| Milestones              | Baseline Completion | Est. or Act. Completion | Variation (days) |
|-------------------------|---------------------|-------------------------|------------------|
|                         | (A)                 | (B)                     | (C=A-B)          |
| NTP                     | 08/01/20            | 10/01/20                | -61              |
| Final Design            | 07/31/21            | 07/31/22                | -365             |
| C&P Bids                | 12/31/21            | 02/28/23                | -424             |
| Construction Completion | 05/31/22            | 08/31/23                | -457             |
| Project Closed          | 06/30/22            | 10/31/23                | -488             |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion<br>E | Variation<br>(F=C-D) | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|-----------------------------|----------------------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                             |                      | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                             |                      |                     |         |           |
| Totals | 350      | 0       | 350     | 18        | 350                         | 0                    | 35                  | 53      | 15.1%     |

**FUNDING (in thousands of \$)**

| Fund Source          | Type  | Board Approved |          |            | Activated Funding<br>(D) | Un-activated Amount<br>(E=C-D) |
|----------------------|-------|----------------|----------|------------|--------------------------|--------------------------------|
|                      |       | Original       | Changes  | Current    |                          |                                |
|                      |       | (A)            | (B)      | (C=A+B)    |                          |                                |
| General Capital Fund | Local | 50             |          | 50         | 50                       | 0                              |
| SOG FY20             | State | 300            |          | 300        | 300                      | 0                              |
| <b>Totals</b>        |       | <b>350</b>     | <b>0</b> | <b>350</b> | <b>350</b>               | <b>0</b>                       |

**ISSUES (in order of priority)**

| Issue Title    | Status   |
|----------------|--|
| Staff shortage | Project staff was short/vacant through 2019-2020; Project was deferred during this time. |

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. GEC/Design consultant reached 70% benchmark for Plans and Specifications.

**NEXT KEY ACTIVITIES (top 5)**

1. Receive 70% PS&E for review and input.
2. Expect to receive 100% PS&E in July.

**PROJECT NOTES**

None

North and South Base Exterior Painting

Project No. 100476

SCOPE Summary

This project is to paint exterior portions of North and South Bases.

STATUS Summary

Phase: Planning

| Quarter     | Schedule | Budget   | Funding    |
|-------------|----------|----------|------------|
| Current     | Y        | G        | G          |
| Previous    | G        | G        | G          |
| Budget (\$) |          | Expended | EAC/Budget |
| 1,140,000   |          | 0.2%     | 100%       |

Project Manager: Greg Moyer

MILESTONE SCHEDULE

| Milestones                                   | Baseline Completion | Est. or Act. Completion | Variation (days) |
|--|---------------------|-------------------------|------------------|
|  | (A)                 | (B)                     | (C=A-B)          |
| Start  | 03/01/21            | 03/01/21                | 0                |
| Preliminary Plans                            | 04/30/21            | 04/30/21                | 0                |
| Final Plans                                  | 02/28/22            | 06/30/22                | -122             |
| Procurement                                  | 09/30/22            | 02/28/23                | -151             |
| Construction (Painting in phases 2 -3 years) | 10/31/23            | 10/31/23                | 0                |
| Closing                                      | 01/31/24            | 01/31/24                | 0                |

PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 1,140    | 0       | 1,140   | 2         | 1,140                  | 0         | 0                   | 2       | 0.2%      |

FUNDING (in thousands of \$)

| Fund Source                   | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|-------------------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                               |       | Original       | Changes  | Current      |                   |                     |
|                               |       | (A)            | (B)      | (C=A+B)      | (D)               | (E=C-D)             |
| Measure W Sales Tax - Capital | Local | 1,140          | 0        | 1,140        | 1,140             | 0                   |
| <b>Totals</b>                 |       | <b>1,140</b>   | <b>0</b> | <b>1,140</b> | <b>1,140</b>      | <b>0</b>            |

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ISSUES (in order of priority)

| Issue Title | Status |
|-------------|--------|
|             |        |

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**North and South Base Exterior Painting**

Project No. **100476**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Finalize bid documents for Procurement in advance of public bidding.

**NEXT KEY ACTIVITIES (top 5)**

1. Finalize bid documents for Procurement in advance of public bidding.

**PROJECT NOTES**

None.

**South Base Switchgear Replacement**

Project No. **100547**

**SCOPE Summary**

South Base switchgear replacement.

**STATUS Summary**

Phase: Planning

| Quarter  | Schedule | Budget | Funding |
|----------|----------|--------|---------|
| Current  | Y        | G      | G       |
| Previous | Y        | G      | G       |

| Budget (\$) | Expended    | EAC/Budget |
|-------------|-------------|------------|
| 6,700,000   | <b>3.2%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones        | Baseline Completion | Est. or Act. Completion | Variation (days) |
|-------------------|---------------------|-------------------------|------------------|
|                   | (A)                 | (B)                     | (C=A-B)          |
| Start             | 10/01/19            | 10/01/19                | 0                |
| Preliminary Plans | 09/30/20            | 09/30/20                | 0                |
| Final Plans       | 03/31/22            | 04/30/22                | -30              |
| Procurement       | 09/30/22            | 11/30/22                | -61              |
| Construction      | 09/30/23            | 09/30/23                | 0                |
| Closing           | 12/31/23            | 12/31/23                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 1,000    | 5,700   | 6,700   | 382       | 6,700                  | 0         | 86                  | 217     | 3.2%      |

**FUNDING (in thousands of \$)**

| Fund Source                   | Type  | Board Approved |              |              | Activated Funding | Un-activated Amount |
|-------------------------------|-------|----------------|--------------|--------------|-------------------|---------------------|
|                               |       | Original       | Changes      | Current      |                   |                     |
|                               |       | (A)            | (B)          | (C=A+B)      | (D)               | (E=C-D)             |
| Measure W Sales Tax - Capital | Local | 1,000          | 5,700        | 6,700        | 1,000             | 5,700               |
| <b>Totals</b>                 |       | <b>1,000</b>   | <b>5,700</b> | <b>6,700</b> | <b>1,000</b>      | <b>5,700</b>        |

**ISSUES (in order of priority)**

| Issue Title            | Status   |
|------------------------|--|
| Coordination with PG&E | Project requires extensive coordination with PG&E for utility work outside of District jurisdiction. |

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**South Base Switchgear Replacement**

Project No. **100547**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. TBD

**NEXT KEY ACTIVITIES (top 5)**

1. TBD

**PROJECT NOTES**

1. Project budget increase of \$5.7 million reflects the expanded scope which includes additional work required for BEB charging infrastructure and power delivery for the new BEBs.

**North Base 200 Operations Building Replacement**

Project No. **100548**

**SCOPE Summary**

Engineering/geo-tech studies and final design/construction documents for North Base Building 200 Replacement.

**STATUS Summary**

Phase: Planning

| Quarter     | Schedule | Budget   | Funding    |
|-------------|----------|----------|------------|
| Current     | G        | G        | G          |
| Previous    | G        | G        | G          |
| Budget (\$) |          | Expended | EAC/Budget |
| 1,575,000   |          | 4.5%     | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 04/05/22            | 04/05/22                | 0                |
| Finish     | 09/30/26            | 09/30/26                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 1,575    | 0       | 1,575   | 71        | 1,575                  | 0         | 71                  | 71      | 4.5%      |

**FUNDING (in thousands of \$)**

| Fund Source                   | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|-------------------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                               |       | Original       | Changes  | Current      |                   |                     |
|                               |       | (A)            | (B)      | (C=A+B)      | (D)               | (E=C-D)             |
| General Capital Fund          | Local | 575            | 0        | 575          | 575               | 0                   |
| Measure W Sales Tax - Capital | Local | 1,000          | 0        | 1,000        | 1,000             | 0                   |
| <b>Totals</b>                 |       | <b>1,575</b>   | <b>0</b> | <b>1,575</b> | <b>1,575</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
|             |        |

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**North Base 200 Operations Building Replacement**

Project No. **100548**

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**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Evaluation of the existing information.
2. Collect data and base information required for Reevaluation Study.
3. Develop Scope of Work for Re-evaluation Study.

**NEXT KEY ACTIVITIES (top 5)**

TBD

**PROJECT NOTES**

The scope of work for re-evaluation Study needs to include collecting the basic information such as coordinates and dimensions for the building and other relevant locations of interest. These are additions to the budget allocated initially.

**Express Bus - BEB**

Project No. **100585**

**SCOPE Summary**

To purchase 7 battery electric heavy-duty, low-floor, 40-foot buses (BEBs) that will be used for the Express Bus Pilot Program and 10 battery electric buses will be replacing the ten 2003 Gillig that were scheduled for replacements with the initial 10 pilot battery electric buses.

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget   | Funding    |
|-------------|----------|----------|------------|
| Current     | G        | G        | G          |
| Previous    | G        | G        | G          |
| Budget (\$) |          | Expended | EAC/Budget |
| 25,338,000  |          | 6.6%     | 100%       |

Project Manager: David Harbour

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| TBD        |                     |                         |                  |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion<br>E | Variation<br>(F=C-D) | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|-----------------------------|----------------------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                             |                      | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                             |                      |                     |         |           |
| Totals | 25,338   | 0       | 25,338  | 20,113    | 25,338                      | 0                    | 1,667               | 1,683   | 6.6%      |

**FUNDING (in thousands of \$)**

| Fund Source                    | Type    | Board Approved  |                |                    | Activated Funding<br>(D) | Un-activated Amount<br>(E=C-D) |
|--------------------------------|---------|-----------------|----------------|--------------------|--------------------------|--------------------------------|
|                                |         | Original<br>(A) | Changes<br>(B) | Current<br>(C=A+B) |                          |                                |
| Measure W Sales Tax - Capital  | Local   | 4,865           | 0              | 4,865              | 4,865                    | 0                              |
| Sec 5307 Grant CA-2017-16      | Federal | 3,679           | 0              | 3,679              | 3,679                    | 0                              |
| FTA 1671-2016-8                | Federal | 1,630           |                | 1,630              | 1,630                    | 0                              |
| FY18 STA - SOGR (SB1)          | State   | 568             |                | 568                | 568                      | 0                              |
| Prop 1B PTMISEA FY11 SAMTR     | State   | 629             |                | 629                | 629                      | 0                              |
| LCTOP - FY16 Electric Buses    | State   | 950             |                | 950                | 950                      | 0                              |
| LCTOP - FY17 Electric Buses    | State   | 309             |                | 309                | 309                      | 0                              |
| LCTOP -FY18 Express Bus Pilot  | State   | 1,133           |                | 1,133              | 1,133                    | 0                              |
| LCTOP - FY19 Express Bus Pilot | State   | 1,717           |                | 1,717              | 1,717                    | 0                              |
| FY20 LCTOP Program             | State   | 1,703           |                | 1,703              | 1,703                    | 0                              |
| SB1 LLP - Express Bus Project  | State   | 2,000           |                | 2,000              | 2,000                    | 0                              |
| AHSC - Express Bus Project     | Local   | 2,250           |                | 2,250              | 2,250                    | 0                              |
| TBD                            | Local   | 3,904           |                | 3,904              |                          | 3,904                          |
| <b>Totals</b>                  |         | <b>25,338</b>   | <b>0</b>       | <b>25,338</b>      | <b>21,434</b>            | <b>3,904</b>                   |

**Express Bus - BEB**

Project No. **100585**

**ISSUES** (in order of priority)

| Issue Title | Status |
|-------------|--------|
|             |        |

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

TBD.

**NEXT KEY ACTIVITIES** (top 5)

TBD.

**PROJECT NOTES**

**Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)**

Project No. **100631**

**SCOPE Summary**

This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection.

The FY22 Budget requests reflects the Design Phase only. Total estimated Project reflects design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure).

**STATUS Summary**

Phase: Procurement

| Quarter     | Schedule | Budget       | Funding    |
|-------------|----------|--------------|------------|
| Current     | G        | G            | G          |
| Previous    | G        | G            | G          |
| Budget (\$) |          | Expended     | EAC/Budget |
| 1,926,000   |          | <b>48.0%</b> | 100%       |

Project Manager: Greg Moyer

**MILESTONE SCHEDULE**

| Milestones | Baseline Completion | Est. or Act. Completion | Variation (days) |
|------------|---------------------|-------------------------|------------------|
|            | (A)                 | (B)                     | (C=A-B)          |
| Start      | 07/01/22            | 07/01/22                | 0                |
| Finish     | 06/30/23            | 06/30/23                | 0                |

**PROJECT BUDGET / ESTIMATE AT COMPLETION / COSTS (in thousands of \$)**

|        | Budget   |         |         |           | Estimate at Completion | Variation | Expended + Accruals |         |           |
|--------|----------|---------|---------|-----------|------------------------|-----------|---------------------|---------|-----------|
|        | Original | Changes | Current | Committed |                        |           | Period              | To date | %EAC Exp. |
|        | (A)      | (B)     | (C=A+B) | (D)       |                        |           | E                   | (F=C-D) |           |
| Totals | 1,926    | 0       | 1,926   | 1,612     | 1,926                  | 0         | 573                 | 925     | 48.0%     |

**FUNDING (in thousands of \$)**

| Fund Source                   | Type  | Board Approved |          |              | Activated Funding | Un-activated Amount |
|-------------------------------|-------|----------------|----------|--------------|-------------------|---------------------|
|                               |       | Original       | Changes  | Current      |                   |                     |
|                               |       | (A)            | (B)      | (C=A+B)      | (D)               | (E=C-D)             |
| Measure W Sales Tax - Capital | Local | 1,926          | 0        | 1,926        | 1,926             | 0                   |
| <b>Totals</b>                 |       | <b>1,926</b>   | <b>0</b> | <b>1,926</b> | <b>1,926</b>      | <b>0</b>            |

**ISSUES (in order of priority)**

| Issue Title | Status |
|-------------|--------|
|             |        |

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**Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)**

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Project No. **100631**

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Ongoing work on the FTA award application.
2. Alternative Project Delivery Method workshop was held to discuss about the best practices of the project delivery methods that can expedite the design phase and reduce the risk of delays and going over budget.

**NEXT KEY ACTIVITIES (top 5)**

TBD.

**PROJECT NOTES**

None.

## Appendices

## Appendix A - Fiscal Year Capital Budgets

# Fiscal Year Capital Budgets

# Fiscal Year 2020 Capital Budget - Amendment 1

Item #4.d.  
9/7/2022

| Budget<br>Item                            | Project No. | Description                                     | Current Years<br>Budget | Previous<br>Budget | Total Project<br>Budget |
|---|-------------|---|-------------------------|--------------------|-------------------------|
| <b><u>Revenue Vehicle Support</u></b>     |             |   |                         |                    |                         |
| 1.1                                       | 021502      | Major Bus Components (FY18, FY19 & FY20 )       | 592,000                 | 6,014,636          | 6,606,636               |
| 1.2                                       | 100460      | Replacement of (14) Revenue Paratransit Vans    | 956,480                 |                    | 956,480                 |
| 1.3                                       | 100461      | Replacement of (13) Revenue Paratransit Cutaway | 1,732,640               |                    | 1,732,640               |
| 1.4                                       | 100353      | Maintenance support equipment                   | 100,835                 | 94,185             | 195,020                 |
|   |             |   | <b>S/T</b>              | <b>3,381,955</b>   | <b>6,108,821</b>        |
| <b><u>Non-Revenue Vehicle Support</u></b> |             |   |                         |                    |                         |
| 2.1                                       | 100462      | Replacement Non-Rev Service Support Vehicles    | 164,000                 | -                  | 164,000                 |
|   |             |   | <b>S/T</b>              | <b>-</b>           | <b>164,000</b>          |
| <b><u>Information Technology</u></b>      |             |   |                         |                    |                         |
| 3.1                                       | 100463      | Spears System Improvements                      | 150,000                 | -                  | 150,000                 |
| 3.2                                       | 100477      | Intranet Solution Replacement                   | 350,000                 | -                  | 350,000                 |
|   |             |   | <b>S/T</b>              | <b>-</b>           | <b>500,000</b>          |
| <b><u>Planning/Development</u></b>        |             |   |                         |                    |                         |
| 4.1                                       | 100464      | Capital Program and Project Development         | 250,000                 | -                  | 250,000                 |
|   |             |   | <b>S/T</b>              | <b>-</b>           | <b>250,000</b>          |
| <b><u>Safety and Security</u></b>         |             |   |                         |                    |                         |
| 5.1                                       | 100465      | CCTV Network Improvement                        | 150,000                 | -                  | 150,000                 |
|   |             |   | <b>S/T</b>              | <b>-</b>           | <b>150,000</b>          |

## Fiscal Year 2020 Capital Budget (Cont)

Item #4.d.  
9/7/2022

| Budget Item                           | Project No. | Description   | Current Years Budget | Previous Budget   | Total Project Budget |
|---------------------------------------|-------------|---|----------------------|-------------------|----------------------|
| <b><u>Facilities/Construction</u></b> |             |   |                      |                   |                      |
| 6.1                                   | 100058      | Facilities Smaller Projects                         | 1,110,000            |                   | 1,110,000            |
| 6.2                                   | 100252      | Central Building Roof Replacement (FY18 & FY20)     | 800,000              | 475,000           | 1,275,000            |
| 6.3                                   | 100466      | North and South Base Employee Areas                 | 520,000              |                   | 520,000              |
| 6.4                                   | 100467      | North and South Base Bus Parking Area Restriping    | 258,000              |                   | 258,000              |
| 6.5                                   | 100468      | North and South Base Vacuum Replacement Design      | 150,000              |                   | 150,000              |
| 6.6                                   | 100469      | North Base Bus Washer Replacement                   | 540,000              |                   | 540,000              |
| 6.7                                   | 100470      | North & South Base IW Line to Brake Pit Replacement | 780,000              |                   | 780,000              |
| 6.8                                   | 100474      | South Base Bus Washer Walls Rehab                   | 350,000              |                   | 350,000              |
| 6.9                                   | 100471      | 60' Aerial Lift Apparatus                           | 70,000               |                   | 70,000               |
| 6.10                                  | 100475      | ADA Study & Phase 1 Retrofits                       | 1,225,000            |                   | 1,225,000            |
| 6.11                                  | 100476      | North and South Base Exterior Painting              | 1,140,000            |                   | 1,140,000            |
| 6.12                                  | 100472      | Central Building                                    | 750,000              |                   | 750,000              |
| 6.13                                  | 100473      | Central Building Refresh                            | 1,849,200            |                   | 1,849,200            |
| 6.14                                  | 100511      | South Base Natural Gas Line Replacement             | 1,070,000            |                   | 1,070,000            |
|                                       |             |   | <b>S/T</b>           | <b>10,612,200</b> | <b>475,000</b>       |
|                                       |             |   |                      |                   | <b>11,087,200</b>    |
| <b><u>Other</u></b>                   |             |   |                      |                   |                      |
| 7.1                                   | 021214      | Contingency   | 250,000              | -                 | 250,000              |
|                                       |             |   | <b>S/T</b>           | <b>-</b>          | <b>250,000</b>       |
| <b>Total FY2020 Budget</b>            |             |   | <b>15,308,155</b>    | <b>6,583,821</b>  | <b>21,891,976</b>    |

# Fiscal Year 2021 Capital Budget - Amendment 1

Item #4.d.  
9/7/2022

| Budget Item                        | Project No. | Description   | Current Years Budget | Previous Years Budget | Total Project Budget |
|------------------------------------|-------------|---|----------------------|-----------------------|----------------------|
| <b>Revenue Vehicle Support</b>     |             |   |                      |                       |                      |
| 1.1                                | 021502      | Major Bus Components (FY18, FY19, FY20 & FY21)                      | 720,700              | 6,606,636             | 7,327,336            |
| 1.4                                | 100353      | Maintenance support equipment                                       | 230,800              | 195,020               | 425,820              |
|                                    |             |   | <b>S/T</b>           | <b>951,500</b>        | <b>6,801,656</b>     |
| <b>Non-Revenue Vehicle Support</b> |             |   |                      |                       |                      |
| 2.1                                | 100549      | Replace Non-Rev Service Support Vehicles                            | 116,500              | -                     | 116,500              |
|                                    |             |   | <b>S/T</b>           | <b>116,500</b>        | <b>116,500</b>       |
| <b>Information Technology</b>      |             |   |                      |                       |                      |
| 3.1                                | 100546      | Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud | 1,750,424            | -                     | 1,750,424            |
| 3.2                                | 100537      | ITS PADS signs upgrade project from 3G to 4G Technology             | 75,000               | -                     | 75,000               |
| 3.3                                | 100534      | Onboard Wi-Fi equipment retrofit for 225 buses                      | 1,572,180            | -                     | 1,572,180            |
| 3.4                                | 100477      | Intranet Solution Replacement                                       | 131,000              | 350,000               | 481,000              |
|                                    |             |   | <b>S/T</b>           | <b>3,528,604</b>      | <b>3,878,604</b>     |
| <b>Planning/Development</b>        |             |   |                      |                       |                      |
| 4.1                                | 100058      | Facilities Smaller Projects   | 1,430,000            | 1,110,000             | 2,540,000            |
| 4.2                                | 100547      | South Base Switchgear Replacement                                   | 1,000,000            | -                     | 1,000,000            |
| 4.3                                | 100469      | North Base Bus Washer Replacement                                   | 395,000              | 540,000               | 935,000              |
| 4.4                                | 100538      | North and South Base Front Entrance Modifications                   | 165,000              | -                     | 165,000              |
| 4.5                                | 100548      | North Base 200 Operations Building Replacement                      | 1,000,000            | -                     | 1,000,000            |
| 4.6                                | 100539      | South Base Pico Blvd Property                                       | 3,061,918            | -                     | 3,061,918            |
|                                    |             |   | <b>S/T</b>           | <b>7,051,918</b>      | <b>1,650,000</b>     |
| <b>Safety and Security</b>         |             |   |                      |                       |                      |
| 5.1                                |             | Contingency   | 250,000              | -                     | 250,000              |
|                                    |             |   | <b>S/T</b>           | <b>250,000</b>        | <b>250,000</b>       |
| <b>Total FY2021 Budget</b>         |             |   | <b>11,898,522</b>    | <b>8,801,656</b>      | <b>20,700,178</b>    |

# Fiscal Year 2022 Capital Budget - Amendment 2

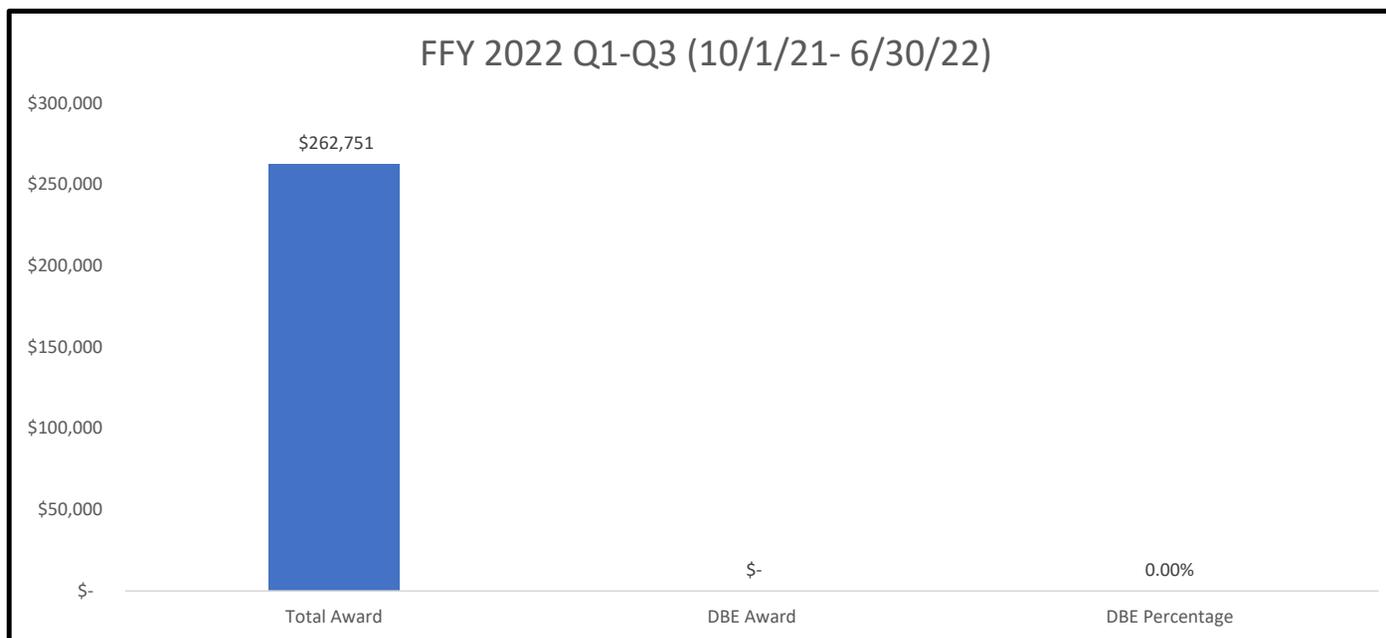
Item #4.d.  
9/7/2022

| Budget Item                    | Project No. | Description  | Current Years Budget | Previous Years Budget | Total Project Budget |
|--------------------------------|-------------|--|----------------------|-----------------------|----------------------|
| <b>Revenue Vehicle Support</b> |             |  |                      |                       |                      |
| 1.1                            | 021502      | Major Bus Components (FY18, FY19, FY20, FY21 & FY22)                                       | 311,347              | 7,327,336             | 7,638,683            |
| 1.2                            | 100353      | Maintenance support equipment  | 320,226              | 425,820               | 746,046              |
| 1.3                            | 100633      | Para Transit (Cutaway) Revenue Vehicle Procurement   | 3,457,280            | -                     | 3,457,280            |
| 1.4                            | 100634      | Replacement of (10) 2017 Redi-Wheels Minivans  | 874,384              | -                     | 874,384              |
| 1.5                            | 100635      | Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses                        | 29,222,557           | -                     | 29,222,557           |
| 1.6                            | 100113      | Electric Bus Procurement   | (7,765,806)          | 10,926,668            | 3,160,862            |
| 1.7                            | 100585      | Express Bus - BEB  | 16,535,180           | 8,802,841             | 25,338,021           |
|                                |             |  | <b>S/T</b>           | <b>42,955,168</b>     | <b>27,482,665</b>    |
| <b>Information Technology</b>  |             |  |                      |                       |                      |
| 3.1                            | 100628      | Automatic Passenger Counter (APC) Validation   | 431,250              | -                     | 431,250              |
|                                |             |  | <b>S/T</b>           | <b>431,250</b>        | <b>-</b>             |
| <b>Facilities/Construction</b> |             |  |                      |                       |                      |
| 4.1                            | 100058      | Facilities Smaller Projects  | 920,000              | 2,540,000             | 3,460,000            |
| 4.2                            | 100548      | North Base 200 Operations Building Replacement   | 575,000              | 1,000,000             | 1,575,000            |
| 4.3                            | 100018      | LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities                        | 1,789,832            | 1,428,000             | 3,217,832            |
| 4.4                            | 100629      | EV Chargers for Non-Revenue Vehicles (6 total)   | 575,000              | -                     | 575,000              |
| 4.5                            | 100630      | TAM Maturity and Development Assessment  | 55,200               | -                     | 55,200               |
| 4.6                            | 100631      | Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment) | 1,926,250            | -                     | 1,926,250            |
| 4.7                            | 100632      | Transit Oriented Development (TOD) Project Initiation Funds                                | 92,000               | -                     | 92,000               |
| 4.8                            | 100547      | South Base Switchgear Replacement  | 5,700,000            | 1,000,000             | 6,700,000            |
|                                |             |  | <b>S/T</b>           | <b>11,633,282</b>     | <b>5,968,000</b>     |
| <b>Planning/Development</b>    |             |  |                      |                       |                      |
| 5.1                            |             | Capital Program and Project Development  | 250,000              | -                     | 250,000              |
| 5.2                            |             | Capital Program Management   | 250,000              | -                     | 250,000              |
|                                |             |  | <b>S/T</b>           | <b>500,000</b>        | <b>-</b>             |
| <b>Total FY2022 Budget</b>     |             |  | <b>55,519,700</b>    | <b>33,450,665</b>     | <b>88,470,365</b>    |

## Appendix B - Disadvantaged Business Enterprise (DBE)

# Disadvantaged Business Enterprise (DBE)

# SamTrans Award



Note: There was no Federal Award for Q3 FFY 2022 for SamTrans. The total award Year-to-date for SamTrans is \$262,751.

