



**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

October 12, 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>

**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, October 12, 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 September 29, 2022 Special Board Meeting      Informational

3.a. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957(b)(1) – Title: General Manager/CEO

4. Consent Calendar

4.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue      Resolution

4.b. Approval of Minutes of the Board of Directors Regular Meeting of September 7, 2022 and Special Meeting of September 29, 2022      Motion

4.c. Acceptance of Statement of Revenues and Expenses for the Fiscal Year Ended June 30, 2022      Motion

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|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 4.d.   | Acceptance of Statement of Revenues and Expenses for the Period Ending August 31, 2022                                                                                                               | Motion        |
| 4.e.   | Authorize the Second Amendment to the Agreement with FivePaths, LLC for Rebranding Services                                                                                                          | Resolution    |
| 4.f.   | Proclaiming the Month of October as Cybersecurity Awareness Month                                                                                                                                    | Resolution    |
| 4.g.   | Award of Contract for the SamTrans North Base Bus Maintenance Facility Charger Replacement Project                                                                                                   | Resolution    |
| 4.h.   | Approval of the 2023 Board of Directors Meeting Calendar                                                                                                                                             | Motion        |
| 4.i.   | Update to District's Conflict of Interest Code                                                                                                                                                       | 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 Filipino American History Month                                                                                                                                                  | Resolution    |
| 7.     | Report of the General Manager/CEO                                                                                                                                                                    |               |
| 7.a.   | General Manager/CEO Report – October 5, 2022                                                                                                                                                         | Informational |
| 7.b.   | Authorization to Amend the Special Legal Counsel Services Agreement with Wagstaffe, von Loewenfeldt, Busch & Radwick, LLP                                                                            | Motion        |
| 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 September 7, 2022                                                                                                                | Motion        |
| 9.a.3. | Accessible Services Update                                                                                                                                                                           | Informational |

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|--------|------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 9.a.4. | Paratransit Coordinating Council Update                                                                                            | Informational |
| 9.a.5. | Citizens Advisory Committee Update                                                                                                 | Informational |
| 9.a.6. | Quarterly Dashboard Report – April-June 2022                                                                                       | Informational |
| 9.a.7. | Monthly Performance Report   August 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 September 7, 2022                                                          | Motion        |
| 9.b.3  | Information About Pension Prefunding Trusts                                                                                        | Informational |
| 9.b.4. | Adjourn                                                                                                                            |               |
| 9.c.   | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole<br><i>C. Groom (Chair), J. Gee, D. Pine</i> |               |
| 9.c.1. | Call to Order                                                                                                                      |               |
| 9.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 6, 2022                   | Motion        |
| 9.c.3. | Reimagine SamTrans Implementation Update                                                                                