**Appendix C - Project Performance Status Light Criteria**

| Status Light                   | Event Trigger  | Range & Limits   | Light         |
|--------------------------------|--|--|---------------|
| <b>Budget</b> <sup>(1)</sup>   | (a) Change in Approved Budget                                    | Increased $\geq 10\%$ or $\geq \$2M$   | <b>Red</b>    |
|                                |  | Increased ( $\geq 3\%$ and $< 10\%$ )<br>or ( $\geq \$60K$ and $< \$2M$ )              | <b>Yellow</b> |
|                                |  | Decreased any amount<br>or remained the same   | <b>Green</b>  |
|                                | (b) Estimate At Completion (EAC) not equal<br>to Approved Budget | EAC > Approved Budget by<br>10% or more; or \$2M or more                               | <b>Red</b>    |
|                                |  | EAC > Approved Budget by<br>$\geq 5\%$ and $< 10\%$ , or<br>$\geq \$100K$ and $< \$2M$ | <b>Yellow</b> |
|                                |  | EAC $\leq$ budget  | <b>Green</b>  |
| <b>Schedule</b> <sup>(2)</sup> | (a) Major Milestone not equal to<br>corresponding Baseline dates | M. Milestones > Baseline 180 days or more  | <b>Red</b>    |
|                                |  | M. Milestones > Baseline 31 to 179 days  | <b>Yellow</b> |
|                                |  | M. Milestones $\leq$ Baseline, or  | <b>Green</b>  |
|                                |  | M. Milestones > Baseline 30 days or less   | <b>Green</b>  |
| <b>Funding</b> <sup>(1)</sup>  | (a) EAC not equal to Activated Funds                             | Activated Funds < EAC and cannot cover<br>Projected Costs for the next 180 days        | <b>Red</b>    |
|                                |  | Activated Funds < EAC but can cover<br>Projected Costs at least 180 days               | <b>Yellow</b> |
|                                |  | EAC $\leq$ Activated Funds   | <b>Green</b>  |
|                                | (b) EAC not equal to Total Approved Funds                        | EAC > Total Approved Funds   | <b>Red</b>    |
|                                |  | EAC $\leq$ Total Approved Funds  | <b>Green</b>  |

Notes:

1. If more than one event is triggered, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).

## Appendix D - Definition of Terms

### **Δ Prev**

Change from previous period.

### **Accruals**

An estimated or known cost for the work performed, equipment, or materials received, through the current reporting period that hasn't been recorded in the financial system as expended.

### **Activated Funding (in Funding)**

The portion of the total approved project funding that is available and ready to be expended. See Un-activated Amount and Board Approved.

### **Allocated Contingency**

Portion of the project contingency budget allocated to contracts or specific types of work for identified project risks. See Contingency and Unallocated Contingency.

### **Baseline**

The currently approved plan that includes the project scope, budget and schedule. Performance indicators are calculated by comparing the current progress against the planned progress according to the baseline.

### **Baseline Completion (in Milestone Schedule)**

The milestone planned date of completion in the currently assigned project baseline.

### **Board Approved (in Funding)**

The funding approved by the Board for the completion of the project. It includes approved current and previous years capital budgets and capital budget amendments.

### **Board Authorized (in Major Contracts)**

The budget amount approved by the Board of Directors for a particular contract. Includes contingency.

### **Budget Changes (in Project Budget/Estimate at Completion)**

Changes to the original budget that have been approved by management through the change management process.

### **Budget Original (in Project Budget/Estimate at Completion)**

The budget approved in the first or original project baseline.

### **Committed**

The amount of authorized contracts, P.O.s, agreements, settlements, or other instruments that obligate the District to expend project funds.

### **Completion (in Milestone Schedule)**

The current estimated or actual date of completion for a milestone.

### **Contingency**

An estimated amount based on the uncertainty and risk to cover unforeseen events during the course of the project. See Unallocated and Allocated Contingency.

### **Contract Change Orders (CCOs)**

Contract budget changes approved through the change management process.

### **CPI (Cost Performance Index)**

A measure of the financial effectiveness and efficiency of a project. It represents the amount of completed work for every unit of cost spent. As a ratio it is calculated by dividing the budgeted cost of work completed, or Earned Value (EV), by the Actual Cost (AC) of the work performed.

### **Current Contract Amount**

This is the original contract amount plus any approved Contract Change Orders (CCOs). The current contract amount is the approved obligation to the construction contractor. Does not include any contingency approved for the contract.

**EAC (Estimate at Completion)**

The estimated final cost of the project, or a particular type of work, based on actual expenses to date and estimated expenses of remaining work.

**EAC/Budget (in Status Summary)**

The percent of the Estimate at Completion covered by the current project budget.

**Earned Value (EV)**

The physical work accomplished in terms of the cost estimates for activities fully or partially completed at the end of a reporting period.

**Earned Value Progress (in Status Summary)**

The Earned Value of completed works expressed as a percentage of the project's current budget without contingency. See Earned Value.

**Executed CCOs (Executed Contract Change Orders)**

The portion of a contract's contingency budget used in executed (approved) Contract Change Orders.

**Executed Changes**

The portion of the project's contingency budget used in executed (approved) Change Orders. Includes Executed CCOs.

**Expended + Accruals**

The project or contract costs that have been recorded in the financial system plus the accrual cost for the work performed through the current period. See Accruals.

**High Likelihood Risks (in Contingency)**

Project risks that have a high likelihood to result in changes.

**In-Process CCOs (In-Process Contract Change Orders)**

Contract Change Orders pending approval.

**In-Process Changes**

Project Change Orders pending approval. Includes CCOs.

**Interfaces**

Refers to points of connection to other projects, programs, or other entities that if not managed may lead to conflicts and issues.

**Issues**

Events that are occurring or have already occurred that have negative consequences for a project, that are recoverable or can be mitigated in some way.

**Key Activities**

Lists activities performed in the current month and activities anticipated for next month.

**Milestone Schedule**

Lists the project's significant events or important achievements in the project lifecycle. It is considered a high level summary schedule for the project.

**Notable Issues**

Most important project issues that are currently affecting the objectives, scope, schedule, budget and/or the adequate funding of the project.

**Notable Risks**

Most important project risks that may impact the objectives, scope, schedule, budget and/or the adequate funding of the project.

**Phase**

Refers to the current project phase. For the Capital Program, the project phases are: Planning, Preliminary Design, Final Design, Procurement, Construction, Closing, Closed.

**Planned Value (PV)**

The estimated cost of work planned to be accomplished at a given period based on the project assigned baseline.

**Planned Value Progress (in Status Summary)**

The Planned Value of work that is expected to be completed this period, according to the baseline, expressed as a percentage of the project's current budget without contingency. See Planned Value.

**Potential and In-Process Changes**

Change Orders where impacts are being evaluated or determined, or Change Orders in process for approval. Includes Contract Change Orders.

**Resolution Date (in Notable Issues)**

The latest date an issue needs to be resolved before it begins to affect the objectives, scope, schedule, budget and/or the adequate funding of the project.

**Risks**

Events or uncertain conditions that, if they occur, have a negative or positive impact in the project's objectives.

**Safety Incidents**

Reported safety incidents related to the execution of project work, that occurred during the reporting period.

**Scope Summary**

High level description of the objectives and principal deliverables of the project.

**SPI (Schedule Performance Index)**

A measure of the actual project progress compared to its planned progress at the closing of the current period based on the current assigned baseline. It is calculated by dividing the budgeted cost of work performed, or Earned Value (EV), by the budgeted cost of work planned, or Planned Value (PV) for the current period.

**Type I Incidents (in Safety)**

Near Miss or incident requiring written report based on contract requirements.

**Type II Incidents (in Safety)**

Injury of worker or passenger requiring a report to the Federal Railroad Administration.

**Type of Work**

Categories defined for classifying project costs.

**Un-activated Amount (in Funding)**

Portion of the Board Approved funding for the project that has not been Activated. See Activated Funding.

**Unallocated Contingency**

Portion of total project contingency budget to account for Unknown Risks.

**Unknown Risks**

Unidentified risks that have not been accounted for and are included in the Unallocated Contingency budget.

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Acceptance of Quarterly Fuel Hedge Update**

**Action**

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

**Significance**

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

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

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

**Budget Impact**

There is no impact on the budget.

**Background**

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

- As of June 30<sup>th</sup>, the hedge program realized net gains of \$932,309.54 for the time period July 2021 through June 2022- the entirety of FY 2022.
- Additionally, the hedge currently reflects unrealized gains of \$799,512.00 (+\$0.58/gallon on all projected gallons July 2022 through June 2023). This assumes projected consumption of 1,386,728 gallons for FY 2023.
- Approximately 82% (75% after tax) of the anticipated fuel usage through June 2023 is hedged at an average expected price of \$2.89/gallon excluding taxes and fees (\$3.59 including taxes and fees) versus a currently planned budget estimate of \$2.93/gallon, excluding taxes and fees.

- The remaining un-hedged gallons through June 2023 have a projected cost of \$3.27/gallon before taxes and fees: and \$4.00/gallon after taxes and fees as of 6/30/2022.
- Weighted average projected cost of all gallons net of hedging as of 6/30/2022 is \$2.96/gallon without taxes and fees – \$3.69/gallon with taxes and fees through June 2023.

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



Staff conducted a price analysis and determined that UniFirst's prices are fair and reasonable as compared to previously procured services and market rates. Award of the new contract to UniFirst will ensure uninterrupted Services to the District.

The Independent Cost Estimate determined pricing for five years to be \$373,254, based on current usage, assuming a 15% cost increase over the current contract pricing.

The California Public Contract Code and District Procurement Policy allow the District to utilize cooperative purchasing contracts to purchase services, materials, equipment, and other commodities. Staff and legal counsel have determined that the cooperative purchasing agreement with UniFirst meets the District's competitive procurement requirements.

|              |                    |                            |              |
|--------------|--------------------|----------------------------|--------------|
| Prepared by: | Danielle Sanderson | Administrative Analyst III | 650-508-6130 |
|              | Tim Willson        | Bus Maintenance            | 650-508-6418 |

**Resolution No. 2022-**

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

\* \* \*

**Awarding a Contract to UniFirst Corporation for the Rental, Purchase, and  
Laundering of Work Clothing, Shop Towels, and Related Items  
for a Total Not-To-Exceed Amount of \$326,384 for a Five-Year Term**

**Whereas**, the San Mateo County Transit District (District) contacted and evaluated three vendors and their prices who provide the rental, purchase and laundering of work clothing, shop towels and related items (Services) through their respective cooperative purchasing and piggybacking agreements; and

**Whereas**, these Services are for mechanics working at the Bus Maintenance Yards who require clothing, supplies and laundering services in the course of performing their jobs; and

**Whereas**, staff conducted a price analysis and determined that UniFirst Corporation's (UniFirst) prices for the Services are fair and reasonable, and it is in the best interest of the District to award a contract to UniFirst for the Services; and

**Whereas**, staff and legal counsel reviewed UniFirst's cooperative purchasing agreement through Sourcewell Cooperative and determined it complies with District's competitive procurement requirements, and UniFirst is fully capable of providing the specified services; and

**Whereas**, staff recommends that the Board of Directors award a contract to UniFirst to provide the Services for a five-year term for a total not-to-exceed amount of \$326,384.

**Now, Therefore, Be It Resolved** that the Board of Directors (Board) of the San Mateo County Transit District awards a contract to UniFirst Corporation of San Jose, California through Sourcewell Cooperative's contract number 040920 to provide the rental, purchase and

laundering of work clothing, shop towels and related items for a total not-to-exceed amount of \$326,384 for a five-year term; and

**Be It Further Resolved** that the Board authorizes the Acting General Manager/CEO or designee to execute a contract with UniFirst in full conformity with the terms and conditions of the District's negotiated agreement and the UniFirst/Sourcewell Cooperative awarded contract number 040920, and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: Carter Mau, Acting General Manager/CEO

From: Grace Martinez, Acting Chief Financial Officer

Subject: **Award of Contract for Inspection and Maintenance of the Dumbarton Rail Bridge Navigation Lighting System**

**Action**

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

1. Award a contract to the lowest, responsive and responsible bidder, Perry Electric, Inc. of Walnut Creek, California (Perry Electric) for inspection and maintenance services of the Dumbarton Rail Bridge navigation lighting system (Services) for a total not-to-exceed \$221,340 for a three-year term.
2. Authorize the Acting General Manager/CEO or designee to execute a contract with Perry Electric in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.

**Significance**

Approval of the above actions will ensure inspection and maintenance of the navigation lighting system of the Dumbarton Rail Bridge (Bridge) by a qualified and responsive contractor. As required by the United States Coast Guard, the District is responsible to ensure that the navigation lights on the Bridge are lit per the approved plan to provide a navigable path for watercraft.

**Budget Impact**

Funds to support the award of this contract are included in the District's Fiscal Year 2023 adopted operating budget and will be included in future operating budgets.

**Background**

The District owns the Bridge. The proposed action will help the District comply with the Bridge's lighting plan as approved by the United States Coast Guard. The Services are necessary to maintain the navigation lighting system of the Bridge in a state of good repair and operational for marine navigation. The contract includes: 1) fixed prices for bi-annual inspection and maintenance of the navigation lighting systems on the Bridge; and 2) up to two responses during the three-year contract term if the lights fail to operate between the bi-annual inspections. The contract also contains an allowance for the cost of replacement parts when unanticipated repairs are performed.

The District issued an Invitation for Bids 22-S-CU-065 for the Services on May 31, 2022. The solicitation was published on the District’s e-procurement website and sent to seven plan rooms and builders exchanges for dissemination among contractors. As part of the outreach effort, staff reached out to four regional agencies that procure similar electrical lighting services requiring site access by water via boat. Staff found four electrical contractors that have provided the same services in the past for the California Department of Transportation. As a result of the extensive outreach, two potential bidders attended the pre-bid meeting and site walk, and two bids were received as follows:

| <b>Company</b>   | <b>Bid Amount</b> | <b>5% SBE Preference Eligibility</b> | <b>Bid Amount with 5% SBE Preference applied</b> |
|--|-------------------|--------------------------------------|--|
| <b>Independent Cost Estimate</b>                       | <b>\$ 341,000</b> | <b>Not Applicable</b>                | <b>Not Applicable</b>                            |
| 1. Perry Electric, Inc., Walnut Creek, California      | \$221,340         | \$11,067                             | \$210,273  |
| 2. Bear Electrical Solutions, Inc., Alviso, California | \$347,900         | \$0                                  | \$347,900  |

Perry Electric submitted all required bid documentation, is a certified small business enterprise (SBE) and Microbusiness, and has met the District’s requirements for the SBE utilization goal. Staff has determined, and legal counsel concurred, that the bid submitted by Perry Electric is responsive.

Perry Electric’s bid is approximately 35% less than the independent cost estimate. Staff conducted a price analysis and determined that Perry’s price is fair and reasonable to perform the work as required in the solicitation documents.

Staff contacted Perry Electric’s references and confirmed its experience and competency. Perry Electric has satisfactorily completed electrical projects for Caltrans and other general contractors for over 10 years. The District has also utilized the services of Perry Electric in the recent past on an emergency basis for the same work included in this solicitation and is satisfied with the quality of work, the flexibility and reliability of the firm, and the firm's ability and preparedness to resolve issues in the Bridge's remote location without the need for return trips. Based upon these findings, staff concludes that Perry Electric is appropriately qualified and capable of meeting the requirements of the contract and is, therefore, the lowest responsive and responsible bidder.

Prepared By: Patrick May Procurement Administrator 650-226-6086  
Rick Peredia Engineer III 650-508-7941

**Resolution No. 2022 –**

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

\* \* \*

**Awarding a Contract to Perry Electric, Inc. for Inspection and Maintenance of the  
Dumbarton Rail Bridge Navigation Lighting System for a  
Total Not-To-Exceed Amount of \$221,340 for a Three-Year Term**

**Whereas**, on May 31, 2022, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) 22-S-CU-065 for the inspection and maintenance of the Dumbarton Rail Bridge navigation lighting system (Services); and

**Whereas**, in response to the IFB, the District received two bids after posting the solicitation documents on the District's e-procurement website and conducting extensive outreach to qualified vendors who could provide the requested Services, which contains a portion of work that requires site access by water via boat; and

**Whereas**, staff and legal counsel have reviewed the bids and determined that Perry Electric, Inc. of Walnut Creek, California (Perry Electric) submitted the lowest responsive and responsible bid; and

**Whereas**, Perry Electric is certified by the California Department of General Services as a Small Business Enterprise and is also a Microbusiness; and

**Whereas**, staff determined that Perry Electric's prices are fair and reasonable; and

**Whereas**, staff recommends that the Board of Directors (Board) award a contract to Perry Electric for the Services for a total not-to-exceed amount of \$221,340 for a three-year term.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Perry Electric, Inc. to provide inspection and

maintenance of the Dumbarton Rail Bridge navigation lighting system for a total amount of \$221,340 for a three-year term; and

**Be It Further Resolved** that the Board authorizes the Acting General Manager/CEO or designee to execute a contract on behalf of the District with Perry Electric in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**San Mateo County Transit District  
Staff Report**

To: Finance Committee

Through: Carter Mau, Acting General Manager/CEO

From: David Olmeda, Chief Operating Officer, Bus                      April Chan, Acting Deputy General Manager/CEO

Subject: **Execution of an Agreement with the San Mateo County Transportation Authority (TA) to Provide Funding to Receive General Engineering Consulting Services through the TA's Consultant Bench**

**Action**

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

1. Authorize the Acting General Manager/CEO, or his designee, to execute a cooperative agreement with the San Mateo County Transportation Authority (TA) to provide up to \$350,000 in exchange for general engineering consulting services for the development of plans, specifications and estimates for District bus base modifications through the TA's consultant bench; and
2. Authorize the Acting General Manager/CEO, or his designee, to execute any agreements and take other actions necessary to provide the subject funding to the TA.

**Significance**

As has been previously discussed with the Board, the District is in the process of converting its bus fleet to zero emissions buses (ZEBs) by 2040, as required by the State's Innovative Clean Transit Regulation (ICT). As part of the transition to zero emissions, the District is procuring a mix of battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs). The District's bus base in South San Francisco must be modified to accommodate and safely maintain the FCEBs.

While the District has an on-call General Engineering Contractor (GEC), the firm has committed its resources to work on other District priorities and will not be able to complete the design of the facility modifications before delivery of the FCEBs. To ensure that design and construction of the facility modifications are complete by the time the FCEBs are delivered in late 2023, staff evaluated various approaches to expeditiously acquire consultant resources needed to design the modifications. Staff determined the most expedient approach is for the District to enter

into a cooperative agreement with the TA, in which the District may access the services of the TA's recently awarded bench of on-call GEC contracts. The TA Board of Directors is considering the recommendation to enter into such cooperative agreement at its September 1, 2022 meeting.

The District will be responsible for reimbursing the TA for all expenses associated with the GEC work, including administrative costs.

The Board will need to authorize the Acting General Manager/CEO to execute a cooperative agreement with the TA to provide the District with access to the TA consultant bench and to provide reimbursement to the TA for the associated work.

### **Budget Impact**

Funds to support this agreement are included in the Fiscal Year 2023 Capital Program Management Project budget. A formal Capital Budget amendment for this project will be brought to the Board in early calendar year 2023.

### **Background**

The District currently operates a fleet of over 300 diesel transit buses, which will be replaced with ZEBs in advance of the 2040 State mandate. Given the size of the SamTrans fleet, implementation of the zero emissions conversion will be phased over several years to allow for uninterrupted operations at the bus bases. Modifications to the District bus bases to support the ZEBs include the installation of infrastructure to support BEB charging, installation of hydrogen fueling equipment for FCEBs, and modifications to maintenance bays to support the new ZEBs.

Prepared By: Liria Larano      Deputy Chief, Fleet and Facilities      650-622-7828  
Infrastructure

**Resolution No. 2022-**

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

\* \* \*

**Execution of a Cooperative Agreement with the San Mateo County Transportation Authority  
(TA) to Provide Funding to Receive General Engineering Consulting Services  
through the TA's Consultant Bench**

**Whereas**, the San Mateo County Transit District (District) is in the process of converting its bus fleet to zero emissions buses (ZEBs) by 2040, as required by the State's Innovative Clean Transit Regulation (ICT); and

**Whereas**, the District's bus bases must be modified to support the new ZEBs, which requires modifying the maintenance bays to support the new hydrogen fuel cell electric buses; and

**Whereas**, while the District has an on-call General Engineering Contractor (GEC), the firm has committed its resources to work on other District priorities and will not be able to complete the design of the facility modifications before delivery of the FCEBs; and

**Whereas**, the most expeditious method to acquire consultant resources needed to design the modifications is for the District to enter into a cooperative agreement with the San Mateo County Transportation Authority (TA), in which the District may access the services of the TA's recently awarded bench of on-call GEC contracts; and

**Whereas**, the District would be responsible for reimbursing the TA for all expenses associated with the GEC work, including administrative costs; and

**Whereas**, staff recommends that the District Board of Directors authorize the Acting General Manager/CEO, or his designee, to execute a cooperative agreement with TA to provide

up to \$350,000 in exchange for general engineering consulting services for the development of plans, specifications and estimates for the District's bus base modifications; and

**Whereas**, staff also recommends that the District Board of Directors authorize the Acting General Manager/CEO, or his designee, to execute any agreements and take other actions necessary to provide the subject funding to the TA.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby authorizes the Acting General Manager/CEO, or his designee, to execute a cooperative agreement with the TA to provide up to \$350,000 in exchange for general engineering consulting services for the development of plans, specifications and estimates for District bus base modifications; and

**Be It Further Resolved** that the Acting General Manager/CEO, or his 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.

Regularly passed and adopted this 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**Resolution No. 2022-**

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

\* \* \*

**Resolution Honoring Hispanic Heritage Month**

**Whereas**, from September 15, 2022, through October 15, 2022, the United States celebrates Hispanic Heritage Month; and

**Whereas**, Spanish explorers first reached the land that would become San Mateo County in 1769 and gave it the name that it is still known by; and

**Whereas**, Hispanic Americans have called San Mateo County home for centuries and were instrumental in shaping the history and culture of the region; and

**Whereas**, Hispanic and Latin Americans have had a profound influence through a strong commitment to family, faith, and community, an enduring work ethic and their many contributions to society; and

**Whereas**, many Hispanic and Latin Americans are regular SamTrans riders, with a survey from 2021 indicating that nearly half of SamTrans riders, 41 percent, are of Hispanic/Latino origin; and

**Whereas**, SamTrans prides itself as a system that is open and welcoming to everyone; and

**Whereas**, access to transportation is a fundamental civil right, that allows individuals to move freely and communities to grow and thrive, which therefore must be provided to everyone in a just and equitable manner; and

**Whereas**, San Mateo County will continue to grow as a vibrant, multicultural community, and the history and culture of all peoples that live in it should be honored and celebrated; and

**Whereas**, as the primary transit connection serving San Mateo County, it is fitting that SamTrans recognize the diverse population that it serves every day.

**Now, Therefore, Be It Resolved** that the San Mateo County Transit District Board of Directors does hereby recognize Hispanic Heritage Month and celebrate Hispanic heritage and culture in the United States and the immense contributions of the Latinx community.

Regularly passed and adopted this 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

---

District Secretary



## Board Member Report of Conference / Meeting Attendance

By: Peter Ratto  
Regarding: 2022 APTA Transit Board Members Conference, July 30-August 2, 2022  
Location: Marriott City Center, Salt Lake City, Utah

Sessions Attended:

Saturday, 7/30/22:

Welcome Reception  
No speakers or formal program

Sunday, 7/31/22:

Opening Session: Setting the Stage for Success

Speakers: Jeffery Nelson, APTA Chair, Managing Director MetroLink  
Paul Skoutelas, APTA President and CEO  
Kathryn Smith, APTA Transit Board Administrators Committee, JTA  
Doug Tisdale, APTA Chair of Transit Board Members Committee and  
RTD-Denver Board Member

This session provided an overview of the seminars

Speakers: Carlton Christensen, Chair UTA Board of Trustees  
Beth Holbrook, UTA Board of Trustees  
Jeff Acerson, UTA Board of Trustees  
Jay Fox, UTA Executive Director  
Jeff Silvestrini, Mayor of Millcreek City  
This session covered the governance structure of UTA

APTA Advocacy Update

Speakers: Ward McCarragher, APTA  
Raymond Melleady, APTA  
Dan Renberg, APTA  
This session covered a Legislative Update specifically on the IJA, the  
Transportation Appropriations Acts, Transportation and Housing and  
Urban Development Act and Capital Investment Grant Funding

Focus on Grassroots Advocacy

Speakers: Robert Clark, Board Commissioner, Memphis Area TA  
Rita Scott, Board Chair, MARTA  
Theodore Smith, Board Chair, BJCTA  
Jeffery Travillion, Board Chair, Capital Metro TA  
This session covered building strong community relations and  
communication the benefits of good public transit



## Board Member Report of Conference / Meeting Attendance

Page 2

### Rebuilding Ridership

Speakers: Ehren Bingaman, Managing Principal, TransPro Consulting  
Kevin Holzendorf, APTA Vice Chair, Past Chair, Jacksonville TA  
Katie Valenzuela, Board Member, Sacramento RTD  
Catlin Vargas, President, Board of Directors, Lane TD

This session covered rethinking the value of public transit focused on equity, accessibility and sustainability

### Transit and Mobility Oriented Development

Speakers: Chessy Brady, TOD Manager-Denver RTD  
Tracy Hadden Loh, Board Member, WAMTA  
Beth Holbrook, UTA Board of Trustees  
Troi Taylor, Board Secretary, Houston Metro

This session covered connections between public transportation and affordable housing

### Developing Transit Through an Equity Lens

Speakers: Robert DeJournett, Board President, Metro RTA  
Arezou Jolly, Board Chair, Jacksonville TA  
Marlon Moore, Board Vice Chair, Central Ohio TA  
Michele Wong Krause, Board Chair, DART

This session covered how each of the speaker's agencies approached equity and what impactful actions they have taken to advance equity

Monday, 8/01/22:

### Board Governance: The Power of a Supporting Cast

Speaker: Dr. Kenston Griffin, CEO Dream Builders Communications  
Keynote Speaker

### Finding the Right CEO and CEO Performance Evaluations

Speakers: Gary Giovanetti, Board Vice Chair, San Joaquin RTD  
Valarie McCall, Member of the Board of Trustees, Greater Cleveland RTA  
Paul Semdberg, Board Chair, WAMATA  
Catlin Vargas, President, Board of Directors, Lane TD

This session covered establishing sound criteria for both hiring and evaluating performance

### Working lunch and group discussion on Board Leadership and building an Effective CEO-Board relationship

Moderator: Doug Tisdale, APTA Chair of Transit Board Members Committee and RTD-Denver Board Member

## Board Member Report of Conference / Meeting Attendance

Page 3

Lessons Learned and Best Practices in Addressing Workforce Shortages

Speakers: LaShanda Dawkins, Assistant General Manager of Labor and Employee Relations, MARTA

Geisha Ester, Vice President of Training and Workforce Development, CTA

George Fields, Deputy General Manager, Greater Cleveland RTA

Gary Giovanetti, Board Vice Chair, San Joaquin RTD

Kimberly Shanklin, Chief People Officer, UTA

This session highlighted how each of the speaker's agencies is addressing workforce shortages

Lessons Learned and Best Practices in Addressing Public Safety Concerns

Speakers: Jeff Acerson, Trustee, UTA

Vince Buzek, Board Chair, RTD-Denver

LaVerne Lewis, Board Member, TriMet

Craig Teneff, Chair Board of Trustees, Central Ohio TA

This session highlighted how each of the speaker's agencies is addressing public safety concerns

UTA Tour

Field trip to Ogden via UTA's FrontRunner commuter rail to see new OGX BRT line which operates from Ogden FrontRunner station to Weber State University and uses low floor electric buses. Return to Salt Lake City via UTA using high floor commuter type coaches.

Tuesday, 8/02/22:

Addressing Supply Chain Challenges

Speaker: James Harper, Jr., Office of Acquisition Management, FTA

Creating Access for All

Speakers: Carmen Garcia, Board Member, DART

Martin Gombert, Board Chsair Access Services

Francis Julien, Deputy CEO, Las Vegas RTC

Jaron Robertson, Director Innovative Mobility Solutions, UTA

This session covered emerging new technologies, identifying and working with key community partners and integrating systems including micro mobility, microtransit and paratransit

How Fare Policies are Transforming what's possible

Speakers: Nichol Bourdeaux, Chief Planning and Engagement Officer, UTA

Carlton Christensen, Chair UTA Board of Trustees

Jay Fox, Executive Director, UTA



## **Board Member Report of Conference / Meeting Attendance**

Page 4

Reginald Townsend, board Vice Chair, KCATA This session covered the approaches of UTA and KCATA in addressing fare solutions, fare equity and financial viability

BOARD OF DIRECTORS 2022

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 JEFF GEE  
 CAROLE GROOM  
 ROSE GUILBAULT  
 RICO E. MEDINA  
 DAVE PINE  
 CHARLES STONE

CARTER MAU  
 ACTING GENERAL MANAGER/CEO



## Memorandum

**Date:** August 31, 2022  
**To:** SamTrans Board of Directors  
**From:** Carter Mau, Acting General Manager/CEO  
**Subject:** General Manager/CEO Report

### Ridership Recovery

SamTrans ridership for FY 2022 was 65.2 percent of its ridership compared to FY 2019 (pre-pandemic), which is up from 64.5 percent for the 11<sup>th</sup> month ending with May 2022. The SamTrans ridership recovery rate of 65.2 percent compares favorably against local peer agencies and with out-of-state bus agencies. The FY 2022 national bus ridership recovery rate was 59.7 percent, up from 59.1 percent for the same period of 11 months ending in May 2022.

|                       | Total Trips<br>FY 2019 | Total Trips<br>FY 2022 | Recovery Rate |
|-----------------------|------------------------|------------------------|---------------|
| <b>SamTrans</b>       | 10,670,860             | 6,956,853              | 65.2%         |
| <b>AC Transit</b>     | 53,303,040             | 29,030,787             | 54.5%         |
| <b>SFMTA</b>          | 217,233,154            | 116,265,671            | 53.5%         |
| <b>VTA</b>            | 27,742,086             | 14,965,402             | 53.9%         |
| <b>Dallas</b>         | 35,138,830             | 21,152,207             | 60.2%         |
| <b>Seattle - King</b> | 121,530,852            | 58,357,087             | 48.0%         |
| <b>Chicago</b>        | 238,553,504            | 132,722,369            | 55.6%         |
| <b>Atlanta</b>        | 51,447,770             | 27,745,823             | 53.9%         |
| <b>New York MTA</b>   | 741,446,606            | 461,770,082            | 62.3%         |
| <b>National Bus</b>   | 4,589,170,434          | 2,741,712,757          | 59.7%         |
| <b>Caltrain</b>       | 18,365,490             | 3,802,014              | 20.1%         |
| <b>BART Extension</b> | 13,615,808             | 4,055,444              | 29.8%         |
| <b>National Rail</b>  | 4,738,609,053          | 2,558,138,522          | 54.0%         |

### **Clipper START 4<sup>th</sup> Quarter Report FY 2022**

Clipper START is a fare-discount pilot program for riders with lower incomes. Launched in July 2020, with SamTrans joining in January 2021. The 36-month long program offers a 50 percent single-ride adult fare discount to eligible adults for travel on SamTrans fixed-route buses.

Clipper START ridership on SamTrans continue to increase month over month. There were 5,194 trips taken in April 2022 and 6,218 trips taken in May 2022, which is a 20 percent increase. In June 2022, SamTrans saw its highest recorded monthly total to date, with 6,550 trips taken. During the fourth quarter of FY 2022, SamTrans provided 17,962 trips, an increase of 38 percent over the third quarter. SamTrans provided 52,428 total trips for the entire FY 2022. Staff will continue to monitor the program and provide quarterly updates.

### **Clipper BayPass**

The regional transit pass pilot program, now called BayPass, launched on August 15 at four educational institutions: UC Berkeley, San Jose State University, San Francisco State University, and Santa Rosa Junior College. Roughly 25 percent of the students at SJSU, SFSU, and UC Berkeley were randomly selected to receive BayPass. Students at Santa Rosa JC will receive the pass on a first come, first serve basis. This limited distribution is designed to measure the impact on travel of an all-system pass when compared to students not using BayPass. Students will be able to continue using BayPass for two academic years as long as they maintain eligibility (e.g., still enrolled as a student). The pilot will also launch at three MidPen housing properties in San Mateo County beginning next month; up to 10 additional MidPen housing properties in Alameda, Santa Clara, and Solano counties will be included shortly after. All residents at participating MidPen Housing properties will be offered a Clipper BayPass. Overall, about 50,000 Bay Area residents will be participating in the pilot program.

BART hired a full-time project manager to oversee the pilot. An evaluation plan is underway, managed by a consultant team from The Behavioralist. In October, the MTC Commission will allocate funds for year one of the pilot using state transit assistance funds. The state will pay out these funds in November, and then MTC will start to distribute funds to operators. In 2023, operator payouts will depend on actual usage data. The BayPass is the first initiative to be implemented based on recommendations of the Coordination/Integration Study and Business Case study.

### **Bus Operator Staffing Levels and Recruitment Update**

The SamTrans Bus Operations Training Department revised the 6-week training program to 8-week program following feedback from Instructors and Trainees. The 8-week program will offer additional training for route familiarization and advanced in-service training. The 8-week program allows for greater flexibility while maintaining the 2:1 Trainee to Instructor ratio. When having two 8-week concurrent classes, the maximum number of Trainees has been increased to a combined 26 students. The changes intend to improve Bus Operator Trainee yield, maximize retention of newly graduates, and provide additional training flexibility to address personnel issues.

**S.O.S. Program**

The S.O.S. committee discussed safety methods to mitigate passenger falls involving seniors. Another topic discussed by the committee was low hanging tree branches on some routes and the possibility of contacting the bus street-side mirrors. Management continuously works with the related cities to trim the tree branches identified by the committee and Transportation Road Supervisors.

**Safety Campaign**

August 2022 Safety Campaign focused on Front Door Safety. Bus Operators are encouraged to always monitor the front area until passengers clear the boarding area, observe the front door area to avoid closing doors on a passenger, and to monitor the rear facing mirror to make certain passengers are seated and secured behind the standee line, prior to moving the bus.



BOARD OF DIRECTORS 2022

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ACTING GENERAL MANAGER/CEO

## Agenda

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

### San Mateo County Transit District

Wednesday, September 7, 2022 – 2:30 pm

- |        |  |               |
|--------|--|---------------|
| 9.a.1. | Call to Order  |               |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of August 3, 2022 | Motion        |
| 9.a.3. | Accessible Services Update for September 7, 2022                                   | Informational |
| 9.a.4. | Paratransit Coordinating Council Update  | Informational |
| 9.a.5. | Citizens Advisory Committee Update   | Informational |
| 9.a.6. | Mobility Management Report: Annual Summary   | Informational |
| 9.a.7. | Monthly Performance Report   July 2022   | Informational |
| 9.a.8. | 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**

**August 3, 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 2:45 pm.

**8.a.2 Approval of Minutes of Committee Meeting of July 6, 2022**

Motion/Second: Medina/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, said they were conducting community outreach at the Disabilities Inclusion Festival and mobility ambassadors would also be attending.

**8.a.4 Paratransit Coordinating Council Update**

Ben McMullan, PCC Chair, said that PCC representatives would be attending the Disabilities Inclusion Festival. He noted that the PCC had a meeting with Senator Josh Becker's office to follow up on a letter sent out by the Board concerning seamless transportation.

**8.a.5 Citizens Advisory Committee Update**

Meredith Park, CAC Vice Chair, provided a summary of the July 27 meeting.

**8.a.6 Monthly Performance Report | June 2022**

Jonathan Steketee, Manager, Operations Planning, provided a brief summary of the June performance and noted that ridership is now 73 percent of pre-pandemic levels.

**8.a.7 Adjourn**

The meeting adjourned at 2:51 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: David Olmeda, Chief Operating Officer, Bus  
Subject: **Accessible Services Update for September 7, 2022**

**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: | Lynn Spicer | Accessibility Coordinator            | 650-508-6475 |
|              | Tina Dubost | Manager, Accessible Transit Services | 650-508-6247 |

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of July 12, 2022 Meeting

**ATTENDANCE:**

Members:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Evan Milburn, Consumer, CoD; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA; Marie Violet, Dignity Health  
(Member attendance = 11/14, Quorum = Yes)

Guests:

Christine Fitzgerald; 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:

Judy Garcia, Consumer; Alex Madrid, Consumer; Scott McMullin, CoA

**WELCOME/INTRODUCTIONS:**

Chair Ben McMullan called the meeting to order at 1:30 pm. The meeting was held via Zoom conference call service and a roll call taken.

**APPROVAL OF MAY MINUTES:**

Dinae Cruise moved to approve the June meeting minutes; Sandra Lang had a correction to the section of the minutes with the Transportation Authority Citizens Advisory Committee (TA CAC) report, noting that the budget for paratransit was proposed and not approved. Evan Milburn seconded the motion with the correction. There were no abstentions; the minutes were approved.

**PUBLIC COMMENTS:**

None.

**PRESENTATION: Driver Training – Tina Dubost**

Tina described the driver training program.

- The policy is “Think Safe, Act Safe, Be Safe.”
- The safety program focuses on eliminating risky behaviors and replacing them with safe ones.
- There is a focus on reinforcing and rewarding safe behavior for all staff.
- The program takes up to four weeks and starts with hiring the right people with the right attitude for safety and customer service.
- Jocelyn Feliciano is the training manager and is trained in adult learning techniques. She is a certified Transit Safety Institute (TSI) instructor and one of five certified trainers in the Western region for the First Transit Professional Driver Development program.
- First Transit provides training for the driver to obtain a commercial license.

- The first week consists of classroom training and covers safety awareness; driving fundamentals; managing emergencies; customer service; interacting with people with disabilities including hidden disabilities; safely assisting passengers; and how to safely board and secure mobility devices. First Transit also provides ongoing safety training, e.g. safe driving in wet weather.
- Behind-the-wheel training follows with ten hours driving on a closed course to learn how to safely drive the various paratransit vehicles plus additional training on the road.
- Trainees then receive at least four hours of street driving and at least ten hours of advanced road work including highway driving.
- They also receive 18 hours of “cadet” training where they ride with an experienced driver to learn about the customers and how to be a good paratransit driver. Drivers also learn frequent pick-up locations.

Christine Fitzgerald asked about emergency evacuation training. Charles Posejpal responded that drivers are trained to evaluate the situation, evacuate passengers, and take them to safety. Dispatch then coordinates with 911.

Mike observed that he’s often seen issues arise between dispatch and drivers such as length of time to connect, scheduling, etc. He thought it would be helpful for both parties to set some standards. Tina explained that issues can arise as drivers can only see their own schedule whereas dispatch is looking at the overall system. Mike thought that explaining this to drivers might alleviate the situation.

Sandra agreed that evacuation training is critical and thought there should be guidelines and protocols for the drivers in the case of an evacuation.

**COMMITTEE REPORTS:**

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

See page 11.

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

Tina Dubost provided an overview of the different revenue sources used to fund paratransit for 2022-23. Many of the revenue sources are related to sales taxes, which can vary from year to year and therefore District reserves smooth out the changes.

- Passenger fares – \$430K. Provide only 2% of the cost of service.
- Transit Develop Act (TDA) – \$2.79M. Funds come from a statewide ¼ cent transportation sales tax enacted in 1972. These are allocated by the MTC based on the amount of the sales tax generated in each county.
- State Transit Assistance (STA) – \$972K. Authorized in 1979, revenues are derived from a state tax on diesel fuel and are allocated by the MTC based on the availability of funds for eligible transit operators.
- Operating Grants – \$2.59M. SamTrans actively applies for grants from a variety of federal and state sources.
- District Sales Tax – \$6M. Funds cover the annual shortfall in operating revenues, local match for federal grants, and a local match for federal capital programs and for debt service.
- Interest Income for the Paratransit Trust Fund – \$365K. This comes from the original Measure A passed in 1988 that set up a trust fund for paratransit.
- San Mateo County Transportation Authority Measure A – \$4.3M. Approved in 2004, this ½ cent sales tax funds transportation services until 2033. The expenditure plan states that 4% of the revenue is allocated to projects assisting people with special mobility needs.
- Measure M – \$1.2M. This comes from the San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation and is used for expenditures related to paratransit operations and other services for seniors and people with disabilities.

**Education – Sammi Riley, Chair**

There is an outreach opportunity in person at the 3<sup>rd</sup> Annual Inclusion Festival on August 11<sup>th</sup> at Redwood City. Mike, Marie, Dinae and Sammi will staff the table.

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The committee had finalized the video on Most Common Questions asked about Redi-Wheels and RediCoast rides. Jane will send a link to the video when it is uploaded onto the PCC website.

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

Ben reported that the committee:

- Worked with Tina to obtain a list of agencies for outreach efforts.
- Sent a letter of support from the PCC to the SamTrans Board of Directors for the new scheduling software. Mike and Ben verbally supported the purchase at the Board meeting.
- Ben and Dinae were the only nominees for Chair and Vice Chair.

There was an additional Executive Committee meeting in July to discuss lobbying strategies around SB 917. Tina stated for the record that the PCC is acting independently on this legislation and that SamTrans has not taken a position on the bill. Ben agreed that the PCC understands and respects this and will be speaking on behalf of the PCC only.

Jane Stahl asked if there were any other nominations for chair and vice chair. There were none. A motion was made by Evan Milburn to approve Ben McMullan and Dinae Cruise as chair and vice chair for the period 2022-23. Sandra Lang seconded the motion. It was unanimously approved by voice vote with many thanks to Ben and Dinae.

### **Nominations/Membership – Chair Vacant**

No report.

## **OPERATIONAL REPORTS**

### **PERFORMANCE REPORT**

Tina reminded everyone to sign up for [SMCAAlert](#) to be notified of fires and other emergencies. She reviewed preliminary data for June:

- Total trips served is higher than in June 2021 but lower than May 2022. Average weekday ridership was 511 in June 2022 vs. 451 in June 2021 – 32% higher.
- Trip distribution includes 20% agency trips, taxi trips are 10%.
- Late cancels are still low at 2.2%; customer no shows are low at 1.3%.
- On time performance remains better than the standard at 93.7%.
- Productivity (passengers per hour) is 1.51.
- The number of individuals riding is higher than June 2021 but less than May 2022.

Dinae reported that on several trips there were papers hiding the Consumer Comment cards. Tina will investigate this.

### **COMMENT STATISTICS REPORT**

Tina reviewed the data for May. There were 11 compliments and 7 policy related complaints. Most came in as reports rather than cards.

### **SAFETY REPORT**

Charles Posejpal reported that there were three preventable incidents in June; two were not preventable.

Marie reported that there will be an agency Zoom meeting on July 18<sup>th</sup>. The meeting is intended to hear how things are going, get feedback, and tell them about the new software. Dao added that they will report back to the PCC on what is discussed. (At the meeting Marie Violet explained that she hopes to hold quarterly meetings to get updates on the experiences of community-based organizations whose members use Redi-Wheels. There was a discussion of the specialized service for adult day care programs and of additional transportation resources in San Mateo County.)

Marie asked for the name of contacts at the agencies so they can be invited. Currently Rosener House, San Carlos Adult Day Care, and SSF Adult Day Care are the only agencies being served right now with group rides. Lynn advised that there were only five agencies that received the service prior to COVID. Customers arrange their own rides to other locations.

Marie asked what determines the type of vehicle used, e.g taxi vs. van. Tina responded that the decision is made on what is more efficient for the Redi-Wheels service.

**ERC – Mike Levinson**

Mike stated that ERC meetings will be scheduled once the scheduling software is installed.

Dinae mentioned the message when waiting to speak to a reservationist stating that the reservationist will give you the 20-minute window when you make your ride. This is incorrect and she wondered if this could be deleted. Tina will investigate this.

**Commission on Disabilities (CoD) – Evan Milburn**

The commission has elected new officers and does not meet this month.

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

CID will be posting new jobs on their [website](#).

Mike mentioned that CID are having a fundraiser with Lazy Dog restaurant in San Mateo on August 22 and 23 and fundraisers will be held there quarterly thereafter.

**Commission on Aging (CoA) – Kathy Uhl**

There are four new commission members being approved by the Board of Supervisors to represent communities in the county.

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

She hopes to schedule a meeting soon. Coastside has been affected by a shortage of drivers and additional drivers are being transferred there.

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

The Citizens Advisory Committee of the Transit Authority met on July 5th. There were several budget items:

- They approved a motion that was ultimately approved by the Transit Authority for an allocation for paratransit of \$4,330,880 from Measure A.
- They received an update on funding for the 101 express lanes project
- The next meeting is on August 2<sup>nd</sup>.

The Citizens Oversight Committee met on June 21 and approved the annual committee report on use of the Measure W revenues.

**OTHER BUSINESS**

Tina provided the following ADA policy refresher:

One of the ADA requirements is that transit agencies provide paratransit service within ¼ mile of where fixed route buses run and on the same days and times that they run. SamTrans goes beyond that by providing paratransit service in areas where fixed route is not available.

Dinae asked whether Redi-Wheels services Lighthouse for the Blind in San Francisco. Tina responded that it does. The meeting adjourned at 3:02pm. The next meeting will be on September 13th at 1:30pm.

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

A roll call was taken. The minutes from the June 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**

None.

#### **Advocacy**

##### **Transit Recovery Update – Tina Dubost**

Tina reported that as of June 30<sup>th</sup>, San Mateo County had moved into the high or red tier. San Mateo County Health recommend that residents wear masks, indoors, in public, and on public transportation, they stay up to date on vaccinations, get tested if they have symptoms and connect with a doctor if infected. Those at high risk should take additional precautions such as avoiding crowded indoor places or anywhere with poor ventilation.

Paratransit ridership has increased 18% compared to June 2021, however it's lower than May 2022. SamTrans bus ridership is increasing faster than paratransit. This is broadly similar to other parts of the Bay Area. Nationally, transit agencies carried 53.8% as many riders in February 2022 compared to February 2020.

SamTrans and Redi-Wheels strongly recommend that passengers wear face masks. SamTrans, Caltrain, and Redi-Wheels/RediCoast are still offering free rides to vaccination sites.

#### **Policy Issues**

Tina reported that the SamTrans Board of Directors approved the purchase of upgraded paratransit scheduling software. She thanked the PCC for their support. The new software will have a better scheduling algorithm and more helpful features. There's no timeline yet.

Mike asked about the new system's capability for same day service. Ana Rivas said that they are working on an internal policy and will start as a six-month pilot but there are no details yet. They will request PCC input on the policy once it is ready. Dao mentioned that this would be a benefit to families who need a ride at the last minute.

Tina thanked the PCC members who met with the consultant helping SamTrans find the new general manager/CEO.

Ana reported that a recognition event for paratransit drivers has been approved and more details will follow. She thanked the PCC for advocating for such an event. All expressed their gratitude to the drivers. Sammi asked if riders could nominate individual drivers; Tina said that the event would be for all drivers although compliments to individual drivers can be made via comment cards.

The next PAL meeting will be on September 13, 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  
Subject: **Mobility Management Report: Annual Summary**

**Action**

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

**Significance**

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the board. Each of the district's four transportation modes – SamTrans fixed-route bus service, ADA Paratransit, Caltrain and Shuttles – are featured individually throughout the fiscal year. This month features a report that summarizes the annual performance of all the modes.

**Budget Impact**

There is no impact to the budget.

**Background**

This annual performance report will focus on overall system performance throughout a year with a coronavirus pandemic, as well as highlights for each of the transportation modes, including ridership, on-time performance, safety, and other current developments.

Prepared By: Donald G. Esse      Senior Operations Financial Analyst      650-508-6329



David Olmeda, Chief Operating Officer, Bus

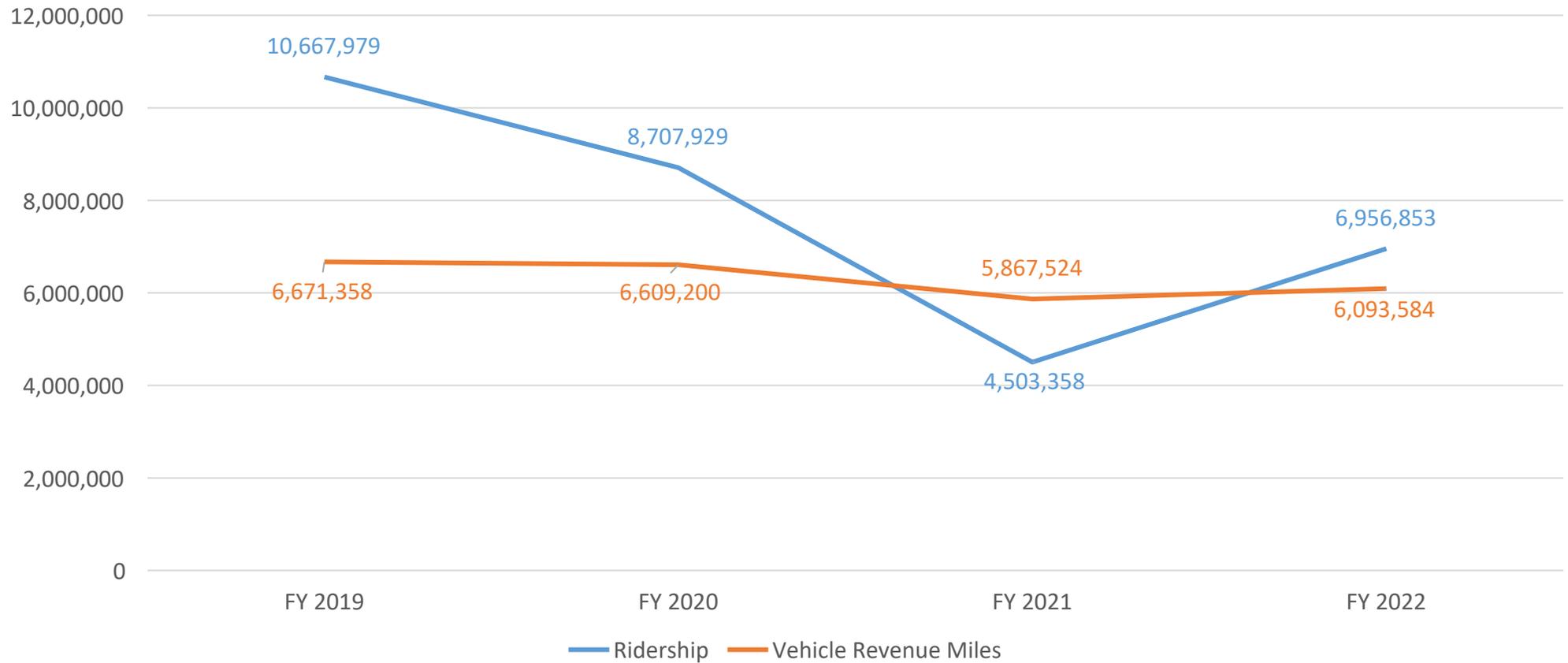


- Motor Bus Service Statistics
  - Ridership & Vehicle Revenue Miles
  - Comparative Bus Ridership Recovery
- ADA Performance Statistics & Ridership
- Shuttle Performance & Participating Employers
- Caltrain Performance, Ridership & Service Statistics
- Service Highlights for FY 2022
- Summary

# Bus Service Statistics

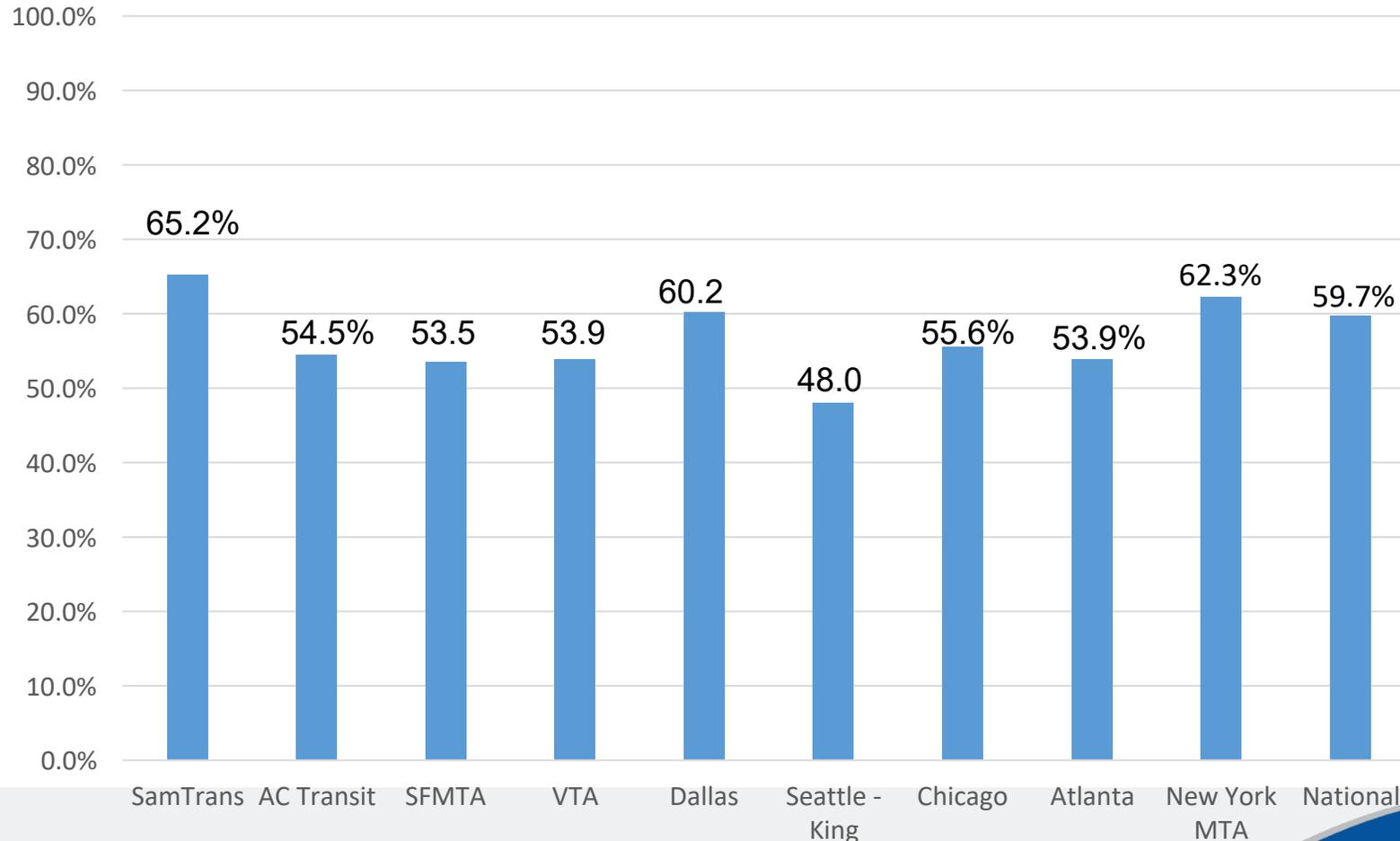
|  | <u>FY 2019</u> | <u>FY 2020</u> | <u>FY 2021</u> | <u>FY 2022</u> |
|--|----------------|----------------|----------------|----------------|
| OTP (goal 85.0%)                                     | 79.1%          | 82.3%          | 87.2%          | 81.6%          |
| Mile Between<br>Service Calls<br>(goal 25,000 miles) | 27,921         | 59,017         | 32,822         | 33,567         |
| Miles Between<br>Accidents<br>(goal 100,000 miles)   | 64,598         | 59,496         | 70,547         | 94,348         |
| DNO  | 646            | 2,331          | 107            | 5,643          |
| Complaints per<br>million trips                      | 179            | 210            | 209            | 189            |

# Ridership & Vehicle Revenue Miles

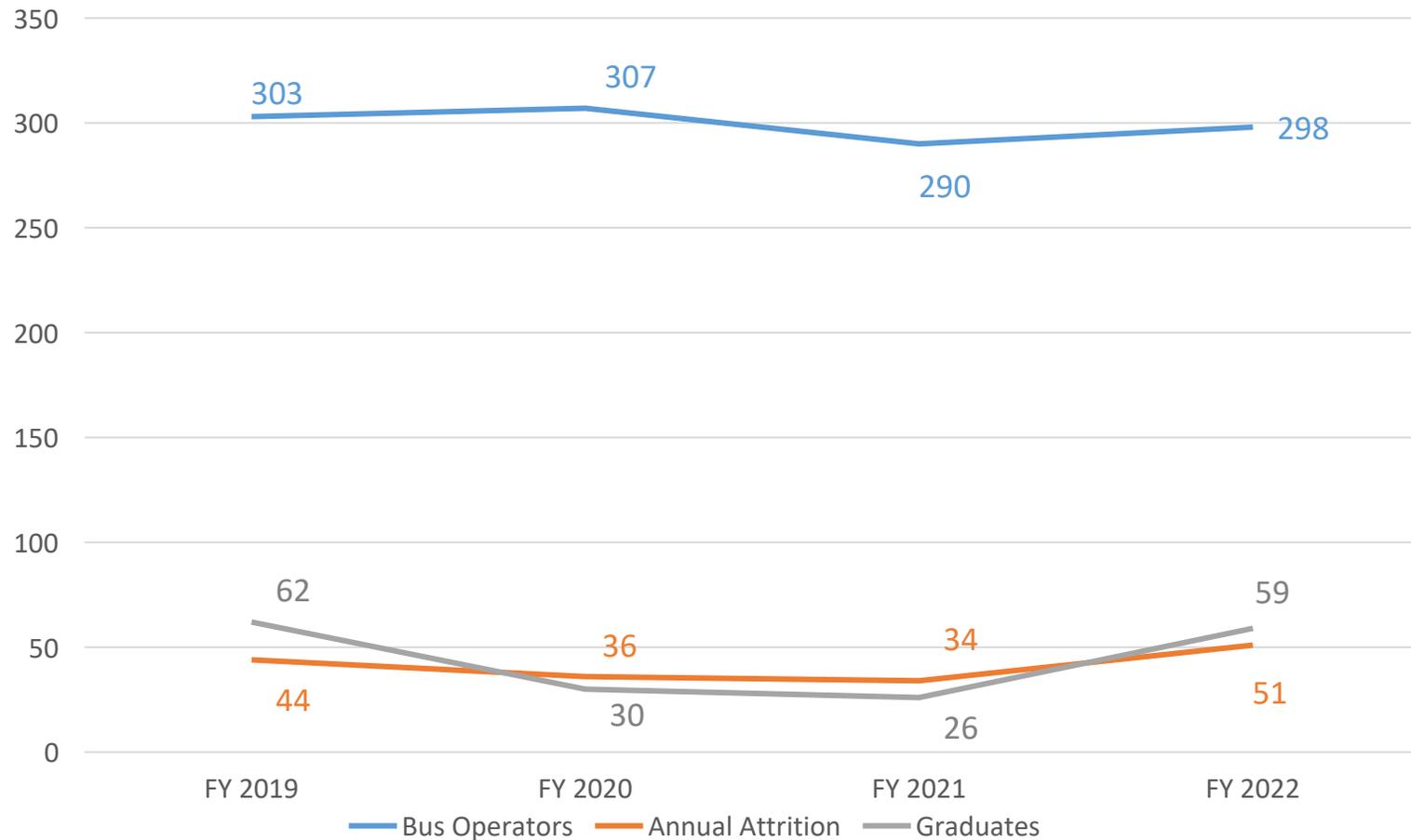


# Comparative Bus Ridership Recovery

Recovery Rate FY 2022 Compared to FY 2019



# Bus Operator Statistics



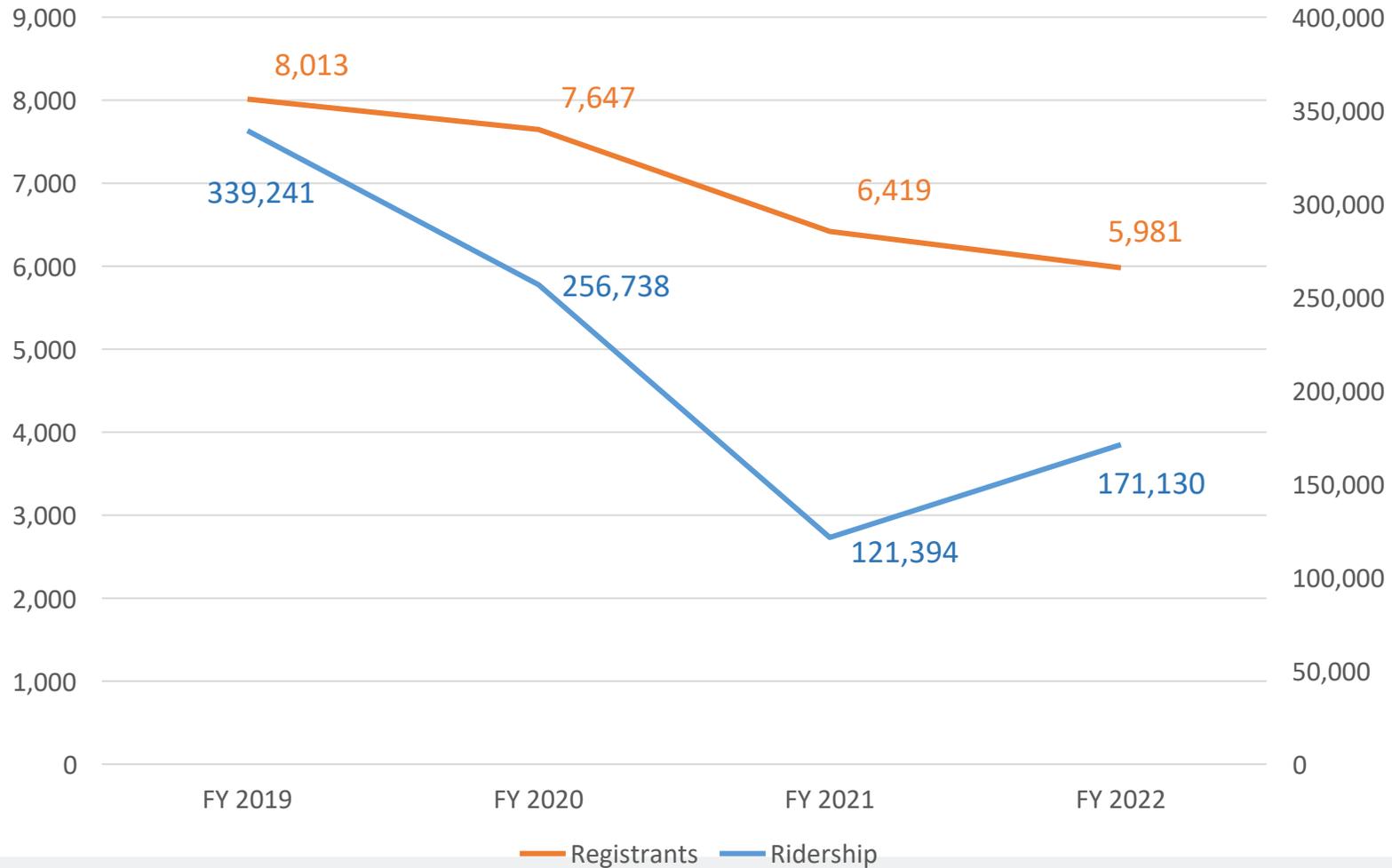
# ADA Performance Statistics

|                       | <u>FY 2019</u> | <u>FY 2020</u> | <u>FY 2021</u> | <u>FY 2022</u> |
|-----------------------|----------------|----------------|----------------|----------------|
| Revenue Miles         | 2,780,055      | 2,154,811      | 1,229,443      | 1,624,180      |
| OTP Redi-Wheel *      | 91.0%          | 93.3%          | 97.2%          | 94.6%          |
| OTP RediCoast *       | 97.1%          | 96.1%          | 95.5%          | 95.5%          |
| MBSC **               | 46,217         | 34,275         | 34,034         | 30,542         |
| Preventable Accidents | 40             | 13             | 12             | 16             |

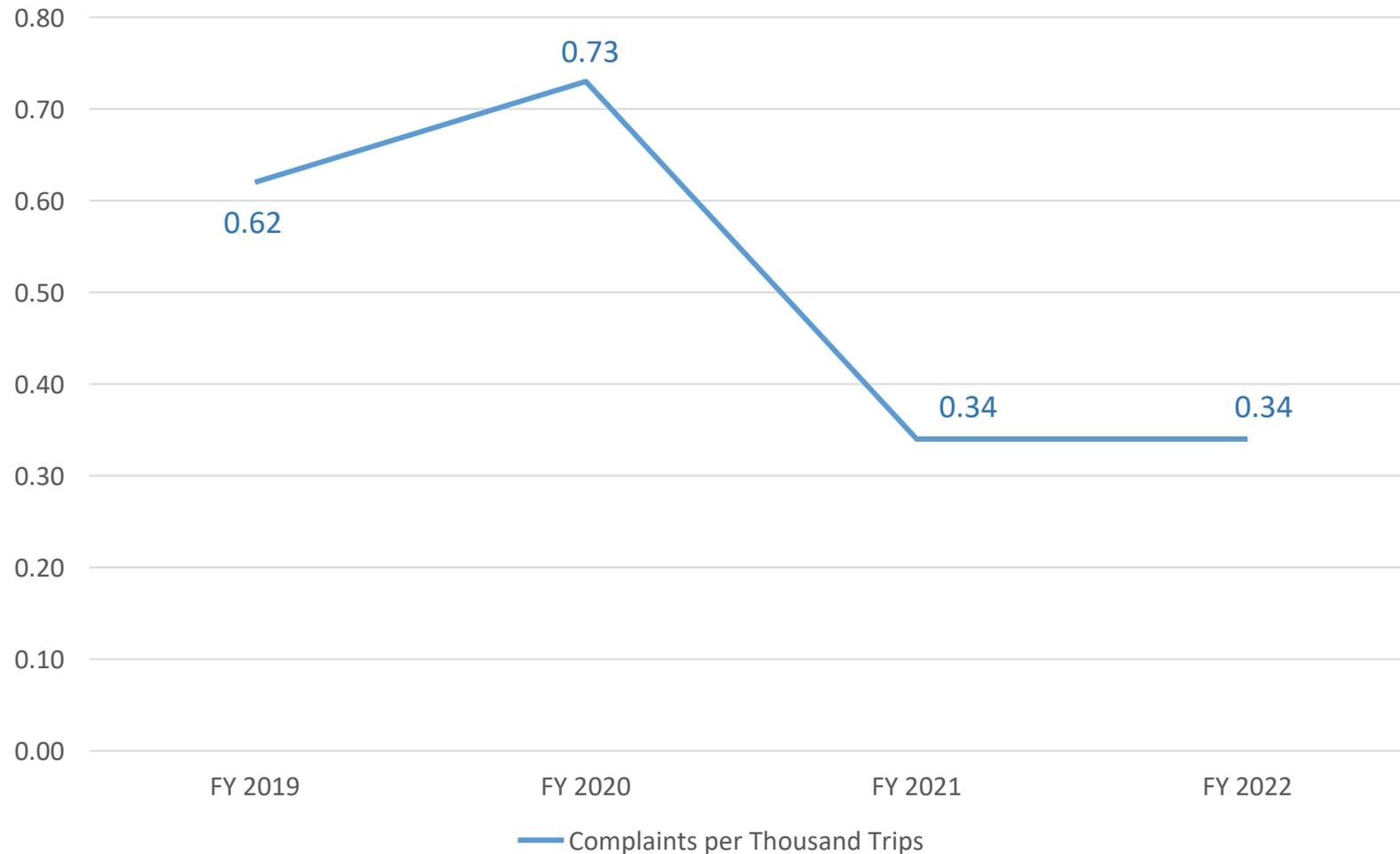
\* Goal is 90.0%

\*\* Miles Between Service Calls goal is 25,000 miles

# ADA Ridership & Registrants

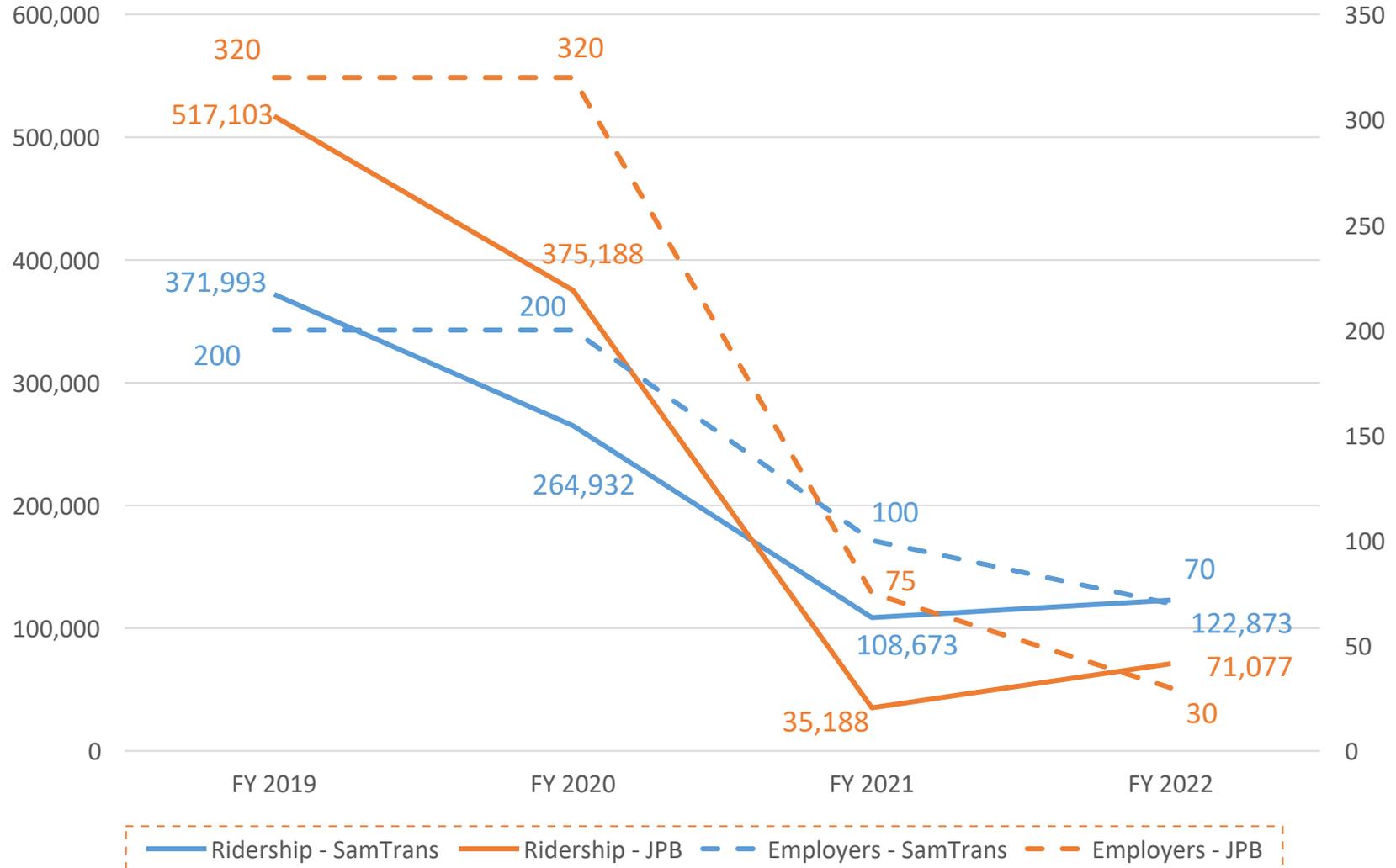


# ADA Complaints per 1,000 Trips



Goal: 2.5 complaints per 1,000 trips

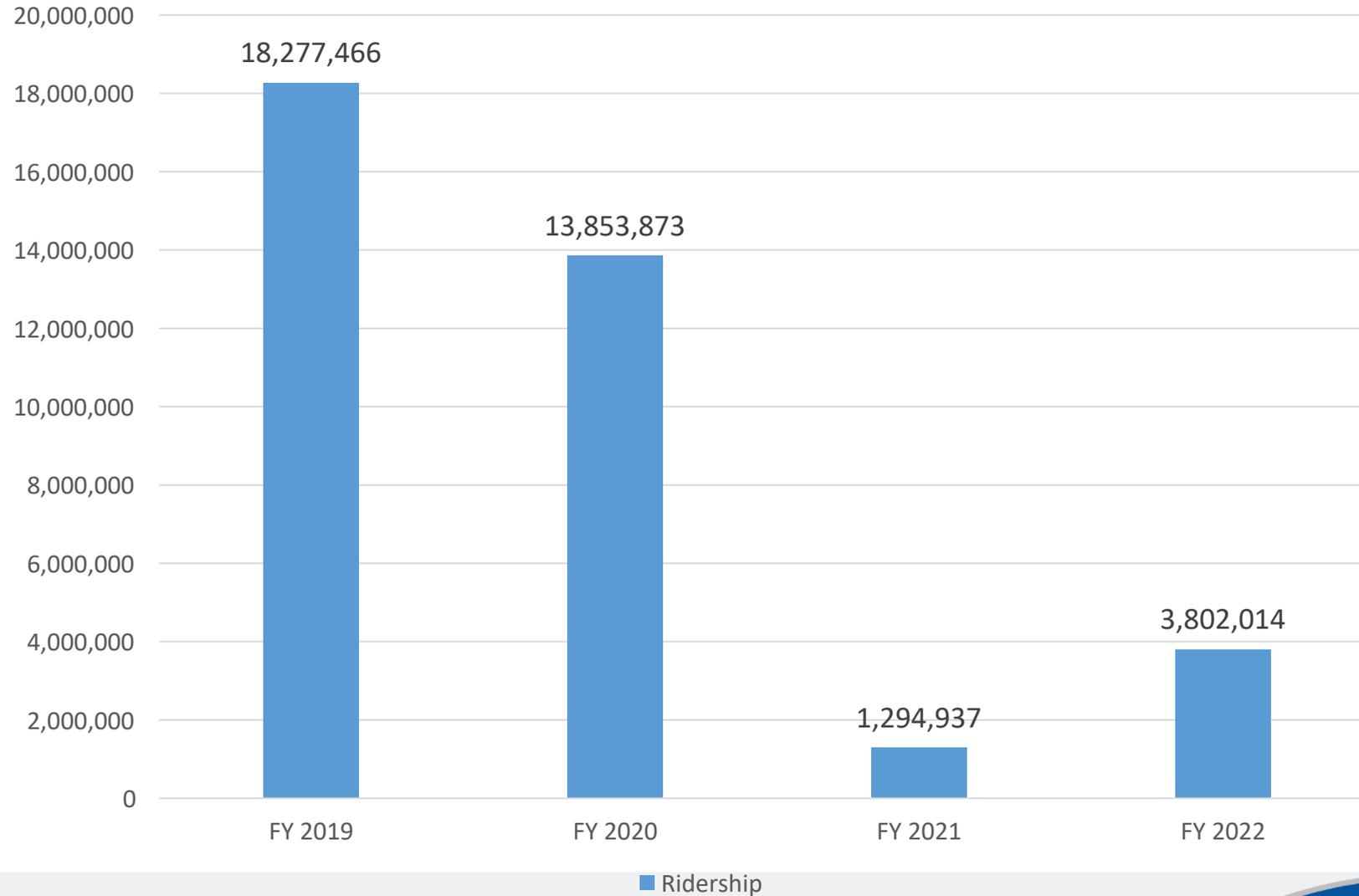
# Shuttle Ridership & Employers



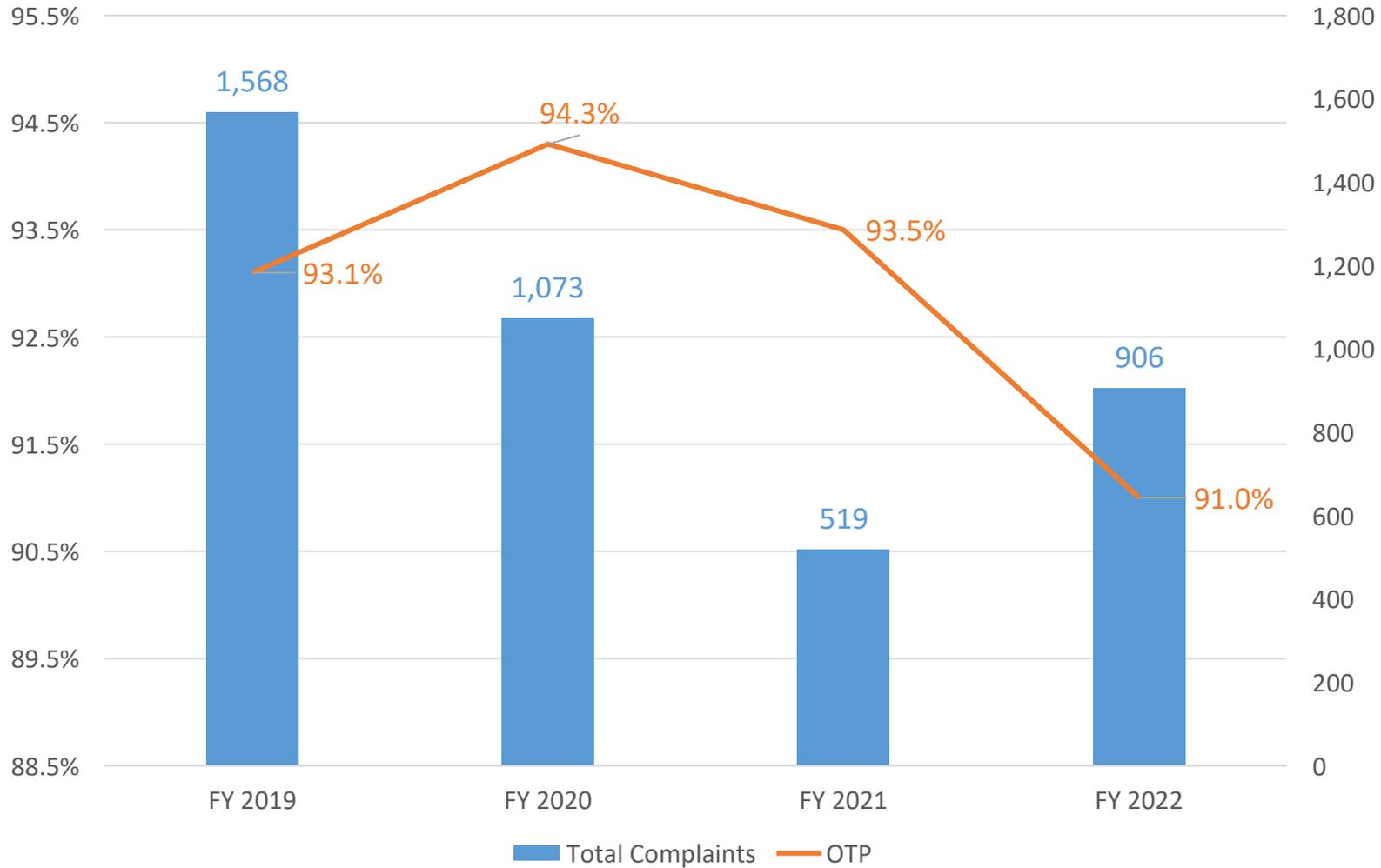
# Caltrain Performance Statistics

|                   | <u>FY 2019</u> | <u>FY 2020</u> | <u>FY 2021</u> | <u>FY 2022</u> |
|-------------------|----------------|----------------|----------------|----------------|
| Ridership         | 18,277,466     | 13,853,873     | 1,294,937      | 3,802,014      |
| Trains Scheduled  | 26,128         | 23,070         | 20,720         | 28,063         |
| OTP (95.0%)       | 93.1%          | 94.3%          | 93.5%          | 91.0%          |
| Trains Terminated | 43             | 37             | 32             | 73             |
| Trains Annulled   | 13             | 9              | 4              | 99             |
| Total Complaints  | 1,568          | 1,073          | 519            | 906            |

# Caltrain Ridership



# OTP & Total Complaints



# Service Highlights FY 2022

- SamTrans Equity
  - Reimagine SamTrans
  - Youth Unlimited Pass
  - ClipperSTART program
  - “Ride Now” taxi voucher
  
- SamTrans Technology
  - On Board Wi-Fi, CAD AVL refresh rate
  - Transit Signal Priority (TSP), along the El Camino Real (ECR) corridor & iTSP 3-month pilot, East Palo Alto
  - Commencing the transition to zero-emission technology



# Service Highlights FY 2022 (continued)

- Caltrain
  - Way2Go Pass Program
  - Increased weekday trains to 104



# Summary

- SamTrans bus ridership recovery is among the highest in the nation; however, it remains below pre-Pandemic levels
- Service reliability and quality is good for all modes (MBSC and OTP)
- Customer satisfaction remains high for all modes
- Making progress (still recovering) from COVID
- Safety remains “priority 1”





Item #9.a.6.  
9/7/2022

# Thank You



Please email [olmedad@samTrans.com](mailto:olmedad@samTrans.com) with any questions.

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: David Olmeda, Chief Operations Officer, Bus      April Chan, Acting Deputy General Manager/CEO  
Subject: **Monthly Performance Report | July 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 28.5 percent in the month of July 2022 compared to July 2021. Similarly, the total monthly ridership increased by 24.2 percent comparing July 2022 to July 2021.

The total ridership recovery rate for the three modes is 57.2 percent for July 2022 compared to July 2019. For SamTrans fixed-route bus service the recovery is 72.0 percent.

**Caltrain:** Average weekday ridership increased by 94.1 percent in the month of July 2022 compared to July 2021. Caltrain total monthly ridership increased by 79.4 percent comparing July 2022 to July 2021.

The average weekday ridership for Caltrain in the month of July 2022 is 25.2 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 July 2022, there were 13 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 1.91 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 22 service calls in July 2022. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.81 service calls per 25,000 miles.
- On-Time-Performance (OTP) for July 2022 was below SamTrans' OTP goal of 85.0 percent at 81.7 percent. Schedule and service changes were implemented on August 7<sup>th</sup> as part of Reimagine SamTrans, and to address changing traffic conditions and to improve on time performance.
- In July 2022, there were 19 DNOs (trips that did not operate) – 370 less than in June 2022.

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

**RIDERSHIP (ALL MODES)**

| SAMTRANS   Average Weekday Ridership |               |               |               |                 |               |               |               |                 |
|--------------------------------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|-----------------|
| Mode                                 | Jul-20        | Jul-21        | Jul-22        | %Δ <sup>1</sup> | YTD FY20      | YTD FY21      | YTD FY22      | %Δ <sup>2</sup> |
| Bus                                  | 11,603        | 16,916        | 21,526        | 27.3%           | 11,603        | 16,916        | 21,526        | 27.3%           |
| Paratransit                          | 397           | 504           | 607           | 20.4%           | 397           | 504           | 607           | 20.4%           |
| Shuttles                             | 1,510         | 1,133         | 1,711         | 51.0%           | 1,510         | 1,133         | 1,711         | 51.0%           |
| <b>Total</b>                         | <b>13,510</b> | <b>18,553</b> | <b>23,844</b> | <b>28.5%</b>    | <b>13,510</b> | <b>18,553</b> | <b>23,844</b> | <b>28.5%</b>    |

| SAMTRANS   Total Ridership |                |                |                |                 |                |                |                |                 |
|----------------------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|-----------------|
| Mode                       | Jul-20         | Jul-21         | Jul-22         | %Δ <sup>1</sup> | YTD FY20       | YTD FY21       | YTD FY22       | %Δ <sup>2</sup> |
| Bus                        | 334,769        | 472,359        | 584,258        | 23.7%           | 334,769        | 472,359        | 584,258        | 23.7%           |
| Paratransit                | 10,497         | 13,201         | 15,229         | 15.4%           | 10,497         | 13,201         | 15,229         | 15.4%           |
| Shuttles                   | 33,771         | 23,994         | 33,591         | 40.0%           | 33,771         | 23,994         | 33,591         | 40.0%           |
| <b>Total</b>               | <b>379,037</b> | <b>509,554</b> | <b>633,078</b> | <b>24.2%</b>    | <b>379,037</b> | <b>509,554</b> | <b>633,078</b> | <b>24.2%</b>    |

| CALTRAIN   Average Weekday Ridership |        |        |        |                 |          |          |          |                 |
|--------------------------------------|--------|--------|--------|-----------------|----------|----------|----------|-----------------|
| Mode                                 | Jul-20 | Jul-21 | Jul-22 | %Δ <sup>1</sup> | YTD FY20 | YTD FY21 | YTD FY22 | %Δ <sup>2</sup> |
| Caltrain                             | 3,419  | 8,721  | 16,932 | 94.1%           | 3,419    | 8,721    | 16,932   | 94.1%           |

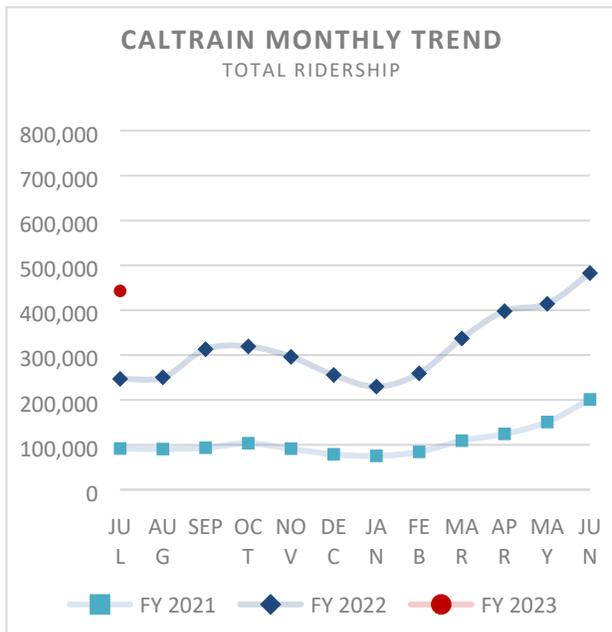
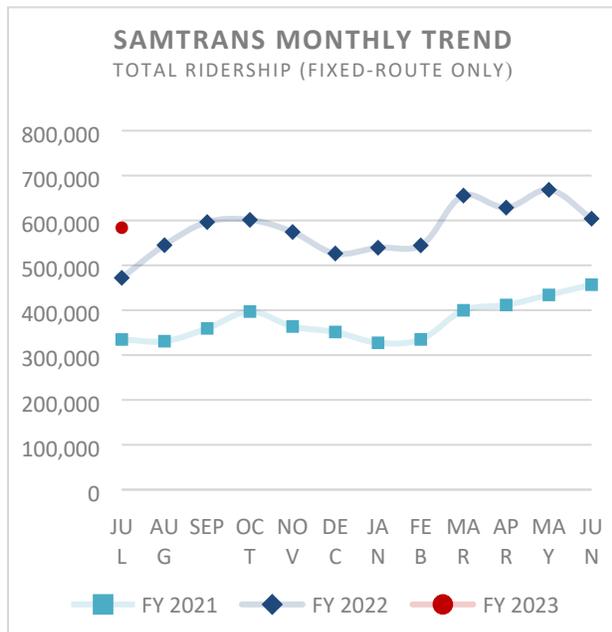
| CALTRAIN   Total Ridership |        |         |         |                 |          |          |          |                 |
|----------------------------|--------|---------|---------|-----------------|----------|----------|----------|-----------------|
| Mode                       | Jul-20 | Jul-21  | Jul-22  | %Δ <sup>1</sup> | YTD FY20 | YTD FY21 | YTD FY22 | %Δ <sup>2</sup> |
| Caltrain                   | 91,703 | 246,902 | 442,955 | 79.4%           | 91,703   | 246,902  | 442,955  | 79.4%           |

| OTHER MODES in San Mateo County   Average Weekday Ridership |        |        |        |                 |          |          |          |                 |
|---|--------|--------|--------|-----------------|----------|----------|----------|-----------------|
| Mode  | Jul-20 | Jul-21 | Jul-22 | %Δ <sup>1</sup> | YTD FY20 | YTD FY21 | YTD FY22 | %Δ <sup>2</sup> |
| Dumbarton   | 59     | 49     | 83     | 70.2%           | 59       | 49       | 83       | 70.2%           |
| BART (San Mateo County)                                     | 4,283  | 9,679  | 16,988 | 75.5%           | 4,283    | 9,679    | 16,988   | 75.5%           |

| OTHER MODES in San Mateo County   Total Ridership |         |         |         |                 |          |          |          |                 |
|---|---------|---------|---------|-----------------|----------|----------|----------|-----------------|
| Mode  | Jul-20  | Jul-21  | Jul-22  | %Δ <sup>1</sup> | YTD FY20 | YTD FY21 | YTD FY22 | %Δ <sup>2</sup> |
| Dumbarton   | 1,350   | 1,039   | 1,708   | 64.4%           | 1,350    | 1,039    | 1,708    | 64.4%           |
| BART (San Mateo County)                           | 113,962 | 263,906 | 452,754 | 71.6%           | 113,962  | 263,906  | 452,754  | 71.6%           |

**Important Notes:**

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



**FARES**

| SAMTRANS (BUS)   Fare Usage |        |                |                |
|-----------------------------|--------|----------------|----------------|
| Fare Type                   | Jul-20 | Jul-21         | Jul-22         |
| Adult                       | -      | 288,201        | 373,387        |
| Eligible Discount           | -      | 150,741        | 165,313        |
| Youth                       | -      | 33,165         | 45,141         |
| -- Youth Unlimited Pass     | -      | -              | 6,139          |
| <b>Total</b>                | -      | <b>472,107</b> | <b>583,841</b> |

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). The **Youth Unlimited Pass** number is a subset of the Youth Fare Type. The program started in January 2022.

**Important: Fare collection was suspended from March 25, 2020 through August 15, 2020.**

**KEY PERFORMANCE INDICATORS**

| SAMTRANS (BUS)   Operations Key Performance Indicators |        |        |        |
|--|--------|--------|--------|
| KPI  | Jul-20 | Jul-21 | Jul-22 |
| On-Time Performance                                    | 86.4%  | 86.7%  | 81.7%  |
| Preventable Accidents                                  | 15     | 7      | 13     |
| Service Calls  | 18     | 21     | 22     |
| Trips Scheduled  | 24,945 | 36,004 | 35,294 |
| Did Not Operate DNOs                                   | 31     | 83     | 19     |

**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   | Jul-20  | Jul-21  | Jul-22  |
| Revenue Hours (Sched.)                            | 34,739  | 49,047  | 48,519  |
| Revenue Miles (Sched.)                            | 369,803 | 506,725 | 498,463 |
| Total Fleet Miles (Actual)                        | 578,686 | 677,372 | 679,025 |

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 52,233 Miles between Preventable Accidents this month.

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 30,865 Miles between Service Calls this month.

| PARATRANSIT   Operations Key Performance Indicators |        |        |        |
|---|--------|--------|--------|
| KPI   | Jul-20 | Jul-21 | Jul-22 |
| On-Time Performance (RW)                            | 95.9%  | 94.1%  | 93.6%  |
| On-Time Performance (RC)                            | 95.3%  | 95.1%  | 94.1%  |
| Preventable Accidents (RW)                          | 2      | 2      | 3      |
| Preventable Accidents (RC)                          | 0      | 0      | 0      |
| Service Calls (RW)                                  | 3      | 4      | 3      |
| Service Calls (RC)                                  | 0      | 0      | 0      |

**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  | Jul-20 | Jul-21  | Jul-22  |
| Revenue Miles (RW)                             | 78,208 | 112,385 | 127,125 |
| Revenue Miles (RC)                             | 20,763 | 12,529  | 18,949  |
| Fleet Miles (RW)                               | 88,232 | 125,431 | 140,588 |
| Fleet Miles (RC)                               | 23,233 | 15,179  | 22,394  |

**PRE-PANDEMIC RIDERSHIP COMPARISON**

| SAMTRANS   Average Weekday Ridership |               |               |               |               |                |
|--------------------------------------|---------------|---------------|---------------|---------------|----------------|
| Mode                                 | Jul-19        | Jul-20        | Jul-21        | Jul-22        | % <sup>3</sup> |
| Bus                                  | 30,069        | 11,603        | 16,916        | 21,526        | 71.6%          |
| Paratransit                          | 1,129         | 397           | 504           | 607           | 53.8%          |
| Shuttles                             | 11,768        | 1,510         | 1,133         | 1,711         | 14.5%          |
| <b>Total</b>                         | <b>42,966</b> | <b>13,510</b> | <b>18,553</b> | <b>23,844</b> | <b>55.5%</b>   |

| SAMTRANS   Total Ridership |                  |                |                |                |                |
|----------------------------|------------------|----------------|----------------|----------------|----------------|
| Mode                       | Jul-19           | Jul-20         | Jul-21         | Jul-22         | % <sup>3</sup> |
| Bus                        | 811,830          | 334,769        | 472,359        | 584,258        | 72.0%          |
| Paratransit                | 28,706           | 10,497         | 13,201         | 15,229         | 53.1%          |
| Shuttles                   | 265,397          | 33,771         | 23,994         | 33,591         | 12.7%          |
| <b>Total</b>               | <b>1,105,933</b> | <b>379,037</b> | <b>509,554</b> | <b>633,078</b> | <b>57.2%</b>   |

| CALTRAIN   Average Weekday Ridership |        |        |        |        |                |
|--------------------------------------|--------|--------|--------|--------|----------------|
| Mode                                 | Jul-19 | Jul-20 | Jul-21 | Jul-22 | % <sup>3</sup> |
| Caltrain                             | 70,493 | 3,419  | 8,721  | 16,932 | 24.0%          |

| CALTRAIN   Total Ridership |           |        |         |         |                |
|----------------------------|-----------|--------|---------|---------|----------------|
| Mode                       | Jul-19    | Jul-20 | Jul-21  | Jul-22  | % <sup>3</sup> |
| Caltrain                   | 1,672,672 | 91,703 | 246,902 | 442,955 | 26.5%          |

| OTHER MODES in San Mateo County   Average Weekday Ridership |        |        |        |        |                |
|---|--------|--------|--------|--------|----------------|
| Mode  | Jul-19 | Jul-20 | Jul-21 | Jul-22 | % <sup>3</sup> |
| Dumbarton   | 149    | 59     | 49     | 83     | 56.0%          |
| BART (San Mateo County)                                     | 46,212 | 4,283  | 9,679  | 16,988 | 36.8%          |

| OTHER MODES in San Mateo County   Total Ridership |           |         |         |         |                |
|---|-----------|---------|---------|---------|----------------|
| Mode  | Jul-19    | Jul-20  | Jul-21  | Jul-22  | % <sup>3</sup> |
| Dumbarton   | 3,287     | 1,350   | 1,039   | 1,708   | 52.0%          |
| BART (San Mateo County)                           | 1,182,731 | 113,962 | 263,906 | 452,754 | 38.3%          |

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

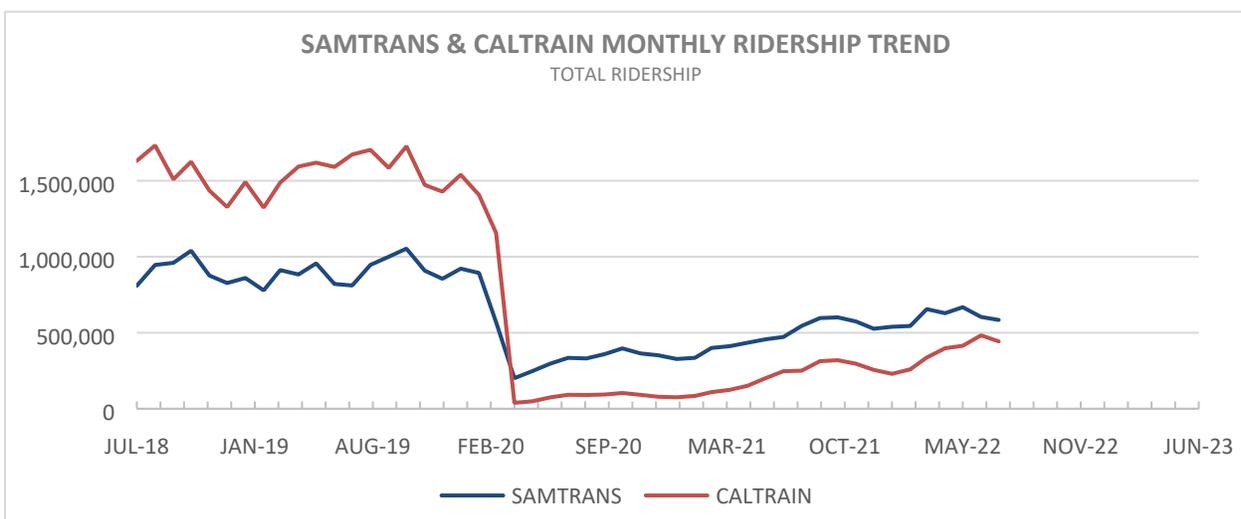
%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 71.6 percent of pre-pandemic levels (2019) for this month of July 2022.

**PRE-PANDEMIC FARES COMPARISON**

| SAMTRANS (BUS)   Fare Usage |                |          |                |                |                |
|-----------------------------|----------------|----------|----------------|----------------|----------------|
| Fare Type                   | Jul-19         | Jul-20   | Jul-21         | Jul-22         | % <sup>3</sup> |
| Adult                       | 461,589        | -        | 288,201        | 373,387        | 80.9%          |
| Youth                       | 101,475        | -        | 33,165         | 45,141         | 44.5%          |
| Eligible Discount           | 247,951        | -        | 150,741        | 165,313        | 66.7%          |
| <b>Total</b>                | <b>811,015</b> | <b>-</b> | <b>472,107</b> | <b>583,841</b> | <b>72.0%</b>   |

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

| SAMTRANS (BUS)   Customer Experience |            |            |            |
|--------------------------------------|------------|------------|------------|
| KPI                                  | Jul-20     | Jul-21     | Jul-22     |
| Complaints                           | 89         | 81         | 61         |
| Accessibility                        | 9          | 13         | 14         |
| Compliments                          | 5          | 11         | 12         |
| Service Requests                     | 27         | 29         | 70         |
| <b>Reports Total</b>                 | <b>130</b> | <b>134</b> | <b>157</b> |

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

The total number of reports for SamTrans increased from June (140) to July (157).

**COMMUNICATIONS & MARKETING**

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

- Press Release: "SamTrans Updates Runbook, Improves Connections and Streamlines Routes for Greater Access"
- Press Release: "SamTrans Connects with Community for Upcoming Service Changes"
- Press Release: "The District Publishes Citizens Oversight Committee Audit"
- Press Release: "Free SamTrans Youth Unlimited Pass Becomes Permanent Program"
- Reimagine Implementation
- Bus Operator Recruitment
- Wi-Fi on Buses (ongoing)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

**Digital Communications Report:**

The largest campaigns that ran for the month of July were the reboot of the *Drive with Us* campaign, and the marketing of the new *Reimagine SamTrans* service and schedule changes for SamTrans.

July 2022 Highlights:

- Reimagine SamTrans
- Bus Operator Hiring / Drive with Us
- Free SamTrans Youth Unlimited Pass Becomes Permanent Program

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



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, September 7, 2022 – 2:45 pm**

or immediately following the Community Relations Committee meeting

- 9.b.1. Call to Order
- 9.b.2. Approval of Minutes of the Finance Committee Meeting of August 3, 2022 Motion
- 9.b.3. Authorize the Execution of the 2022 Amended and Restated Clipper Memorandum of Understanding Motion
- 9.b.4. Approval of Disadvantaged Business Enterprise Overall Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-assisted Contracts Motion
- 9.b.5. Increase the Budget for the Central Building Project by \$880,000 and Amend to Increase the Fiscal Year 2023 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$31,484,672 Motion
- 9.b.6. Adjourn

**Committee Members: Marina Fraser (Chair), Jeff Gee, Rose Guilbault**

Note:

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

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

**Minutes of Finance Committee Meeting /  
Committee of the Whole**

**August 3, 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

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 2:51 pm.

**8.b.2 Approval of Minutes of Committee Meeting of July 6, 2022**

Motion/Second: Gee/Pine

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

Noes: None

Absent: None

**8.b.3 Authorization to Receive \$7 Million in Funds from the Metropolitan Transportation  
Commission as Part of the Caltrain Right of Way Repayment**

Peter Skinner, Director, Grants and Fund Management, presented the staff report.

Motion/Second: Stone/Groom

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

Noes: None

Absent: None

**8.b.4 Information About Pension Prefunding Trusts**

The item was continued to a future meeting.

**8.b.5 Adjourn**

The meeting adjourned at 2:54 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Authorize the Execution of the 2022 Amended and Restated Clipper Memorandum of Understanding**

**Action**

Staff proposes the Committee recommend the Board of Directors authorize the San Mateo County Transit District's (District) Acting General Manager/CEO, or designee, to execute the 2022 Amended and Restated Clipper® Memorandum of Understanding with the Metropolitan Transportation Commission (MTC) and all other transit operators using the Clipper fare collection system.

**Significance**

Upon execution, the 2022 Amended and Restated Clipper Memorandum of Understanding (2022 MOU) will replace the 2016 Amended and Restated Clipper Memorandum of Understanding (2016 MOU), and its subsequent amendments, in their entirety. The 2022 MOU incorporates Amendment 3 to the 2016 MOU; clarifies Clipper Program goals and performance measures; includes language to address contracts supporting the operation of a new account-based Clipper system, known as the "Clipper Next Generation System;" and updates the regional cost-sharing methodologies and agreements between the MTC and the 23 transit system operators (Operators), consistent with MTC's contracts with Cubic Transportation Systems, Inc. (Cubic) for operation of the Clipper Next Generation System.

The most impactful changes include:

- A) O&M Cost Allocation: In coordination with MTC, a working group of the Operators' Clipper Liaisons have identified Clipper ridership as the key driver of Clipper Next Generation Operations and Maintenance (O&M) costs. Accordingly, the 2022 MOU will allocate O&M costs based on regional proportions of Clipper *ridership* whereas the 2016 MOU uses proportions of regional revenue-generating *transactions* and unique *cards* used. Not only is the new methodology likely to be more accurate, but the Clipper Next Generation System will not track revenue-generating transactions, making the current cost allocation system infeasible.
- B) RTC Program Cost Allocation: Regional Transit Card (RTC) Program costs currently are allocated based on the actual number of cards *issued* by each Operator over an agreed-upon timeframe. However, in coordination with MTC, a working group of Clipper Liaisons and their associated Bay Area Partnership for Accessibility representatives have identified unique card *usage* as a more accurate driver of RTC Program Costs.

Accordingly, under the 2022 MOU, RTC Program costs will be shared as follows: each Operator will start by assuming one percent of the monthly regional cost (accounting for 23% of the RTC Program costs). The remaining 77% of costs will be allocated proportionally based on each Operator's number of unique RTC cards used for payment on Operator services during a specified billing period.

- C) Mobile Ticketing Apps: A mobile payment option will be available through the Clipper Next Generation System. As a result, the 2022 MOU provides that individual Operators' mobile applications, including the SamTrans mobile app, will need to be discontinued within six months of the Clipper Next Generation launch (planned for June 2023). However, Redi-Wheels paratransit fares can still be offered on a separate app.
- D) Open Payment: The 2022 MOU requires that Clipper devices primarily be used for open payment acceptance where the Clipper payment option is available. The District currently does not have an open payment option, and this is an upgraded functionality.

District staff and leadership have been consulted and are in agreement with these new cost allocation methodologies and fare payment rules.

### **Budget Impact**

While MTC bears the capital costs of the current and Next Generation Clipper programs, MTC and the Operators share responsibility (50%/50%) for the O&M costs, and Operators are wholly responsible for costs of the RTC card program.

- A) O&M Costs: Using the methodology described above, the District's internal analysis concludes that if the District and all other Operators' levels of service return to pre-Covid levels, the District's costs would be unchanged at approximately \$200,000 annually. As the District's ridership has recovered faster proportionally than other Operators', associated cost increases could reach approximately \$70,000 annually, for new O&M costs of approximately \$400,000 per year.
- B) RTC Program Costs: The District's costs under the 2022 MOU are estimated to be approximately \$35,000 annually, which is in line with current costs.

### **Background**

The Clipper automated fare payment system is currently being used on 23 transit systems in the San Francisco Bay Area. MTC extended its contract with Cubic for the current Clipper card-based fare payment system through November 2, 2024, and entered into a separate contract in September 2018 with Cubic to design, develop, test, install, transition, operate, and maintain the Clipper Next Generation account-based fare payment system.

Prepared By: Bruce Thompson      Fare Operations Manager      650-551-6106

**Resolution No. 2022 –**

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

**\*\*\***

**Authorizing Execution of the 2022 Amended and Restated Clipper® Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators, and Related Actions**

**Whereas**, the Clipper® automated fare payment system is currently being operated on 23 transit systems (Operators) in the San Francisco Bay Area; and

**Whereas**, the Metropolitan Transportation Commission (MTC) extended its contract with Cubic Transportation Systems, Inc. (Cubic) for the current Clipper card-based fare payment system through November 2, 2024, and entered into a separate contract with Cubic in September 2018 to design, develop, test, install, transition, operate, and maintain the Clipper Next Generation account-based fare payment system; and

**Whereas**, effective February 19, 2016, MTC and the Operators entered into an Amended and Restated Clipper Memorandum of Understanding to delineate the respective responsibilities of MTC and the Operators for the Clipper program (2016 MOU); and

**Whereas**, the 2016 MOU was amended on April 17, 2017 to revise provisions regarding the Clipper Executive Board and incorporate a common interest provision (Amendment No. 1); on October 1, 2020 to add new cost-sharing formulas (Amendment No. 2), and on September 1, 2021 to transfer responsibility for management and oversight of the Regional Transit Connection Discount Card Program (RTC Program) to the Clipper Executive Board and MTC (Amendment No. 3); and

**Whereas**, MTC and the Operators now desire to amend and restate the 2016 MOU, as amended, to reflect changes to the Clipper program brought about by the implementation of the Next Generation Clipper account-based fare payment system and the expanded use of Clipper since 2016, and to revise the cost-sharing formula for the RTC Program; and

**Whereas**, the proposed 2022 Amended and Restated Clipper Memorandum of Understanding (2022 MOU) will:

1. replace the 2016 MOU, as amended;
2. clarify Clipper program goals and performance measures;
3. address contracts supporting the operation of a new account-based Clipper Next Generation System;
4. update the regional cost-sharing methodologies and agreements between MTC and Operators to allocate Operations & Maintenance costs, with the Operators' share to be based on proportional Clipper *ridership* (whereas the 2016 MOU used proportions of regional revenue-generating *transactions* and unique *cards* used);
5. revise how RTC Program costs will be shared, with each Operator assuming one percent of the monthly regional cost, and the remaining costs allocated proportionally based on usage;
6. generally requiring individual Operators' mobile applications, including the SamTrans mobile app, to be discontinued within six months of the launch of Clipper Next Generation; and
7. requiring that only Clipper devices be used for open payment acceptance where the Clipper payment option is available; and

**Whereas**, staff recommends that the Board of Directors authorize the Acting General Manager/CEO, or designee, to execute the 2022 MOU as described above.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby approves and authorizes the Acting General Manager/CEO, or designee, to execute the 2022 Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area transit operators, as described above.

**Be It Further Resolved** that the Acting General Manager/CEO, or designee, is authorized to take all necessary actions to implement the terms and conditions of the MOU, consistent with the role of the District as a participating transit operator.

Regularly passed and adopted this 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

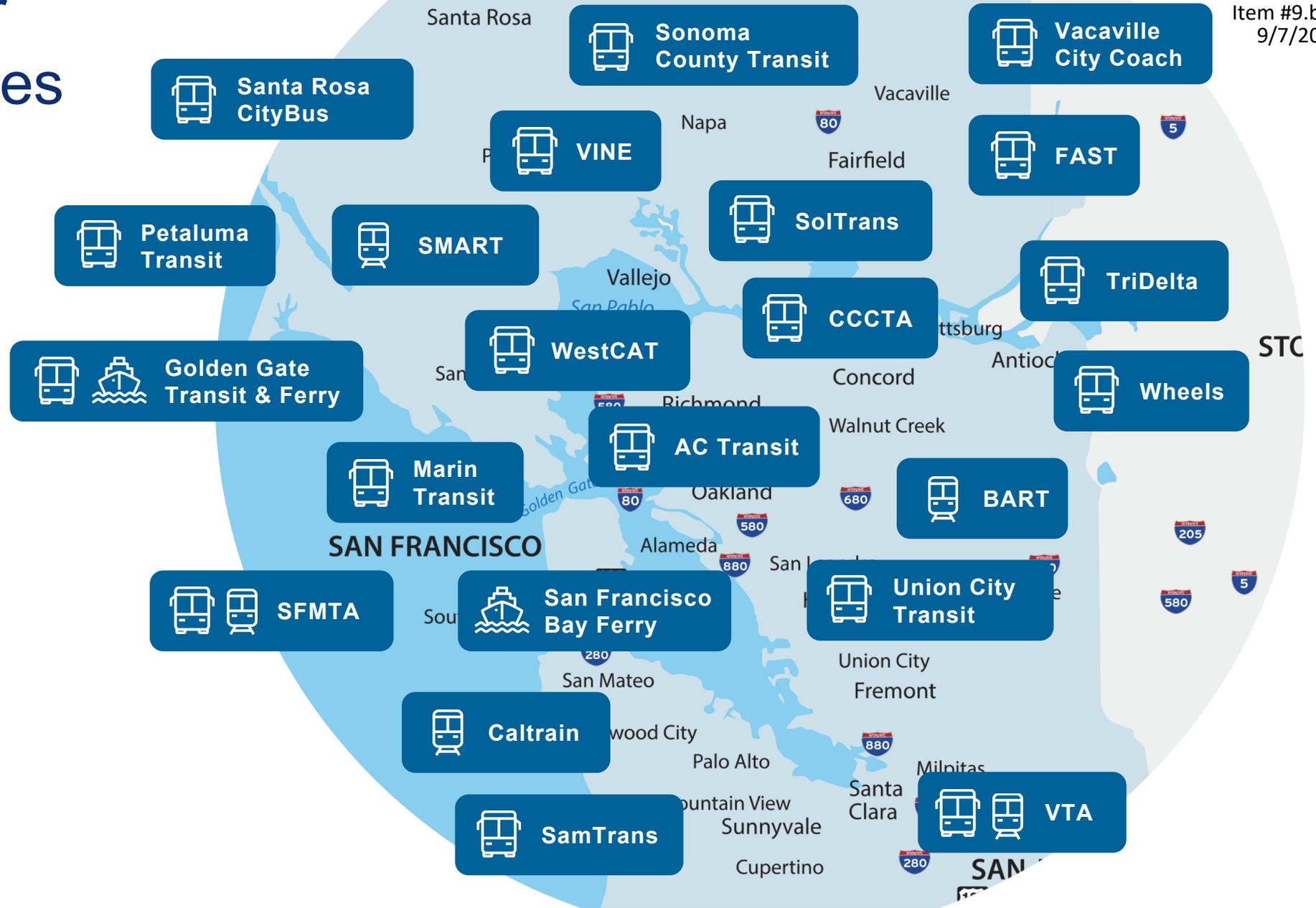


# Proposed Clipper<sup>®</sup> Memorandum of Understanding (MOU) to Support the Next Generation Clipper System

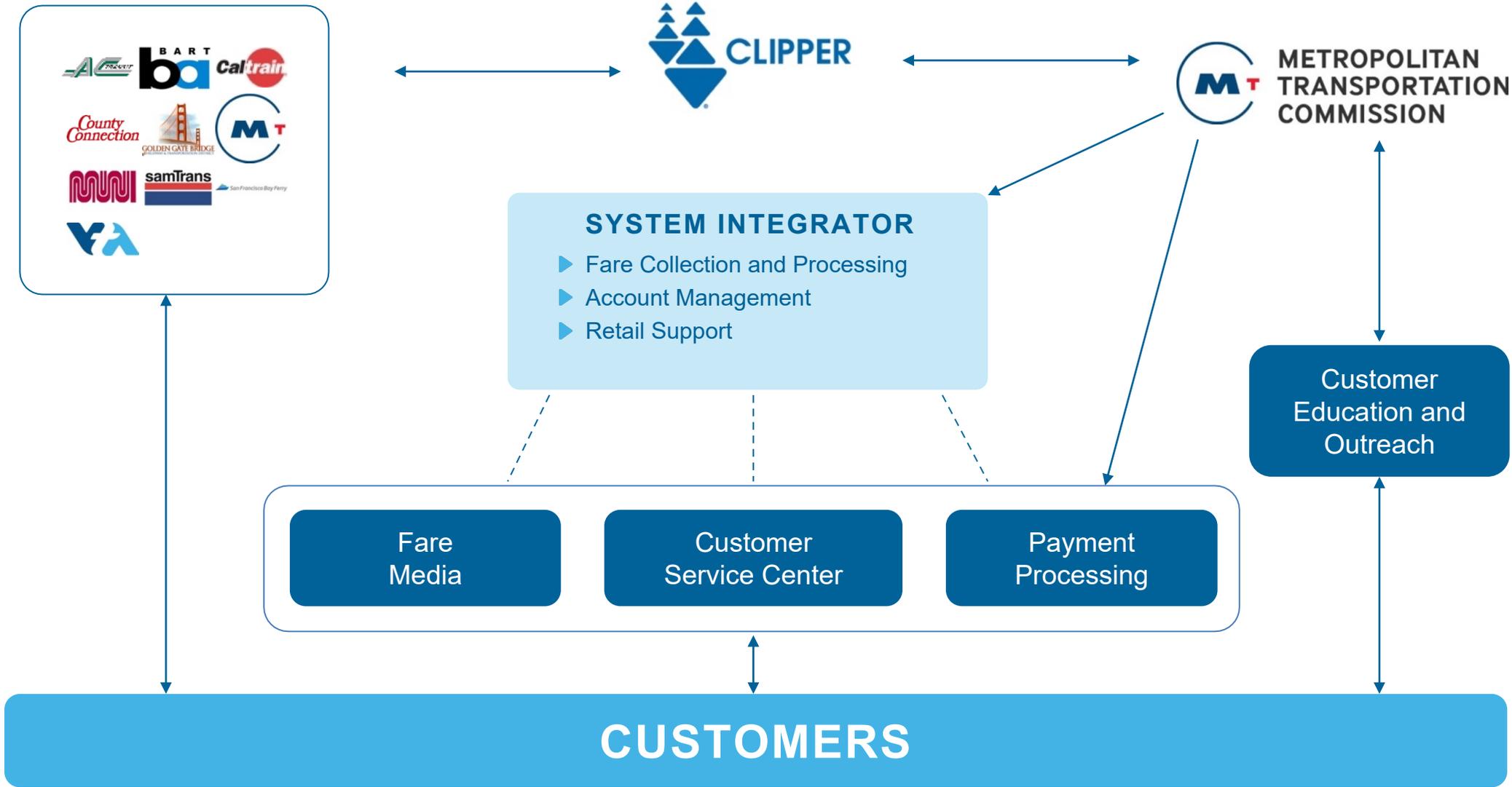
SamTrans Board of Directors  
September 7, 2022

# Clipper Agencies

Item #9.b.3.  
9/7/2022



# Clipper is delivered by Transit Operators and MTC



# The Purpose of the Clipper MOU

The MOU documents:

- Operator, MTC and Contracting Agency responsibilities in support of the Clipper Program
- The role and responsibilities of the Clipper Executive Board and Clipper Executive Director
- The terms for adding new operator or affiliated participants
- The approach to allocating Clipper and RTC Program costs between MTC and the operators, as well as among the operators
- Clipper Program goals and performance measures

# Clipper MOU History

- On February 19, 2016, MTC and the Operators executed an Amended and Restated Clipper MOU (replacing a previous MOU)
  - The 2016 MOU established the Clipper Executive Board to make policy on behalf of all the participating transit operators, while MTC acts as the Contracting Agency
- Effective September 1, 2021, an amendment to the 2016 MOU transferred oversight and administration of the Regional Transit Connection Discount Card Program (RTC Program), which provides people with disabilities access to discounts on transit, to the Clipper Executive Board and MTC
- A new MOU needs to be executed to reflect program changes driven by the Next Generation Clipper system, including revised cost-sharing formulas for multiple contracts

# How is the New MOU Different from the 2016 MOU?

Item #9.b.3.  
9/7/2022

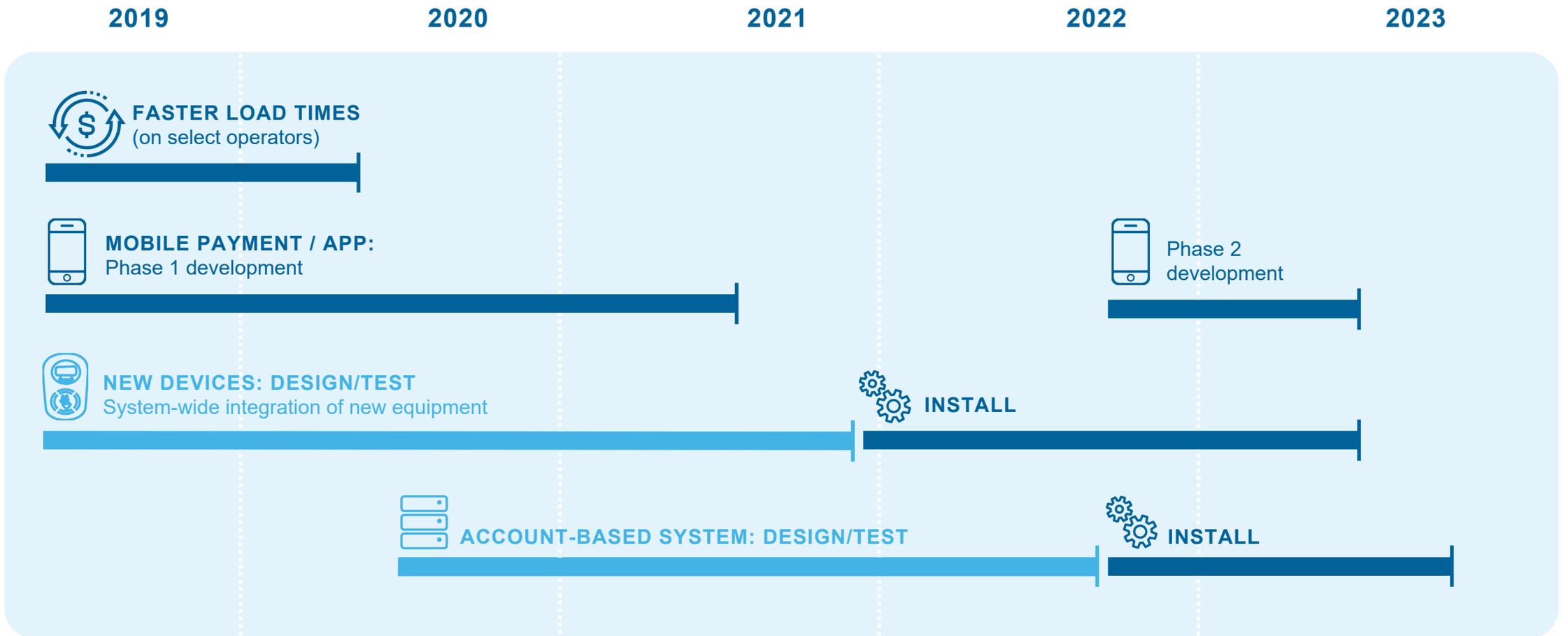
- Most of the language / terms remain unchanged
- Includes references to the additional contracts needed to support the Next Generation Clipper System
- Documents new cost-sharing agreements for the Next Generation Clipper contracts and the RTC Program (Appendix B)
- Adds language to clarify and expand Program Goals and Performance Measures for the Clipper Program (Appendix C)
  - Notes opportunity for new Clipper regional functionality, including mobile application and open payment capability

# Benefits of the Next Generation Clipper System

- More Options
  - Mobile Clipper cards on your phone
  - Contactless credit / debit cards
  - Mobile ticketing and promotional fares
- Added Features
  - Instant value from online and phone orders
  - Support for fare capping, new fare categories (means-based), transfers, and products (i.e. summer youth pass, etc.)
  - Improved online account management and customer service channels
- Integration Opportunities
  - Paratransit and transit parking
  - Bike sharing and lockers



# Timeline



All Trains 



**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Wendy Lau  
Manager Office of Civil Rights  
Subject: **Approval of Disadvantaged Business Enterprise Overall Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-assisted Contracts**

**Action**

Staff proposes that the Committee recommend Board approval of the following:

1. Establish a proposed overall Disadvantaged Business Enterprise (DBE) race/gender-neutral goal of 4.68 percent applicable to Federal Transit Administration (FTA) assisted contracts for Federal Fiscal Years (FFYs) 2023-2025; and
2. Authorize the Acting General Manager/CEO, or designee, to submit the overall DBE goal to the FTA by October 1, 2022, if no further consideration or modifications to the proposed goal are warranted.

**Significance**

The U.S. Department of Transportation (DOT) regulations require DOT grantees to establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming FFYs. Pursuant to the goal-setting methodologies set forth in federal regulations and guidance, staff proposes a DBE overall goal of 4.68 percent for FTA-assisted contracts, as detailed in the Overall DBE Goal Calculation for FFYs 2023-2025 included as Attachment 1 to this report. This proposed DBE overall goal is based upon staff's assessment of anticipated FTA-assisted contracting activity for FFYs 2023-2025, and the projected availability of ready, willing, and able DBEs to participate in the activity, in accordance with applicable federal requirements.

**Budget Impact**

The proposed goal will not impact the budget.

**Background**

**Methodology for Setting the Overall DBE Goal**

The DOT regulations pertaining to the DBE Program, 49 Code of Federal Regulations Part 26 (Regulations), require DOT grantees to establish an overall triennial goal for DBE participation in federally-assisted contracts and prescribe various methods for doing so.

For the next three federal fiscal years, the San Mateo County Transit District (District) expects to expend approximately \$29.1 million in federal funds for construction and engineering

services. It is also expected that FTA-assisted contracts will be issued in the next three years that cannot, at this time, be identified.

Staff determined the proposed overall DBE goal by way of a two-step process in accordance with the Regulations. In Step One, staff determined a Base Figure of relative availability of “ready, willing, and able” DBEs in the District's geographic market area (San Francisco, San Mateo, and Santa Clara counties) in all work categories for each federally-assisted project anticipated in FFYs 2023-2025. Data sources used to calculate the relative DBE availability included the Census Bureau’s County Business Pattern Database and Actual DBE Participation in Past Race/Gender Neutral District Contracts. The District’s Step One Base Figure goal was 4.68%

In Step Two, staff examined all other evidence available in the District’s jurisdiction, such as past participation, to determine whether adjustments to the Step One Base Figure would be appropriate and necessary.

For FFYs 2020-2022, the overall DBE goal was 3 percent, but during that time, 0 percent of the goal was reached due to limited contracting and limited DBE opportunities. Contracts issued in FFYs 2020-22 focused on consultation, uniforms, and ride share services. By contrast, the four projects anticipated for FFYs 2023-2025 are all construction-related, including: the South Base Switchgear Replacement & Battery Electric Bus Charger Installation Project; South Base Charging Infrastructure Project; North Base Maintenance Bay Modifications for Maintenance of 10 Fuel Cell Electric Buses Project, and North Base Building 200 Replacement Project.

Based on the Step Two considerations, staff has determined that past rates of DBE participation would not be an accurate reflection of DBE capacity for work for the upcoming triennial period. Therefore, staff made no adjustments to the Step One Base Figure and, consistent with the Regulations and DOT guidance, staff proposes a 4.68% percent overall DBE goal.

### **Race/Gender-Neutral Measures to Achieve the Overall DBE Goal**

The Regulations require that the maximum feasible portion of the annual overall DBE goals be achieved using race/gender-neutral means. Race/gender-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures or is awarded a subcontract on a prime contract that carries a DBE contract goal. These efforts include utilizing the Small Business Enterprise program that consists of providing technical assistance, outreach, and dissemination of contracting information to small businesses. Staff recommends continuing to use race/gender-neutral means to achieve its DBE overall goal for FFYs 2023-2025.

### **Public Participation**

The Regulations require the District to consult with minority, women’s and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and efforts made to establish a level playing field for the participation of DBEs.

On August 12, staff participated in a virtual stakeholder meeting with a total of 30 representatives of DBE contractors, trade associations, and interested members of the public regarding the goal-setting process. Invitations were sent to DBEs from the California Unified Certification Program as well as non-DBEs, majority business owners, minority business owners, women business owners, advocacy organizations, general contractors, professional services contractors, trade association groups, community organizations, and other officials or organizations that could be expected to have information concerning:

1. The availability of disadvantaged and non-disadvantaged businesses;
2. The effects of discrimination on opportunities for DBEs; and
3. The District's efforts to establish a level playing field for the participation of DBEs.

Staff presented information about the District's anticipated projects and DBE participation opportunities. No comments were received.

The proposed overall goal was published on the District's website on August 5, 2022 for public comment.

Prior to formal adoption of the proposed goal, the District will consider all public comments that it receives, including those that may result from its publication of the proposed goal.

With the Board's approval, the proposed FFY 2023-2025 overall DBE goal of 4.68 percent and the methodology used to develop that goal will be posted to the District's website, and if no further consideration or modifications to the proposed goal are warranted, the goal will be submitted for approval by the FTA. If changes to the goal are warranted, staff will return to the Board with a revised recommendation. The deadline for the District to submit the proposed FFY 2023-2025 overall DBE goal to the FTA is October 1, 2022.

Prepared By: Wendy Lau

Manager, Office of Civil Rights

650-622-7864

## **ATTACHMENT 1:** **Overall Disadvantaged Business Enterprise Goal Calculation for Federal Fiscal Years 2023-2025**

### **EXECUTIVE SUMMARY**

The San Mateo County Transit District (District) has developed a 4.68% overall Disadvantaged Business Enterprise (DBE) goal applicable to Federal Fiscal Years (FFY) 2023-2025 contracting opportunities assisted by the Federal Transit Administration (FTA) pursuant to 49 Code of Federal Regulations (CFR) Part 26 (DBE Regulations).

The goal is applicable to a total of \$29,173,000 of FTA funds that are budgeted for the following four contracts anticipated to be awarded between October 1, 2022 and September 30, 2025: South Base Switchgear Replacement & Battery Electric Bus (BEB) Charger Installation Project, South Base Charging Infrastructure Project, North Base Maintenance Bay Modifications for Maintenance of 10 Fuel Cell Electric Buses (FCEBs), and North Base Building 200 Replacement Project (Design only).

In developing the overall DBE goal for FTA-assisted contracts, the District must identify the relative availability of DBEs based on evidence of ready, willing, and able DBEs in relationship to all comparable businesses that are likely to be available to compete for the District's FTA-assisted contracts. The three-year overall goal reflects the District's determination of the level of DBE participation that would be expected absent the effects of discrimination.

This document presents the District's Triennial Goal for FFYs 2023-2025 as well as the methodology used to establish the goal. The methodology follows a two-step process, consistent with the requirements contained in the DBE Regulations (49 CFR § 26.45 (c)):

1. Step One – Determine the Base Figure
2. Step Two – Adjust the Base Figure

The District proposes a Triennial DBE Goal for FFYs 2023-2025 of 4.68%. The District intends to achieve its DBE goal utilizing only race-neutral means.

### **RELEVANT DATA USED**

The District examined various potential sources of data in its jurisdiction to determine which might be considered for its DBE goal-setting methodology in the Step One and Step Two process, including the following:

1. California Unified Certification Program (CUCP) Database

In accordance with DBE Regulations, the participating agencies of the CUCP, which includes the California Department of Transportation (Caltrans) as the repository agency for CUCP data, have assembled a complete central directory of DBE firms in California. The data from the CUCP database (<https://ucp.dot.ca.gov/>) for the counties of San Francisco, San Mateo, and Santa Clara was used in Step One of the goal-setting process.

2. Census Bureau's County Business Pattern (CBP) Database

The District used the most recent 2022 U.S. Census Bureau's CBP database (<https://data.census.gov/>) to obtain the number of all firms (DBEs and non-DBEs) ready, willing, and able to bid for the FTA-assisted contracts. Business data was considered for the counties of San Francisco, San Mateo, and Santa Clara. This data was used in Step One of the goal-setting process.

3. Actual DBE Participation in Past Race/Gender-Neutral District Contracts

Actual DBE participation in race/gender-neutral contracts in past years was analyzed to determine whether an adjustment to the Step One Base Figure is necessary. This data was used in Step Two of the goal-setting process.

4. Bidder's List

The District maintains a bidder's list of all bidders (DBEs and non-DBEs) as required by 49 CFR § 26.11. Staff reviewed its list and determined the data was not comprehensive enough to solely determine the relative availability of DBEs in its local market area; however, data from the bidder's list was considered in defining the market area in Step One of this methodology, as described below.

5. Goal of Another Department of Transportation (DOT) Recipient

The District took into consideration the goals of other Bay Area public transit bus with similar operators and similar projects operators and found its 4.68% DBE goal to be consistent with similar transit agencies and other DOT recipients. For example, the FFY 2023-2025 DBE goals of several public transit agencies in Northern California are as follows: Golden Gate Bridge, Highway and Transportation District – 1.4%; Santa Cruz Metro – 2.65%; Alameda County Transit – 2%; County Connection – 5.9%. The District used this information as a reference point, but did not adjust its proposed overall goal based on this information.

6. Sources from Organizations and Institutions

The District did not receive information from other organization or institutions about past discrimination in public contracting; discrimination in private contracting; discrimination in credit, bonding or insurance; data on employment, self-employment, training or union apprenticeship programs; and/or data on firm formation that could be used to make an adjustment to the base figure in Step Two of the goalsetting process.

7. Disparity Study

The District's last two disparity studies including minority and women-owned business availability and utilization were completed in 2008 and 2018, respectively. The District has not conducted a disparity study since 2018 because of the high cost involved in conducting these studies. Disparity studies have been completed in the past by several Bay Area Transit Agencies such as Bay Area Rapid Transit District (BART), Santa Clara Valley Transportation Agency (VTA) and California Department of Transportation (Caltrans). Although, the District's local market area coincides with the market area studied by these agencies, these disparity studies do not consider the types of contracting

opportunities the District will be using federal assistance for during the FFY 2023-2025 period (i.e. contracts for infrastructure to support electric buses and contracts for electric bus maintenance and replacement projects). Therefore, the disparity studies from other agencies were not considered as part of the overall goal-setting methodology.

## **METHODOLOGY**

### **DETERMINING LOCAL MARKET AREA**

The following areas were considered in determining the District's local market area: 1) the area in which the substantial majority of the contractors and subcontractors with which the District does business are located, and 2) the area in which the District spends the substantial majority of its contracting dollars.

The District identified the locations of all its contractors and subcontractors by examining its bidders list, which includes business addresses for both successful and unsuccessful bidders. It has been determined that the majority of the contractors and subcontractors with which the District does business, and anticipates doing business with during FFY 2023-2025, are located in the counties of San Francisco, San Mateo and Santa Clara.

Based on the above information, it was determined that the District's local market area includes the three counties of San Francisco, San Mateo and Santa Clara. The District will use these counties to determine the number of DBEs and all firms in its local market area.

### **FTA FUNDED CONTRACTS**

A total of \$29,173,000 in FTA funding is budgeted for four contracts to be awarded during FFYs 2023-2025. See Exhibit 1 below.

#### **Exhibit 1: Contracts subject to overall three-year goal.**

| <b>A. CONTRACT NAME</b>  | <b>B. FTA DOLLAR AMOUNT</b> |
|--|-----------------------------|
| South Base Switchgear Replacement & BEB Charger Installation Project | \$3,491,000                 |
| South Base Charging Infrastructure Project (37 BEBs)                 | \$22,582,000                |
| North Base Maintenance Bay Modifications for Maintenance of 10 FCEBs | \$700,000                   |
| North Base Bldg. 200 Replacement Project (Design only)               | \$2,400,000                 |
| <b>FTA \$ GRAND TOTAL</b>  | <b>\$29,173,000</b>         |

#### **1. Step One – Determination of the Base Figure (49 CFR § 26.45(c))**

The first step of the goal-setting process is to determine the base figure. The District's Step One methodology consists of three sub-steps:

- Calculate the number of available DBEs in the appropriate market area
- Project FTA-funded contracting activity for FFYs 2023-2025
- Establish the total spend and FTA portion of the total spend for each FTA-assisted contract for FFYs 2023-2025. This information is displayed in Exhibit 2.

**Number of DBEs:** To determine the number of DBEs in the District’s local market area, the District searched the CUCP database for DBEs that are certified in the NAICS codes identified for prime contracts and subcontracts. The number of DBEs identified are displayed in Column C of Exhibit 3.

**Number of All Firms (DBEs and non-DBEs):** To determine the number of all firms (DBEs and non-DBEs) in the District’s local market area, the District searched the Census Bureau’s most recent CBP database, 2020 data table, for all firms specializing in the NAICS codes identified for prime contracts and subcontracts. The number of DBEs identified are displayed in Column D of Exhibit 3.

**Relative Availability of DBE Firms:** Relative availability is derived by dividing the number of DBEs available in a particular NAICS code by the number of all firms in that NAICS code. The number of DBEs identified are displayed in Column E of Exhibit 3.

**Exhibit 2: Determining weighted FTA dollars by NAICS Code**

- **% OF TOTAL AMOUNT = Column C ÷ Total FTA Dollars**

| A. NAICS CODE | B. NAICS CATEGORY  | C. FTA DOLLAR AMOUNT | D. % OF TOTAL AMOUNT |
|---------------|--|----------------------|----------------------|
| 238910        | Site Preparation Contractors                                     | \$578,000.00         | 1.98%                |
| 238140        | Masonry Contractors  | \$941,000.00         | 3.23%                |
| 238210        | Electrical Contractors and Other Wiring Installation Contractors | \$19,551,000.00      | 67.02%               |
| 541330        | Engineering Consultants  | \$4,432,000.00       | 15.19%               |
| 238120        | Structural Steel and Precast Concrete Contractors                | \$2,550,000.00       | 8.74%                |
| 238320        | Painting and Wall Covering Contractors                           | \$200,000.00         | 0.69%                |
| 237110        | Water and Sewer Line and Related Structures Construction         | \$184,200.00         | 0.63%                |
| 237130        | Power and Communication Line and Related Structures Construction | \$736,800.00         | 2.53%                |

**Exhibit 3: Determining the relative availability of DBE's by NAICS Code**

- **RELATIVE DBE AVAILABILITY = Column C ÷ Column D**

| A. NAICS CODE | B. NAICS CATEGORY  | C. DBEs AVAILABLE IN 3 COUNTIES | D. ALL FIRMS AVAILABL E IN 3 COUNTIES | E. RELATIVE DBE AVAILABILITY |
|---------------|--|---------------------------------|---------------------------------------|------------------------------|
| 238910        | Site Preparation Contractors                                     | 6                               | 137                                   | 4.38%                        |
| 238140        | Masonry Contractors  | 0                               | 82                                    | 0%                           |
| 238210        | Electrical Contractors and Other Wiring Installation Contractors | 17                              | 826                                   | 2.06%                        |
| 541330        | Engineering Consultants  | 38                              | 1232                                  | 3.08%                        |

|        |  |   |     |        |
|--------|--|---|-----|--------|
| 238120 | Structural Steel and Precast Concrete Contractors                | 8 | 28  | 28.57% |
| 238320 | Painting and Wall Covering Contractors                           | 5 | 507 | 0.99%  |
| 237110 | Water and Sewer Line and Related Structures Construction         | 6 | 53  | 11.32% |
| 237130 | Power and Communication Line and Related Structures Construction | 2 | 31  | 6.45%  |

**Exhibit 4: Determining Weighted Base Figure**

- **Weighted Base Figure = Weight x Availability**

| A. NAICS CODE | B. NAICS CATEGORY  | C. WEIGHTED % OF TOTAL FTA DOLLARS | D. DBE AVAILABILITY | E. WEIGHTED BASE FIGURE |
|---------------|--|------------------------------------|---------------------|-------------------------|
| 238910        | Site Preparation Contractors                                     | 0.01981                            | 0.04380             | 0.09%                   |
| 238140        | Masonry Contractors  | 0.03226                            | X                   | X                       |
| 238210        | Electrical Contractors and Other Wiring Installation Contractors | 0.67017                            | 0.02058             | 1.38%                   |
| 541330        | Engineering Consultants  | 0.15192                            | 0.03084             | 0.47%                   |
| 238120        | Structural Steel and Precast Concrete Contractors                | 0.08741                            | 0.28571             | 2.50%                   |
| 238320        | Painting and Wall Covering Contractors                           | 0.00686                            | 0.00986             | 0.01%                   |
| 237110        | Water and Sewer Line and Related Structures Construction         | 0.00631                            | 0.11321             | 0.07%                   |
| 237130        | Power and Communication Line and Related Structures Construction | 0.02526                            | 0.06452             | 0.16%                   |
|               | <u>Total</u>   |                                    |                     | <u>4.68%</u>            |

The Weighted Availability/Attainment for each Work Type were added together to obtain a Weighted Base Figure of 4.68%.

**2. Step Two – Adjust the Base Figure**

U.S. DOT's "Tips for Goal-Setting in the DBE Program" instructs recipients to seriously consider not making adjustments to their base figures based on past participation if the types of projects the recipients will let in the upcoming triennial goal period are very different from the types of projects let in recent years because past rates of DBE participation may not be an accurate reflection of DBE capacity for future work. . The four contracts anticipated to be awarded for FFYs 2023-2025 are: South Base Switchgear Replacement & Battery Electric Bus (BEB) Charger Installation Project, South Base Charging Infrastructure Project, North Base Maintenance Bay

Modifications for Maintenance of 10 Fuel Cell Electric Buses (FCEBs), and North Base Building 200 Replacement Project (Design only). These projects require construction-specific contracted work, a type of work that was not previously contracted out by the District in prior FFYs 2018-2022. In previous years, the District's projects did not include any construction projects, but focused more on engineering consultation, uniforms, and ride share services. Accordingly, the District determined it is not appropriate to use past participation to adjust the Base Figure because the contracts in FFYs 2018-2022 are not similar to the projects anticipated in FFYs 2023-2025. In addition, the District is mindful of the requirement to meet the established overall goal every year of the triennial period, and therefore wants to make sure the base figure accurately represents expected participation.

### **Past Participation**

In accordance with the U.S. DOT's "Tips for Goal-Setting in the DBE Program," the District examined DBE participation (based on awards and commitments) on FTA-assisted projects for FFY 2018-2021 as follows:

FFY 2018-2019: Awards/Commitments 23.65%  
FFY 2019-2020: Awards/Commitments 0%  
FFY 2020-2021: Awards/Commitments 0%

### **Adjusting DBE Goal Based on Past Participation (For Illustration Purposes Only)**

Step One Base Figure: 4.68%  
Historical Median Past Participation: 0%  
Adjustment: (base figure 4.68%) + (historical median past participation 0%) = 4.68 ÷ 2 = 2.34%.

If the District were to adjust its overall DBE goal based on past participation, the adjusted overall DBE goal would be 2.34%, as illustrated above. However, the District determined it is not appropriate to use past participation to adjust the Base Figure because the contracts in FFYs 2018-2021 are not similar to the projects anticipated in FFYs 2023-2025, and therefore the past participation for the FFY 2018-2021 contracts is likely not indicative of future DBE participation on the District's FFY 2023-2025 contracts.

### **3. Project Race/gender-neutral and Race/gender-conscious DBE Attainment**

The DBE Regulations require the maximum feasible portion of the overall DBE goal be achieved through race/gender-neutral measures. Race/gender-neutral measures are programs and other initiatives that assist small businesses in general and are not limited to minority- or women-owned firms.

All of the District's DBE attainment over the past three Federal fiscal years was achieved through race/gender-neutral means. The District intends to achieve its DBE goal utilizing only race/gender-neutral means. There were no contracts issued by the District on a race-conscious basis over the past three years, therefore, the DBE participation in a race/gender-conscious environment was not considered in the development of the District's DBE goal.

However, if the District is unable to attain its goal using race/gender-neutral means, the District will evaluate whether incorporating race/gender-conscious measures is legally permissible.

### **Race/Gender-Neutral Measures**

The District will continue to engage in race/gender-neutral measures to achieve the overall DBE goal. Extensive outreach is one race/gender-neutral measure the District uses to foster DBE participation. Through participation in the “Business Outreach Committee” (BOC), a consortium of 26 Bay Area transit and transportation agencies formed to maximize outreach efforts, the District conducts outreach events with the primary purpose of introducing District opportunities to a wide array of construction and engineering firms, as well as product suppliers and manufacturers.

The District also implements the following Small Business Enterprise (SBE) program elements to encourage participation among SBEs in District contracting activities:

- When feasible and practical, the District will obtain at least one of three price quotations from an SBE for informal competitive procurements (i.e., other than Invitations for Bids (IFBs) and Requests for Proposals (RFPs)).
- The DBE Administrator will identify and disseminate online DBE/SBE databases that will assist buyers in sourcing and obtaining competitive quotes.
- The District will identify SBEs during pre-bid or pre-proposal conferences, and post pre-bid and pre-proposal sign-in sheets, to facilitate easier interactions between prime contractors and subcontractors, including DBEs and SBEs.

Because the District’s SBE program is race/gender-neutral, the District will seek to implement one or more appropriate SBE elements on all District contracting activities, regardless of funding source. However, when a race/gender-conscious measure (such as imposing a contract-specific DBE goal) is sought on a particular contract, the District will not simultaneously implement the SBE program requirement on the affected contract in order to avoid confusion and misinterpretation of the District’s DBE goal by the business community.

The District will accept all DBEs certified by Unified Certification Programs recognized by DOT as eligible to participate in the District’s SBE program. In addition, the District will accept the certification of small businesses performed by other agencies (including the U.S. Small Business Administration 8(a) BD program and California Department of General Services, among others) as long as the size standards and definition of “small business concern” are met pursuant to 49 CFR Section 26.5.

The DBE Administrator will actively implement and monitor the SBE program elements to determine their effectiveness. When necessary, the DBE Administrator will make recommendations to the DBE Review Committee and the Acting General Manager/CEO to modify the SBE program elements.

In addition to conducting outreach and implementing its SBE element, the District will engage in other race/gender-neutral means as applicable including, but not limited to, the following:

- Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate participation by DBEs and other small businesses and by making contracts more accessible to small businesses, by means such as those provided under §26.39 of this program

- Providing assistance in overcoming limitations such as inability to obtain bonding or financing (e.g., by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs, and other small businesses, obtain bonding and financing);
- Providing technical assistance and other services;
- Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
- Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
- Providing services to help DBEs, and other small businesses, improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
- Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
- Ensuring distribution of the District DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors; and
- Assisting DBEs, and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media.

## **PUBLIC PARTICIPATION**

### **Consultation for Goal Setting**

In establishing an overall goal, the District engaged in consultation with a variety of organizations, as required by the DBE Regulations. The public consultation meeting took place virtually on Friday, August 12, 2022. The link to the video is available upon request.

Invitations to the consultation meeting were sent to DBEs from the CUCP as well as non-DBEs, minority business owners; women business owners; advocacy, general contractor, professional services, and trade association groups; community organizations, and other officials or organizations that could be expected to have information concerning:

1. The availability of disadvantaged and non-disadvantaged businesses;
2. The effects of discrimination on opportunities for DBEs; and
3. The District's efforts to establish a level playing field for the participation of DBEs.

Staff from the District attended the meeting and provided a presentation about its federally assisted contracts and DBE participation for FFY 2023-2025. A total of 30 attendees were present. Although the District did not receive any comments on the proposed goal at the consultation meeting, it will continue to accept and consider all public comments received prior to formal adoption of the proposed goal, including those comments that may result from its publication of the proposed goal as explained below.

### **Publication of Proposed Goal**

The District published the proposed goal on the District's website on August 5, 2022, which may be viewed below and at <https://www.samtrans.com/office-civil-rights>. The District will accept and consider comments for a thirty-day period ending September 10, 2022.

Home | SamTrans x Office of Civil Rights | SamTrans x +

samtrans.com/office-civil-rights

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## Office of Civil Rights

The Office of Civil Rights (OCR) implements programs and services for Caltrain and SamTrans in the areas of Small and Small Disadvantaged Business Enterprise (SBE and DBE) Programs, Title VI, Labor Compliance and Equal Employment Opportunity (EEO). OCR is located at the San Mateo County Transit District Office in San Carlos.

### Disadvantaged Business Enterprises (DBE) Goal Notification

Effective Date: August 5, 2022

In accordance with requirements of the U.S. Department of Transportation as set forth in 49 CFR Part 26, the San Mateo Transit District (SamTrans) hereby notifies the public that it intends to establish an overall goal of 4.7% participation by Disadvantaged Business Enterprises (DBEs) for federal fiscal years 2023-2025.

For information and the submission of comments pertaining to this proposed DBE goal can be requested by contacting [compliance@samtrans.com](mailto:compliance@samtrans.com) for up to 30 days after the publication of this notice.

### 弱势企业 (DBE) 目标通知

生效日期: 2022 年 8 月 5 日

根据美国《联邦法典》第 49 编第 26 节载明的美国交通部规定, 圣马刁郡交通局 (SamTrans) 特此通知公众, 其总体目标计划将 2023-2025 联邦财政年度弱势企业 (DBE) 的参与度设定为 4.7%。

众可在本通知发布后 30 天内联系 [compliance@samtrans.com](mailto:compliance@samtrans.com) 索取关于这一拟议 DBE 目标的信息以及提交意见建议。

### Notificación de objetivo de Empresas comerciales en desventaja (DBE)

Fecha de entrada en vigor: 5 de agosto de 2022

De conformidad con los requisitos del Departamento de Transporte de EE.UU. establecidos en el Código de Reglamentos Federales (CFR)...

## CONCLUSION

The overall DBE goal for FTA-assisted contracts for FFYs 2023-2025 is 4.68% with DBE participation sought on a race/gender-neutral basis.

**Resolution No. 2022 –**

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

\* \* \*

**Adopting a 4.7 Percent Overall Disadvantaged Business Enterprise Goal  
for Federal Fiscal Years 2023-2025 for  
Federal Transit Administration-assisted Contracts**

**Whereas**, the United States Department of Transportation (DOT) regulations pertaining to the Disadvantaged Business Enterprise (DBE) Program, 49 CFR Part 26 (Regulations), require that recipients of DOT financial assistance establish an overall goal for DBE participation in federally-assisted contracts every three federal fiscal years (FFY) for each operating administration from which the recipient receives financial assistance; and

**Whereas**, the Regulations prescribe a methodology for setting overall goals based on anticipated Federal Transit Administration (FTA) assisted contracting activity and the availability of ready, willing, and able DBEs in particular trades in the relevant market area; and

**Whereas**, the San Mateo County Transit District (District) receives financial assistance from the Federal Transit Administration (FTA); and

**Whereas**, pursuant to the methodology set forth in the Regulations, staff has proposed an overall DBE goal of 4.7 percent of contract dollars for FTA-assisted contracts for FFY 2023-2025; and

**Whereas**, staff proposes the District continue to use race/gender-neutral means to achieve the proposed overall DBE goal;

**Whereas,** the District achieved 0 percent DBE participation during FFY 2020-2022 due to limited DBE contracting opportunities, however, staff anticipates increased FTA dollars and contracting opportunities during FFY 2023-2025; and

**Whereas,** on August 12, 2022 staff participated in a stakeholder meeting with DBE contractors, trade associations, and interested members of the public regarding the goal-setting process; and

**Whereas,** the proposed overall goal was published on the District's website on August 5, 2022; and

**Whereas,** the Acting General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors adopt the proposed 4.7 percent DBE overall goal for FFY 2023-2025, developed in accordance with the methodology set forth in the Regulations, to be achieved exclusively through race/gender-neutral means.

**Now, Therefore, Be it Resolved** the Board of Directors of the San Mateo County Transit District approves the proposed overall DBE goal of 4.7 percent for FFY 2023-2025 applicable to FTA-assisted contracts; and

**Be it Further Resolved** the Board of Directors authorizes the Acting General Manager/CEO, or designee, to submit the proposed overall DBE goal for FFY 2023-2025 to FTA by October 1, 2022, if no further consideration or modifications to the proposed goal are warranted.

Regularly passed and adopted this 7<sup>th</sup> day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

# Disadvantaged Business Enterprise Program: FY 2023-2025 Proposed Goal

SamTrans Board of Directors - September 7, 2022

# What is a DBE?

Item #9.b.4.  
9/7/2022

- Disadvantaged Business Enterprise (DBE) is defined within the Code of Federal Regulations.
- “Socially and Economically Disadvantaged”
  - Small Business with less than \$23.98 million in gross annual receipts.
  - Owners’ personal net worth under \$1.32 million.
  - Generally, owners are women or minorities.

- DBE goals are set for three federal fiscal years.
  - Proposed goal for FFY2023-2025 is 4.68%.
  - DBE goals are set for federally funded contracting opportunities only.
  - DBE goals do not include contracting for Transit Vehicle Manufacturers.
- Goals should represent the availability of ready, willing, and able DBEs on projected federally funded contracting opportunities.

- Methodology confirmed by FTA Office of Civil Rights.
- Collect data on anticipated contracts for the next three federal fiscal years.
- Identify work available to be subcontracted out.
- Identify the available DBEs to perform the work.

# Anticipated FTA-assisted Contracts FFY 2023-25

| A. CONTRACT NAME   | B. FTA DOLLAR AMOUNT |
|--|----------------------|
| South Base Switchgear Replacement & BEB Charger Installation Project | \$3,491,000          |
| South Base Charging Infrastructure Project (37 BEBs)                 | \$22,582,000         |
| North Base Maintenance Bay Modifications for Maintenance of 10 FCEBs | \$700,000            |
| North Base Bldg. 200 Replacement Project (Design only)               | \$2,400,000          |
| FTA \$ GRANDTOTAL  | \$29,173,000         |

# Step 1: Determine Base Figure

- Figures are weighted by % of FTA funding by NAICS code:

| A. NAICS CODE | B. NAICS CATEGORY  | C. FTA DOLLAR AMOUNT | D. % OF TOTAL AMOUNT |
|---------------|--|----------------------|----------------------|
| 238910        | Site Preparation Contractors                                     | \$578,000.00         | 1.98%                |
| 238140        | Masonry Contractors  | \$941,000.00         | 3.23%                |
| 238210        | Electrical Contractors and Other Wiring Installation Contractors | \$19,551,000.00      | 67.02%               |
| 541330        | Engineering Consultants  | \$4,432,000.00       | 15.19%               |
| 238120        | Structural Steel and Precast Concrete Contractors                | \$2,550,000.00       | 8.74%                |
| 238320        | Painting and Wall Covering Contractors                           | \$200,000.00         | 0.69%                |
| 237110        | Water and Sewer Line and Related Structures Construction         | \$184,200.00         | 0.63%                |
| 237130        | Power and Communication Line and Related Structures Construction | \$736,800.00         | 2.53%                |

# Step 1 – Determine Base Figure

Item #9.b.4.  
9/7/2022

- Identify all businesses, including non-DBEs, available to perform the work.
- Identify the available DBEs to perform the work (ACS 2020)
- Market Area: San Mateo, Santa Clara, and San Francisco

## **FFYs 2023-2025 DBE Availability for Site Preparation Contractors**

**6 (Market Area Certified DBE Firms)**

**137 All Market Area Firms**

**= .0437% DBE Availability**

# Available DBEs in 3 Counties

Item #9.b.4.  
9/7/2022

| B. NAICS CATEGORY  | C. DBEs AVAILABLE IN 3 COUNTIES | D. ALL FIRMS AVAILABLE IN 3 COUNTIES |
|--|---------------------------------|--------------------------------------|
| Site Preparation Contractors                                     | 6                               | 137                                  |
| Masonry Contractors  | 0                               | 82                                   |
| Electrical Contractors and Other Wiring Installation Contractors | 17                              | 826                                  |
| Engineering Consultants  | 38                              | 1232                                 |
| Structural Steel and Precast Concrete Contractors                | 8                               | 28                                   |
| Painting and Wall Covering Contractors                           | 5                               | 507                                  |
| Water and Sewer Line and Related Structures Construction         | 6                               | 53                                   |
| Power and Communication Line and Related Structures Construction | 2                               | 31                                   |

# Step 1 Base Figure

- Weighted Base Figure = Weight x Availability

| A. NAICS CODE | B. NAICS CATEGORY  | C. WEIGHTED % OF TOTAL FTA DOLLARS | D. DBE AVAILABILITY | E. WEIGHTED BASE FIGURE |
|---------------|--|------------------------------------|---------------------|-------------------------|
| 238910        | Site Preparation Contractors                                     | 0.01981                            | 0.04380             | 0.09%                   |
| 238140        | Masonry Contractors  | 0.03226                            | X                   | X                       |
| 238210        | Electrical Contractors and Other Wiring Installation Contractors | 0.67017                            | 0.02058             | 1.38%                   |
| 541330        | Engineering Consultants  | 0.15192                            | 0.03084             | 0.47%                   |
| 238120        | Structural Steel and Precast Concrete Contractors                | 0.08741                            | 0.28571             | 2.50%                   |
| 238320        | Painting and Wall Covering Contractors                           | 0.00686                            | 0.00986             | 0.01%                   |
| 237110        | Water and Sewer Line and Related Structures Construction         | 0.00631                            | 0.11321             | 0.07%                   |
| 237130        | Power and Communication Line and Related Structures Construction | 0.02526                            | 0.06452             | 0.16%                   |
|               | <b>Total</b>   |                                    |                     | <b>4.68%</b>            |

# Step 2: Adjustments to Base Figure

Item #9.b.4.  
9/7/2022

- Past DBE participation
  - Achieved 6.5% from FFY 16-18.
  - Achieved 0% from FFY 2020-2022 due to limited projects available for DBE availability
  - Base Figure FY2020-FY2022 was 1% and adjusted by 3% as suggested by FTA and public comment.

# Adjustments (continued)

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- FTA discourages adjustments if type of work is significantly different from previous years
- Continue to support race neutral methods such as SBE preference
- Compare to neighboring bus Districts FY23-25
  - Golden Gate – 1.4%
  - Santa Cruz Metro – 2.65%
  - AC Transit – 2%
  - County Connection- 5.9%

- Virtual Stakeholder Consultation was held on August 12<sup>th</sup>, 2022.
- 30 Participants attended and were asked the following questions:
  - The availability of disadvantaged and non-disadvantaged businesses;
  - The effects of discrimination on opportunities for DBEs; and
  - JPB's efforts to establish a level playing field for the participation of DBEs.
- Public Notice on Website for comment until Oct. 1, 2022

# Questions?

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- Wendy Lau– Manager, Civil Rights Programs
- Contact: [dbeinfo@samtrans.com](mailto:dbeinfo@samtrans.com)
  - DBE Administrator: Coming Soon...

**San Mateo County Transit District  
Staff Report**

To: Finance Committee

Through: Carter Mau, Acting General Manager/CEO

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

Subject: **Increase the Budget for the Central Building Project by \$880,000 and Amend to Increase the Fiscal Year 2023 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$31,484,672**

**Action**

Staff proposes the Committee recommend the Board:

1. Approve an increase in the Central Building Project (Project) budget by \$880,000 for a new project budget of \$1,630,000; and
2. Increase the San Mateo County Transit District (District) Fiscal Year (FY) 2022-23 Capital Budget by \$880,000, from \$30,604,672 to \$31,484,672, per Attachment B.

**Significance**

As initially conceived, the Project entailed modernizing the District's administrative headquarters in San Carlos with a new or substantially upgraded building that will cost less to maintain, provide sufficient office space to accommodate future agency needs, and make the building more environmentally-efficient, possibly through a public-private partnership (P3).

The requested Project budget increase will fund an expanded scope of work which includes elements such as:

- identifying and analyzing the potential to address workforce housing needs at the Project site;
- engaging a communications consultant to help with public outreach for the Project;
- conducting an in-depth architectural assessment of the existing parking garage to determine the cost to enhance the long-term viability of the structure;
- commencing preparation of procurement documents to select a development partner;
- updating cost estimates for various options; and
- Project management and oversight, and legal services.

This work will culminate in the Board of Directors' (Board) selection of a preferred alternative. Thereafter, the District will be in a position to complete the procurement documents and seek a development partner to implement the Project.

### **Budget Impact**

The Project was first approved by the Board in the FY2020 Capital Budget with \$750,000 funded by District Sales Tax. This recommended action includes an increase of \$880,000 to the Project budget for a new Project budget amount of \$1,630,000. The proposed increase will be funded entirely by Measure W funds. This proposed amendment will increase the FY2023 Capital Budget by \$880,000, from \$30,604,672 to \$31,484,672.

### **Background**

The District's current administrative headquarters building, referred to as "Central," is more than 40 years old, with significant deferred maintenance and functional inefficiencies. Based on assessments completed to-date, staff has determined that, absent a significant rebuild of the structures, a number of costly capital improvements will need to be made over the next few years to address deferred maintenance, make the building more suitable for modern office use, and bring the building up to a state of good repair.

Additionally, the District's studies indicate that the age of the building at Central makes it significantly more expensive to operate, as it is less environmentally-efficient than newer buildings and requires significant maintenance to address past deferred maintenance.

On September 2, 2020, the Board awarded a contract to Jones Lang LaSalle (JLL) for the provision of real estate consulting services, to help the agency explore entering into a P3 with a private development entity to maximize the value of the District's real estate assets and to contribute to a sustainable and thriving community in downtown San Carlos. JLL's contract includes four specific tasks: 1. Strategic development of a joint development project scope; 2. development of a strategy and documents for procurement of a P3 partner; 3. P3 project management and oversight services as needed through the design, construction and initial operations of the new building; and 4. related additional tasks. If this request is approved, Tasks 1 and 2 will be funded. Staff anticipates seeking funds for Tasks 3 and 4 later after additional preparatory work is completed.

Prepared By: Brian W. Fitzpatrick      Director, Real Estate Department      650-508-7781

**Resolution No. 2022 -**

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

\* \* \*

**Increasing the Budget for the Central Building Project by \$880,000 and Increasing the Fiscal  
Year 2022-23 Capital Budget by a Corresponding Amount for a Total Capital Budget of  
\$31,484,672**

**Whereas**, the San Mateo County Transit District's (District) central building in San Carlos, which serves as the District's administrative headquarters, is more than 40 years old with significant deferred maintenance and functional inefficiencies; and

**Whereas**, it is anticipated that a number of very costly capital improvements will need to be made over the next few years to address deferred maintenance, make the building more suitable for modern office use, and bring the building up to a state of good repair; and

**Whereas**, the District's studies indicate that the age of the building makes it significantly more expensive to operate, as it is less environmentally-efficient than newer buildings and requires significant maintenance to address past deferred maintenance; and

**Whereas**, the District is exploring options to upgrade the District's headquarters with a building that will cost less to maintain, provide sufficient office space to accommodate future agency needs and make the building more environmentally-efficient; and

**Whereas**, to explore options for improved usage of the existing facility and the property on which it is located, and to maximize the value of the District's existing assets, on September 2, 2020, the Board of Directors (Board) awarded a contract to real estate consultant Jones Lang LaSalle Americas, Inc. (JLL) of San Diego, California.

**Whereas**, staff proposes expanding the scope of the existing Central Building Project (Project) to include elements such as hiring a communications consultant to help with public

outreach for the Project, conducting an in-depth architectural assessment of the existing parking garage to determine the cost necessary to enhance the long-term viability of the structure, and providing legal and other services to move the Project forward; and

**Whereas**, this additional scope of work is expected to progress the Project to the point at which the Board can select a preferred alternative and pursue a development partner with which to implement the Project; and

**Whereas**, adding this work to the Project scope requires the District to increase the Project budget by \$880,000, for a new Project budget of \$1,630,000; and

**Whereas**, staff recommends, and the Finance Committee concurs, that the Board approve an increase in the Project budget by \$880,000 for a new project budget of \$1,630,000 and amend to increase the Fiscal Year 2022-23 Capital Budget by a corresponding amount, for a new total Capital Budget of \$31,484,672.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby approves an increase in the Central Building Project budget by \$880,000, for a new Project budget of \$1,630,000; and

**Be It Further Resolved** that the Board hereby amends to increase the Fiscal Year 2022-23 Capital Budget by a corresponding amount, from \$30,604,672 to \$31,484,672, as reflected in Attachment B, which is attached hereto and incorporated herein.

Regularly passed and adopted this 7th day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary



**San Mateo County Transit District**  
**Fiscal Year 2023 Capital Budget - Amendment #1**

| PROJECT TITLE                                  | PROJECT DESCRIPTION   | Current Total Estimated Project Cost | Previously Budgeted | FY2023 Adopted Budget | FY2023 Amendment #1 Request | FY2023 Amended Budget | FUNDING      |                     |                     |
|--|---|--------------------------------------|---------------------|-----------------------|-----------------------------|-----------------------|--------------|---------------------|---------------------|
|  |   |                                      |                     |                       |                             |                       | STA SOGR     | District Sales Tax  | Measure W Sales Tax |
| <b>1 REVENUE VEHICLE SUPPORT</b>               |   |                                      |                     |                       |                             |                       |              |                     |                     |
| 1.1 Maintenance Support Equipment              | Provide operational support for the Bus Maintenance Department such as specialty tools and equipment needed to diagnose, troubleshoot, repair, and maintain District rolling stock.                                   | \$ 359,100                           |                     | \$ 359,100            |                             | \$ 359,100            |              | \$ 359,100          |                     |
| <b>Subtotal</b>                                |   | <b>\$ 359,100</b>                    | <b>\$ -</b>         | <b>\$ 359,100</b>     | <b>\$ -</b>                 | <b>\$ 359,100</b>     | <b>\$ -</b>  | <b>\$ 359,100</b>   | <b>\$ -</b>         |
| <b>2 NON-REVENUE VEHICLE SUPPORT</b>           |   |                                      |                     |                       |                             |                       |              |                     |                     |
| 2.1 Replacement Non-Rev Svc Support Vehicles   | Replace eight Non-Revenue Service Support Vehicles that have reached the end of their useful life. To replace two 2009 Toyota Priuses, one 2010 Ford F-150, three 2010 Ford Escape Hybrids and two 2016 Ford Fusions. | \$ 285,000                           |                     | \$ 285,000            |                             | \$ 285,000            |              | \$ 285,000          |                     |
| <b>Subtotal</b>                                |   | <b>\$ 285,000</b>                    | <b>\$ -</b>         | <b>\$ 285,000</b>     | <b>\$ -</b>                 | <b>\$ 285,000</b>     | <b>\$ -</b>  | <b>\$ 285,000</b>   | <b>\$ -</b>         |
| <b>3 INFORMATION TECHNOLOGY</b>                |   |                                      |                     |                       |                             |                       |              |                     |                     |
| 3.1 Enterprise Asset Management (EAM) System   | Purchase and install a new Enterprise Asset Management (EAM) System to replace the existing SPEAR system.   | \$ 6,802,386                         | \$ 150,000          | \$ 5,494,352          |                             | \$ 5,494,352          |              |                     | \$ 5,494,352        |
| 3.2 Intelligent Transportation System (ITS)    | Provide consulting services to advise staff and develop a detailed scope to replace or refresh of the current Intelligent Transportation System (ITS).  | \$ 228,000                           |                     | \$ 228,000            |                             | \$ 228,000            |              | \$ 228,000          |                     |
| 3.3 Multi-Platform Upgrades                    | Fund the needs for assessment, evaluation, planning, and implementation of several aging IT systems throughout the district.  | \$ 3,773,700                         |                     | \$ 3,083,700          |                             | \$ 3,083,700          |              | \$ 3,083,700        |                     |
| 3.4 Cybersecurity Program                      | Develop mandated policies, assessments, initial scoping of needed improvement, acquisition and implementation of several cybersecurity tools including hardware, software, and professional services.                 | \$ 2,311,500                         |                     | \$ 1,111,500          |                             | \$ 1,111,500          |              |                     | \$ 1,111,500        |
| 3.5 Paratransit Scheduling Software            | Purchase and install of new paratransit scheduling software.  | \$ 570,000                           |                     | \$ 570,000            |                             | \$ 570,000            |              |                     | \$ 570,000          |
| <b>Subtotal</b>                                |   | <b>\$ 13,685,586</b>                 | <b>\$ 150,000</b>   | <b>\$ 10,487,552</b>  | <b>\$ -</b>                 | <b>\$ 10,487,552</b>  | <b>\$ -</b>  | <b>\$ 3,311,700</b> | <b>\$ 7,175,852</b> |
| <b>4 SAFETY AND SECURITY</b>                   |   |                                      |                     |                       |                             |                       |              |                     |                     |
| 4.1 Security Assessment at SamTrans Bases      | Assess and develop a security plan that upgrades and/or installs additional CCTV cameras, lighting, and security structures such as gates and locks at SamTrans Bases and facilities                                  | \$ 114,000                           |                     | \$ 114,000            |                             | \$ 114,000            |              | \$ 114,000          |                     |
| <b>Subtotal</b>                                |   | <b>\$ 114,000</b>                    | <b>\$ -</b>         | <b>\$ 114,000</b>     | <b>\$ -</b>                 | <b>\$ 114,000</b>     | <b>\$ -</b>  | <b>\$ 114,000</b>   | <b>\$ -</b>         |
| <b>5 FACILITIES / CONSTRUCTION</b>             |   |                                      |                     |                       |                             |                       |              |                     |                     |
| 5.1 South Base Water Utility Lines Replacement | Replace existing water utility lines at South Base.   | \$ 2,964,000                         | \$ -                | \$ 2,964,000          |                             | \$ 2,964,000          |              |                     | \$ 2,964,000        |
| 5.2 Bus Shelter Upgrade & Replacement Program  | Fund bus stop shelters compliant with current ADA standards. Fifty-two shelters will receive solar panels to support lighting/signage and present a uniform standard for appearance and ease of recognition.          | \$ 2,946,900                         | \$ -                | \$ 2,946,900          |                             | \$ 2,946,900          | \$ 1,541,284 |                     | \$ 1,405,616        |
| 5.3 Facilities Smaller Projects                | Inspect, repair, and replace equipment needed to maintain a state of good repair for District's infrastructure, such as office spaces, shops, and facilities for District employees.                                  | \$ 365,600                           |                     | \$ 365,600            |                             | \$ 365,600            |              | \$ 365,600          |                     |



**San Mateo County Transit District**

**Fiscal Year 2023 Capital Budget - Amendment #1**

| PROJECT TITLE   | PROJECT DESCRIPTION   | Current Total Estimated Project Cost | Previously Budgeted | FY2023 Adopted Budget | FY2023 Amendment #1 Request | FY2023 Amended Budget | FUNDING             |                     |                      |
|---|---|--------------------------------------|---------------------|-----------------------|-----------------------------|-----------------------|---------------------|---------------------|----------------------|
|   |   |                                      |                     |                       |                             |                       | STA SOGR            | District Sales Tax  | Measure W Sales Tax  |
| 5.4 Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment) | Develop of a detailed transition plan for the infrastructure requirements for North Base and South Base to complete preliminary design through final design, including the development of plans, specifications, estimates, and construction schedules. | \$ 326,711,250                       | \$ 1,926,250        | \$ 7,966,320          |                             | \$ 7,966,320          |                     |                     | \$ 7,966,320         |
| 5.5 North Base Bus Transportation Building 200 Assessment                     | Development of a conceptual design to replace Building 200 at North Base and to complete the preliminary design, including development of plans, specifications, estimates, and construction schedules.   | \$ 3,718,200                         | \$ 1,575,000        | \$ 2,143,200          |                             | \$ 2,143,200          |                     |                     | \$ 2,143,200         |
| 5.6 North Base - Sea Level Rise and Erosion Mitigation                        | Obtain feedback from internal and external stakeholders and complete a detailed evaluation of alternatives and fund the implementation of recommendations from the SamTrans Adaptation and Resilience Plan and the North Base Erosion Plan.             | \$ 1,482,000                         |                     | \$ 1,482,000          |                             | \$ 1,482,000          |                     |                     | \$ 1,482,000         |
| 5.7 <i>Central Building</i>   | <i>Consultants will work with the Agency on Project alternatives, selection, strategy, outreach and implementation, e.g. P3 partner solicitation and negotiations, and project management/oversight.</i>  | <i>\$ 1,630,000</i>                  | <i>\$ 750,000</i>   |                       | <i>\$ 880,000</i>           | <i>\$ 880,000</i>     |                     |                     | <i>\$ 880,000</i>    |
| <b>Subtotal</b>   |   | <b>\$ 339,817,950</b>                | <b>\$ 4,251,250</b> | <b>\$ 17,868,020</b>  | <b>\$ 880,000</b>           | <b>\$ 18,748,020</b>  | <b>\$ 1,541,284</b> | <b>\$ 365,600</b>   | <b>\$ 16,841,136</b> |
| <b>6 PLANNING / DEVELOPMENT</b>   |   |                                      |                     |                       |                             |                       |                     |                     |                      |
| 6.1 Support for Property Mapping  | Fund consultants to conduct field surveys, draft legal descriptions, create maps and complete Records of Survey for District properties   | \$ 342,000                           |                     | \$ 342,000            |                             | \$ 342,000            |                     | \$ 342,000          |                      |
| 6.2 Transit Signal Priority Plan  | Assess opportunities and develop a short/medium-range plan to implement more Transit Signal Priority (TSP) throughout San Mateo County.   | \$ 399,000                           |                     | \$ 399,000            |                             | \$ 399,000            |                     |                     | \$ 399,000           |
| 6.3 Capital Project Development   | Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.   | \$ -                                 | \$ -                | \$ 375,000            |                             | \$ 375,000            |                     | \$ 375,000          |                      |
| 6.4 Capital Program Management  | Fund for programs and project controls support, including monitoring project performance and delivery.  | \$ -                                 | \$ -                | \$ 375,000            |                             | \$ 375,000            |                     | \$ 375,000          |                      |
| <b>Subtotal</b>   |   | <b>\$ 741,000</b>                    | <b>\$ -</b>         | <b>\$ 1,491,000</b>   | <b>\$ -</b>                 | <b>\$ 1,491,000</b>   | <b>\$ -</b>         | <b>\$ 1,092,000</b> | <b>\$ 399,000</b>    |
| <b>GRAND TOTAL</b>  |   | <b>\$ 355,002,636</b>                | <b>\$ 4,401,250</b> | <b>\$ 30,604,672</b>  | <b>\$ 880,000</b>           | <b>\$ 31,484,672</b>  | <b>\$ 1,541,284</b> | <b>\$ 5,527,400</b> | <b>\$ 24,415,988</b> |



**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, September 7, 2022 – 3:00 pm**

or immediately following the Finance Committee

- |        |  |               |
|--------|--|---------------|
| 9.c.1. | Call to Order  |               |
| 9.c.2. | Approval of Minutes of the Legislative Committee Meeting of August 3, 2022 | Motion        |
| 9.c.3. | State and Federal Legislative Update                                       | Informational |
| 9.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**

**August 3, 2022**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, J. Gee, R. Guilbault, D. Pine, J. Powell, P. Ratto

Other Board Members Absent: None

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

**8.c.1 Call to Order**

Committee Chair Rico Medina called the meeting to order at 2:55 pm.

**8.c.2 Approval of Minutes of Committee Meeting of July 6, 2022**

Motion/Second: Groom/Guilbault

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

Noes: None

Absent: None

**8.c.3 State and Federal Legislative Update**

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

She said on the federal side, the Senate is working to come to an agreement on the reconciliation bill. She said on the state side, the Governor signed a multi-billion-dollar transportation funding package as part of the budget and that they were exploring opportunities for increased funding for existing programs and funding of potential new programs. She added that most of the bills that they have been tracking are at the end of their cycle.

**8.c.4 Adjourn**

The meeting adjourned at 3:00 pm.

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

**San Mateo County Transit District  
Staff Report**

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

**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<br>Affairs Manager | 650-400-6451 |
|              | Michaela Petrik | Government and Community<br>Affairs Officer | 650-730-4951 |

## **SamTrans Federal Report As of August 10, 2022**

### ***CONGRESSIONAL UPDATE***

- The House and Senate will be in recess until after the Labor Day holiday.

### **Appropriations Update**

- On July 22, the House passed a "minibus" package consisting of six fiscal year (FY) 2023 spending bills. This package included: the Agriculture, Energy-Water, Department of Transportation-HUD (THUD), Interior-Environment, Financial Services, and Military Construction-VA bills. House lawmakers are still waiting for leadership to schedule a vote on the remaining appropriations bills.
- On July 28, the Senate Appropriations Committee released its draft FY 2023 spending bills. The Senate THUD bill provides \$106.6 billion for the Department of Transportation (DOT), \$2.1 billion above FY 2022. Of this amount, the bill includes:
  - \$1.09 billion for RAISE (on top of the \$2.5 billion in bipartisan infrastructure bill funding)
  - \$62.66 billion for the Federal Highway Administration (FHWA), \$2 billion more than FY 2022
    - ✓ \$58.76 billion for FHWA formula programs
  - \$16.8 billion for the Federal Transit Administration (FTA), \$571 million more than FY 2022.
    - ✓ \$220 million for the Bus and Bus Facilities Grant Program (on top of the \$383 million in bipartisan infrastructure bill funding)
    - ✓ \$135 million for the Low and No Emissions Bus Grant Program (on top of the \$1.05 billion in bipartisan infrastructure bill funding)
- Unfortunately, Senator Feinstein's congressional directed spending (CDS) \$500,000 request (formerly known as earmarks) for SamTrans' bus stop shelter infrastructure improvements project was not included in the Senate THUD Appropriations bill. The process for congressional directed spending requests is extremely competitive. This year's FY 2023 Senate THUD bill included significantly less CDS projects than last year and less than the pending House FY 2023 appropriations bill. In addition, the bill includes significantly large earmarks for the many senior Senate appropriations leaders that are retiring this year.

- The House and Senate will not be able to pass all 12 FY 2023 appropriations bills before the end of the fiscal year, September 30; therefore, Congress will have to pass a continuing resolution (CR) in September to ensure the federal government will continued to be funded after the end of the current fiscal year.
- In October, Senate and House will begin conferencing to reconcile the differences between the House and Senate bills. Congress will most likely pass an omnibus appropriations bill that will combine all 12 bills.

## Reconciliation Update

- On July 27, Senator Joe Manchin (D-WV) and Majority Leader Chuck Schumer (D-NY) announced a breakthrough agreement on a \$739 billion budget reconciliation package--the Inflation Reduction Act--that includes tax, healthcare, electric vehicles (EVs), energy, transportation carbon reduction, and climate provisions.
- Following a weekend vote, on August 7, the Senate passed the \$740 billion tax, climate, and healthcare Inflation Reduction Act. In a 51-50 [vote](#), Vice President Kamala Harris cast the tiebreaking vote following a 16-hour overnight vote-a-rama on the Senate floor. On August 12, the House passed the bill by a vote of 220-207. President Biden [will sign](#) the bill into law on Tuesday, August 16, with a larger celebration being planned for September 6.
- Highlights of the [legislation](#) include:
  - ✓ Allows Medicare to negotiate directly on prescription drug pricing
  - ✓ Caps insulin costs at \$35 per month and \$2,000 per year for Medicare enrollees
  - ✓ Sets a corporate minimum tax at 15 percent
  - ✓ Implements a one percent excise tax on stock buybacks
  - ✓ \$370 billion for climate change
  - ✓ Opens millions of acres of federal land to oil and gas drilling
  - ✓ Extends Affordable Care Act premium subsidies
  - ✓ \$7,500 tax credit for EVs
  - ✓ Aims to cut greenhouse gas emissions by 40 percent by 2030
  - ✓ Makes the first significant cut to budget deficits in a decade
- This bill also includes two transportation grant programs, a new \$3 billion Neighborhood Access and Equity Grant program and a new \$2 billion Low-Carbon Transportation Materials Grant program.

- ✓ Neighborhood Access and Equity Grant program: A FHWA competitive grant program to support neighborhood equity, safety, and affordable transportation access to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.
- ✓ Low-Carbon Transportation Materials Grant program: A FHWA program to reimburse or provide incentives to state, local governments, and metropolitan planning organizations for the use of low-embodied carbon construction materials and products in projects.

## *ADMINISTRATION UPDATE*

### **DOT Secretary Buttigieg Testifies on Infrastructure Law Implementation**

- On July 19, the House Committee on Transportation and Infrastructure held a hearing entitled [Implementing the Infrastructure Investment and Jobs Act \(IIJA\)](#). DOT Secretary Pete Buttigieg testified on the importance of the bipartisan infrastructure bill-- Infrastructure Investment and Jobs Act (IIJA)--in confronting many intersecting challenges, citing delays at ports, freight congestion, and workforce shortages in aviation.
- Members discussed how inflation is affecting IIJA grant programs' effectiveness and if projects should be streamlined. Committee Chairman Peter DeFazio (D-OR) highlighted the importance of distributing grant funding quickly, given the rising cost of certain materials.
- Republican members also drew attention to the difficulties that inflation has placed on IIJA implementation. Sec. Buttigieg acknowledged the ongoing problems and encouraged grant recipients to work with DOT and other partners on best practices to manage costs. He added that DOT is not concerned about foreign capital filling investment gaps caused by inflation.
- Sec. Buttigieg briefly touched on the FTA's actions relating to zero-emission buses. He asserted that DOT is working to share best practices to operate a zero-emission bus fleet successfully. He added that DOT's Transit Vehicle Innovation Deployment Centers Initiative is key to distributing reliable information about new transit technology.

### **FTA Administrator Fernandez Testifies on Infrastructure Law Implementation**

- On July 12, the Senate Committee on Banking, Housing, and Urban Affairs held a hearing on [Advancing Public Transportation under the Bipartisan Infrastructure Law: Update from the Federal Transit Administration](#). FTA Administrator Nuria Fernandez testified on FTA's progress in IIJA implementation.

- Most of the hearing centered on the FTA's efforts to support marginalized communities, support transit agencies transitioning to low emission bus fleets, combat ridership declines, and increased fare evasion and crime. The linkage between public transportation, affordable housing, and economic development was a major theme throughout the hearing.
- Administrator Fernandez highlighted FTA's Low-No Bus funding opportunity, All Stations Accessibility Program, and Rail Vehicle Replacement Program as essential programs for transit agencies. She added that FTA believes strongly in upgrading transit stations to ensure accessibility. Going forward, one of FTA's main priorities is recruitment efforts to ensure proper workforce capacity to construct and operate transit projects. FTA is also collecting more information on transit worker safety and will use the information to guide future policymaking.
- Members were supportive and thankful for her leadership and inquired about the statuses of various IIJA programs. Chairman Sherrod Brown (D-OH) applauded FTA for making it easier for agencies to apply for the Low-No Bus Program by simplifying the application process. Ranking Member Pat Toomey (R-PA) was concerned that the FTA received increased funding despite agency backlogs in transit maintenance and decreased ridership.

## **FHWA Announces All States Have Submitted EV Charging Plans**

- On August 2, FHWA [announced](#) it has received all of the states' electric vehicle (EV) charging plans. Under the IIJA, states are to submit EV charging infrastructure plans to be eligible for funding under the newly-created \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#). The plans provide an outline of states' plans to implement a comprehensive EV charging network.
- The FHWA expects to review and approve all plans by September 30. Once approved, states will gain access to NEVI funding and begin to deploy EV charging infrastructure. The NEVI program will provide \$1 billion annually for five years for states to build EV charging infrastructure. FHWA hopes to help fulfill President Biden's goal by overseeing the deployment of 500,000 EV chargers by 2030.

## **Round-Up of Open Grant Opportunities**

- [Safe Streets and Roads for All Discretionary Grant Program](#). \$1 billion available. All applications due by September 15, 2022.
- [All Stations Accessibility Program](#). \$343 million available. All applications due by September 30, 2022.
- [Railroad Crossings Elimination Program](#). \$573 million available. All applications due by October 4, 2022.

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- [Reconnecting Communities Pilot Discretionary Grant Program](#). \$195 million available.  
All applications due by October 13, 2022.



August 17, 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 – September 2022**

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### **General Update**

The Legislature returned from Summer Recess on August 1. On August 11, the Assembly Appropriations Committee and Senate Appropriations Committee held hearings to consider their “suspense” files, comprised of bills with an estimated fiscal impact to the State of California of \$50,000-\$150,000 or more. These hearings are among the most anticipated in the State Capitol, as they determine whether key legislation with fiscal impacts to the state will move forward in the legislative session. The last day for the Assembly Appropriations Committee and Senate Appropriations Committee to meet and report bills was August 12. The 2021-22 Legislative Session will adjourn on August 31.

### ***Governor Newsom Names Former Los Angeles Mayor Villaraigosa to Role of Infrastructure Advisor***

On August 11, Governor Gavin Newsom named former Los Angeles Mayor Antonio Villaraigosa to the role of Infrastructure Advisor to the State of California. In this role, Mayor Villaraigosa will work with local, state and federal leaders to identify priority projects and maximize access to federal funding across all regions of the state.

### ***CARB Chair Randolph Announces Appointment of Dr. Steven Cliff as CARB's Executive Officer***

On August 12, California Air Resources Board Chair Liane Randolph announced that the Board is appointing Dr. Steven Cliff as CARB's new Executive Officer, replacing CARB's previous Executive Officer, Richard Corey, who retired at the end of June. Cliff, whose professional training was in atmospheric chemistry, has extensive experience at the highest levels of state and federal government agencies. He served for four years as CARB's Deputy Executive Officer overseeing mobile sources prior to his current position as Administrator of the National Highway Traffic Safety Administration.

### ***Reminder: HVIP Remains Open to New Voucher Requests***

As we previously reported to you, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) re-opened to voucher requests on March 30, 2022 with nearly \$430 million available across standard HVIP and set-aside funds for public transit buses, class 8 tractors performing drayage operations, and school buses. HVIP provides fleet owners, like transit agencies, with vouchers to offset the incremental costs of zero-emission vehicles, including zero-emission transit buses.

Despite record demand for vouchers, HVIP remains open for all voucher requests. As of the drafting of this report, \$49 million remains in the public transit bus set-aside, which was established to provide dedicated funding to transit agencies. See additional details [here](#).

### ***TIRCP Awards Announced***

On June 7, the California State Transportation Agency (CalSTA) announced the [awards](#) for Cycle 5 of the [Transit and Intercity Rail Capital Program](#) (TIRCP). CalSTA awarded approximately \$800 million in funding for projects. While SamTrans was unsuccessful in the most recent process, we expect another round of TIRCP to be announced shortly because of recent budget actions to award additional General Fund moneys to the program.

### **Bills of Interest**

#### **SB 878 (Skinner) School Transportation – DEAD**

This bill would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2027–28 school year, to offer free transportation to all pupils to and from their neighborhood school. This requirement could be met by the governing board or body of those local educational agencies through the in-house operation of transportation vehicles, through paid contract with a common carrier or “municipally owned transit system,” through the purchase of bus passes for a “municipally owned transit system,” or through paid contract responsible private parties for the transportation. **This bill was held in the Assembly Appropriations Committee on August 11.**

#### **SB 917 (Becker) Seamless Transit Transformation Act – DEAD**

This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region’s transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards. **This bill was held in the Assembly Appropriations Committee on August 11.**

#### **SB 922 (Wiener) CEQA: Exemptions: Transportation-Related Projects – TO GOVERNOR**

This bill would extend, through January 1, 2030, statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would similarly extend CEQA exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles, and the building of new bus and light rail stations or terminals. **SamTrans SUPPORTS this measure.**

### **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, which was discussed above.

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.

**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 associate fueling or charging infrastructure of facility modifications.

**Current Guidelines:** Found [here](#)

**Status:** [Funding cycle closed; project applications were due March 3, 2022](#)

***Low Carbon Transit Operations Program (\$163 million in FY 2021-22)*** – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

**Current Guidelines:** Found [here](#)

**Status:** Funding cycle closed; project applications were due March 25, 2022

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

**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)  
**Status:** [Funding cycle open](#)

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

**Current Guidelines:** Found [here](#)

**Status:** Funding for FY 2021-22 not yet available

### **Other Grants**

The CTC 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](#).

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                   | Summary   | Position |
|--|----------------------------|---|----------|
| <a href="#">AB 117</a><br><a href="#">Boerner Horvath D</a><br><br>Air Quality Improvement Program: electric bicycles. | This bill is dead.         | 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. | Watch    |
| <a href="#">AB 178</a><br><a href="#">Ting D</a><br><br>Budget Act of 2022.  | Signed by Governor Newsom. | 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.   | Watch    |
| <a href="#">AB 180</a><br><a href="#">Ting D</a><br><br>Budget Act of 2021.  | Signed by Governor Newsom. | 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.   | Watch    |
| <a href="#">AB 194</a><br>Committee on Budget<br><br>Taxation.   | Signed by Governor Newsom. | 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.  | Watch    |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                    | Summary   | Position     |
|--|-----------------------------|---|--------------|
| <p><a href="#">AB 371</a><br/><a href="#">Jones-Sawyer D</a></p> <p>Shared mobility devices:<br/>insurance and tracking.</p> | <p>On the Senate Floor.</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 8/17/22

| Bill ID/Topic   | Location   | Summary  | Position     |
|---|--|--|--------------|
| <p><a href="#">AB 455</a><br/><a href="#">Wicks D</a></p> <p>San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets.</p> | <p>Held in the Senate Appropriations Committee. This bill is dead.</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 8/17/22

| Bill ID/Topic  | Location                  | Summary  | Position     |
|--|---------------------------|--|--------------|
| <p><a href="#">AB 859</a><br/><a href="#">Irwin</a> D</p> <p>Mobility devices:<br/>personal information.</p>   | <p>This bill is dead.</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><a href="#">AB 897</a><br/><a href="#">Mullin</a> D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p> | <p>This bill is dead.</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 8/17/22

| Bill ID/Topic   | Location                  | Summary   | Position     |
|---|---------------------------|---|--------------|
| <p><a href="#">AB 1001</a><br/><a href="#">Garcia, Cristina D</a></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 8/17/22

| Bill ID/Topic  | Location                  | Summary   | Position     |
|--|---------------------------|---|--------------|
| <p><a href="#">AB 1017</a><br/><a href="#">Quirk-Silva</a> D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>                | <p>This bill is dead.</p> | <p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |
| <p><a href="#">AB 1047</a><br/><a href="#">Daly</a> D</p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p> | <p>This bill is dead.</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 8/17/22

| Bill ID/Topic   | Location                  | Summary   | Position     |
|---|---------------------------|---|--------------|
| <p><a href="#">AB 1049</a><br/><a href="#">Davies</a> R</p> <p>Public Transportation Account: loan repayment.</p>                   | <p>This bill is dead.</p> | <p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p> | <p>Watch</p> |
| <p><a href="#">AB 1091</a><br/><a href="#">Berman</a> D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p> | <p>This bill is dead.</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 8/17/22

| Bill ID/Topic  | Location                        | Summary  | Position     |
|--|---------------------------------|--|--------------|
| <p><a href="#">AB 1110</a><br/><a href="#">Rivas, Robert D</a></p> <p>Zero-emission vehicles:<br/>Clean Vehicles<br/>Ombudsperson: Climate<br/>Catalyst Revolving Loan<br/>Fund Program.</p> | <p>This is a Two-Year Bill.</p> | <p>(1)Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided. The bill would repeal these provisions establishing and setting forth the powers and duties of the ombudsperson as of January 1, 2027.This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                  | Summary   | Position     |
|--|---------------------------|---|--------------|
| <p><a href="#">AB 1226</a><br/><a href="#">McCarty D</a></p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p> | <p>This bill is dead.</p> | <p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p> | <p>Watch</p> |
| <p><a href="#">AB 1626</a><br/><a href="#">Nguyen R</a></p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>             | <p>This bill is dead.</p> | <p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>  | <p>Watch</p> |
| <p><a href="#">AB 1638</a><br/><a href="#">Kiley R</a></p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>                     | <p>This bill is dead.</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 8/17/22

| Bill ID/Topic   | Location                       | Summary   | Position     |
|---|--------------------------------|---|--------------|
| <p><a href="#">AB 1644</a><br/><a href="#">Flora</a> R</p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p> | <p>On the Governor’s desk.</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 8/17/22

| Bill ID/Topic   | Location                    | Summary  | Position     |
|---|-----------------------------|--|--------------|
| <p><a href="#">AB 1680</a><br/><a href="#">Lee D</a></p> <p>Transportation:<br/>prohibition orders.</p> | <p>On the Senate Floor.</p> | <p>Existing law creates the San Francisco Bay Area Rapid Transit District (BART). Existing law authorizes BART to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service, as specified. Section 99171 of the Public Utilities Code authorizes specified transit districts, including BART, to issue prohibition orders to any person that 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, and prohibits a person issued a prohibition order from entering the property, facilities, or vehicles of the transit district, as specified. AB 1337 (Chapter 534 of the Statutes of 2021), effective January 1, 2022, amended Section 99171 of the Public Utilities Code to authorize a prohibition order to also be issued for those infractions committed in or on a property, facility, or vehicle upon which BART owes policing responsibilities, and to also prohibit a person issued a prohibition order from additionally entering the property, facilities, or vehicles upon which BART owes policing responsibilities, as specified. SB 357 (Chapter 86 of the Statutes of 2022), effective January 1, 2023, among other things, amended Section 99171 of the Public Utilities Code to strike a cross-reference to a statute the bill repeals. SB 357 also made the same changes to Section 99171 of the Public Utilities Code made by AB 1337, but only if SB 357 and AB 1337 were enacted and became effective on or before January 1, 2022, and SB 357 was enacted last. SB 357 was not enacted and did not become effective on or before January 1, 2022. Thus, SB 357, in addition to striking the cross-reference, deletes the amendments AB 1337 made to Section 99171 of the Public Utilities Code, as described above. This bill would amend the above-described provision of SB 357 to instead incorporate the changes to Section 99171 of the Public Utilities Code made by AB 1337 if SB 357 and AB 1337 are enacted and become effective on or before January 1, 2023, rather than January 1, 2022, thereby preserving the changes AB 1337 made to Section 99171 of the Public Utilities Code that would otherwise be deleted by SB 357.</p> | <p>Watch</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary  | Position     |
|---|-----------------------------|--|--------------|
| <p><a href="#">AB 1751</a><br/><a href="#">Daly D</a></p> <p>Workers' compensation: COVID-19: critical workers.</p> | <p>On the Senate Floor.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary   | Position     |
|---|-----------------------------|---|--------------|
| <p><a href="#">AB 1778</a><br/><a href="#">Garcia, Cristina</a> 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><a href="#">AB 1909</a><br/><a href="#">Friedman</a> 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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary   | Position                       |
|---|-----------------------------|---|--------------------------------|
| <p><a href="#">AB 1919</a><br/><a href="#">Holden</a> D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p> | <p>On the Senate Floor.</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<br/>July 2022</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                    | Summary  | Position     |
|--|-----------------------------|--|--------------|
| <p><a href="#">AB 1938</a><br/><a href="#">Friedman</a> D</p> <p>Transit and Intercity Rail Recovery Task Force.</p> | <p>On the Senate Floor.</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. <b>This bill was gutted and amended and no longer addresses this policy matter.</b></p> | <p>Watch</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                  | Summary   | Position                        |
|---|---------------------------|---|---------------------------------|
| <p><a href="#">AB 1944</a><br/><a href="#">Lee D</a></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<br/>April 2022</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                    | Summary  | Position     |
|--|-----------------------------|--|--------------|
| <p><a href="#">AB 1949</a><br/><a href="#">Low</a> D</p> <p>Employees:<br/>bereavement leave.</p>                        | <p>On the Senate Floor.</p> | <p>Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.</p>  | <p>Watch</p> |
| <p><a href="#">AB 1993</a><br/><a href="#">Wicks</a> D</p> <p>Employment: COVID-19<br/>vaccination<br/>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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location           | Summary  | Position |
|--|--------------------|--|----------|
| <a href="#">AB 1975</a><br><a href="#">Nazarian</a> D<br><br>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    |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary  | Position     |
|---|-----------------------------|--|--------------|
| <p><a href="#">AB 2097</a><br/><a href="#">Friedman</a> D</p> <p>Residential, commercial, or other development types: parking requirements.</p> | <p>On the Senate Floor.</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 authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public agency's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. The bill would create an exception from the above-described provision if the housing development project (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is not subject to parking requirements based on any other state law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within 1/2 mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. By changing the duties of local planning officials, 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 8/17/22

| Bill ID/Topic   | Location             | Summary   | Position                |
|---|----------------------|---|-------------------------|
| <a href="#">AB 2197</a><br><a href="#">Mullin D</a><br><br>Caltrain electrification project: funding.                     | This bill is dead.   | 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<br>March 2022 |
| <a href="#">AB 2206</a><br><a href="#">Lee D</a><br><br>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                   |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                  | Summary  | Position     |
|--|---------------------------|--|--------------|
| <p><a href="#">AB 2237</a><br/><a href="#">Friedman D</a></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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                  | Summary   | Position     |
|--|---------------------------|---|--------------|
| <p><a href="#">AB 2357</a><br/><a href="#">Ting D</a></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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                  | Summary  | Position     |
|---|---------------------------|--|--------------|
| <p><a href="#">AB 2410</a><br/><a href="#">Chen</a> 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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location   | Summary  | Position     |
|---|--|--|--------------|
| <p><a href="#">AB 2419</a><br/><a href="#">Bryan D</a></p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>   | <p>Held in the Senate Appropriations Committee. This bill is dead.</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><a href="#">AB 2438</a><br/><a href="#">Friedman D</a></p> <p>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</p> | <p>On the Senate Floor.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary   | Position     |
|---|-----------------------------|---|--------------|
| <p><a href="#">AB 2441</a><br/><a href="#">Kalra D</a></p> <p>Public employment:<br/>local public transit<br/>agencies: new<br/>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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary  | Position     |
|---|-----------------------------|--|--------------|
| <p><a href="#">AB 2449</a><br/><a href="#">Rubio, Blanca D</a></p> <p>Open meetings: local agencies: teleconferences.</p> | <p>On the Senate Floor.</p> | <p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. The act authorizes a legislative body to take action on items of business not appearing on the posted agenda under specified conditions. The act contains specified provisions regarding 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, as prescribed. The bill, until January 1, 2026, would authorize a legislative body to consider and take action on a request from a member to participate in a meeting remotely due to emergency</p> | <p>Watch</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                  | Summary   | Position     |
|---|---------------------------|---|--------------|
|   |                           | <p>circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made. The bill would define terms for purposes of these teleconferencing provisions. This bill contains other related provisions and other existing laws.</p>   |              |
| <p><a href="#">AB 2454</a><br/><a href="#">Jones-Sawyer D</a></p> <p>Public contracts:<br/>protests: joint labor-<br/>management<br/>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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                    | Summary   | Position     |
|--|-----------------------------|---|--------------|
| <p><a href="#">AB 2556</a><br/><a href="#">O'Donnell D</a></p> <p>Local public employee organizations.</p> | <p>On the Senate Floor.</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><a href="#">AB 2594</a><br/><a href="#">Ting D</a></p> <p>Vehicle registration and toll charges.</p>    | <p>On the Senate Floor.</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> |

**San Mateo County Transit District  
State Legislative Matrix 8/17/22**

| Bill ID/Topic   | Location                    | Summary   | Position                        |
|---|-----------------------------|---|---------------------------------|
| <p><a href="#">AB 2622</a><br/><a href="#">Mullin</a> D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p> | <p>On the Senate Floor.</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<br/>April 2022</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                    | Summary  | Position     |
|---|-----------------------------|--|--------------|
| <p><a href="#">AB 2647</a><br/><a href="#">Levine D</a></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> |

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| Bill ID/Topic  | Location                    | Summary  | Position     |
|--|-----------------------------|--|--------------|
| <p><a href="#">AB 2677</a><br/><a href="#">Gabriel D</a></p> <p>Information Practices Act of 1977.</p> | <p>On the Senate Floor.</p> | <p>Existing 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, beginning January 1, 2024, recast those provisions to include, among other things, genetic information, IP address, online browsing history, and location information, if reasonably capable of identifying or describing an individual, within the definition of “personal information,” and revise the definition of “regulatory agency” to include the Financial Industry Regulatory Authority, for the act’s purposes. The bill would make other technical, nonsubstantive, and conforming changes. This bill contains other related provisions and other existing laws.</p>  | <p>Watch</p> |
| <p><a href="#">AB 2693</a><br/><a href="#">Reyes D</a></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><a href="#">AB 2700</a><br/><a href="#">McCarty D</a></p> <p>Transportation electrification: electrical distribution grid upgrades.</p> | <p>On the Senate Floor.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location   | Summary   | Position     |
|--|--|---|--------------|
| <p><a href="#">AB 2703</a><br/><a href="#">Muratsuchi</a> D</p> <p>Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance.</p> | <p>Held in the Senate Appropriations Committee. This bill is dead.</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><a href="#">ACA 1</a><br/><a href="#">Aguiar-Curry</a> D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>This is a Two-Year Bill.</p> | <p>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<br/>February 2021</p> |
| <p><a href="#">SB 18</a><br/><a href="#">Skinner</a> D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</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. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state’s other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board’s internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p>                       |

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| Bill ID/Topic  | Location                      | Summary  | Position     |
|--|-------------------------------|--|--------------|
| <p><a href="#">SB 45</a><br/><a href="#">Portantino D</a></p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p> | <p>On the Assembly Floor.</p> | <p>Existing law requires the State Air Resources Board, no later than January 1, 2018, to approve and begin implementing a short-lived climate pollutant strategy to achieve a reduction in the statewide emissions of methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030. Existing law requires that the methane emissions reduction goals include a 50% reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction in the level of statewide disposal of organic waste from the 2014 level by 2025. Existing law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Existing 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. Existing law authorizes the department, if it determines that significant progress has not been made toward achieving the organic waste reduction goals established by the state board, to include incentives or additional requirements in its regulations to facilitate progress towards achieving the goals. This bill would require the department, in consultation with the state board, to assist local jurisdictions in complying with these provisions, including any regulations adopted by the department. This bill contains other existing laws.</p> | <p>Watch</p> |

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| Bill ID/Topic  | Location                  | Summary   | Position     |
|--|---------------------------|---|--------------|
| <p><a href="#">SB 66</a><br/><a href="#">Allen D</a></p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p> | <p>This bill is dead.</p> | <p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.</p> | <p>Watch</p> |

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| Bill ID/Topic  | Location                          | Summary  | Position     |
|--|-----------------------------------|--|--------------|
| <p><a href="#">SB 114</a><br/>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><a href="#">SB 154</a><br/><a href="#">Skinner</a> 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><a href="#">SB 198</a><br/>Committee on Budget and Fiscal Review<br/><br/>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><a href="#">SB 542</a><br/><a href="#">Limón D</a></p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p> | <p>Held in the Assembly Appropriations Committee. This bill is dead.</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><a href="#">SB 563</a><br/><a href="#">Allen D</a></p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</p> | <p>This bill is dead.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| 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>   |              |
| <p><a href="#">SB 674</a><br/><a href="#">Durazo D</a></p> <p>Public Contracts:<br/>workforce<br/>development: covered<br/>public contracts.</p> | <p>This is on the Assembly Floor.</p> | <p>Existing law, the State Contract Act, governs contracting between state agencies and private contractors, and sets forth requirements for the bidding, awarding, and overseeing of contracts for projects. This bill would establish the High Road Jobs in Transportation-Related Public Contracts and Grants Pilot Program to support the creation of equitable high-quality transportation and related manufacturing and infrastructure jobs. The bill would require a covered public contract, defined as a public contract awarded by the Department of General Services or the Department of Transportation for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment valued at \$10,000,000 or more, or a subsidy, grant, or loan for the acquisition of zero-emission transit vehicles or electric vehicle supply equipment that is provided, granted, or guaranteed by those agencies with a present value of \$10,000,000 or more, to incorporate high road job standards, as specified. This bill contains other related provisions.</p> | <p>Watch</p> |

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| Bill ID/Topic  | Location                  | Summary   | Position     |
|--|---------------------------|---|--------------|
| <p><a href="#">SB 719</a><br/><a href="#">Min</a> D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p> | <p>This bill is dead.</p> | <p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |
| <p><a href="#">SB 771</a><br/><a href="#">Becker</a> D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>     | <p>This bill is dead.</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. <b>This bill was gutted and amended and no longer addresses this policy matter.</b></p>  | <p>Watch</p> |

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| Bill ID/Topic   | Location           | Summary  | Position |
|---|--------------------|--|----------|
| <a href="#">SB 849</a><br><a href="#">Umberg D</a><br><br>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    |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                       | Summary   | Position     |
|--|--------------------------------|---|--------------|
| <p><a href="#">SB 852</a><br/><a href="#">Dodd D</a></p> <p>Climate resilience districts: formation: funding mechanisms.</p> | <p>On the Governor’s desk.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                      | Summary  | Position     |
|---|-------------------------------|--|--------------|
| <p><a href="#">SB 867</a><br/><a href="#">Laird D</a></p> <p>Sea level rise planning: database.</p> | <p>On the Assembly Floor.</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, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a sub-regional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2033. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for sea level rise planning and adaptation on or before January 1, 2028, to be prioritized for sea level rise funding, upon appropriation by the Legislature, for the implementation of projects in the local government’s approved sea level rise adaptation plan. 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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                  | Summary   | Position     |
|---|---------------------------|---|--------------|
| <p><a href="#">SB 873</a><br/><a href="#">Newman</a> D</p> <p>California<br/>Transportation<br/>Commission: state<br/>transportation<br/>improvement program:<br/>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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location   | Summary   | Position     |
|---|--|---|--------------|
| <p><a href="#">SB 878</a><br/><a href="#">Skinner</a> D</p> <p>School transportation.</p> | <p>Held in the Assembly Appropriations Committee. This bill is dead.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location   | Summary  | Position                        |
|--|--|--|---------------------------------|
| <p><a href="#">SB 917</a><br/><a href="#">Becker</a> D</p> <p>Seamless Transit Transformation Act.</p>   | <p>Held in the Assembly Appropriations Committee. This bill is dead.</p> | <p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, 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.</p>   | <p>Watch</p>                    |
| <p><a href="#">SB 922</a><br/><a href="#">Wiener</a> D</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p> | <p>On the Governor’s desk.</p>   | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would 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.</p> | <p>Supported<br/>April 2022</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                      | Summary  | Position                        |
|---|-------------------------------|--|---------------------------------|
| <p><a href="#">SB 932</a><br/><a href="#">Portantino</a> D</p> <p>General plans:<br/>circulation element:<br/>bicycle and pedestrian<br/>plans and traffic calming<br/>plans.</p> | <p>On the Assembly Floor.</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><a href="#">SB 942</a><br/><a href="#">Newman</a> D</p> <p>Low Carbon Transit<br/>Operations Program:<br/>free or reduced fare<br/>transit program.</p>                        | <p>On the Assembly Floor.</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<br/>March 2022</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                  | Summary  | Position     |
|---|---------------------------|--|--------------|
| <p><a href="#">SB 1049</a><br/><a href="#">Dodd D</a></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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                      | Summary   | Position     |
|--|-------------------------------|---|--------------|
| <p><a href="#">SB 1078</a><br/><a href="#">Allen D</a></p> <p>Sea Level Rise Revolving Loan Pilot Program.</p> | <p>On the Assembly Floor.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                       | Summary  | Position     |
|---|--------------------------------|--|--------------|
| <p><a href="#">SB 1100</a><br/><a href="#">Cortese D</a></p> <p>Open meetings: orderly conduct.</p> | <p>On the Governor’s desk.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic  | Location                      | Summary   | Position     |
|--|-------------------------------|---|--------------|
| <p><a href="#">SB 1121</a><br/><a href="#">Gonzalez</a> D</p> <p>State and local transportation system: needs assessment.</p>        | <p>On the Assembly Floor.</p> | <p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.</p> | <p>Watch</p> |
| <p><a href="#">SB 1156</a><br/><a href="#">Grove</a> R</p> <p>Motor Vehicle Fuel Tax:<br/>Diesel Fuel Tax: inflation adjustment.</p> | <p>This bill is dead.</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 8/17/22

| Bill ID/Topic   | Location                      | Summary  | Position     |
|---|-------------------------------|--|--------------|
| <p><a href="#">SB 1161</a><br/><a href="#">Min D</a></p> <p>Transit districts: street harassment initiatives.</p> | <p>On the Assembly Floor.</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> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location                       | Summary   | Position     |
|---|--------------------------------|---|--------------|
| <p><a href="#">SB 1168</a><br/><a href="#">Cortese D</a></p> <p>Public employees' retirement: beneficiary payment.</p>              | <p>On the Governor's desk.</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><a href="#">SB 1217</a><br/><a href="#">Allen D</a></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 8/17/22

| Bill ID/Topic  | Location                      | Summary   | Position     |
|--|-------------------------------|---|--------------|
| <p><a href="#">SB 1230</a><br/><a href="#">Limón</a> D</p> <p>Zero-emission and near-zero emission vehicle incentive programs: requirements.</p> | <p>On the Assembly Floor.</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 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. This bill contains other related provisions.</p> | <p>Watch</p> |
| <p><a href="#">SB 1263</a><br/><a href="#">Hertzberg</a> D</p> <p>School district governing boards: pupil transportation.</p>                    | <p>This bill is dead.</p>     | <p>Existing law prohibits the governing board of a school district from requiring any pupil to be transported for any purpose without the written permission of the parent or guardian, except as specified. This bill would make nonsubstantive changes to that provision.</p>   | <p>Watch</p> |

## San Mateo County Transit District State Legislative Matrix 8/17/22

| Bill ID/Topic   | Location   | Summary   | Position     |
|---|--|---|--------------|
| <p><a href="#">SB 1410</a><br/><a href="#">Caballero</a> D</p> <p>California<br/>Environmental Quality<br/>Act: transportation<br/>impacts.</p> | <p>Held in the Senate<br/>Appropriations Committee.<br/>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 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> |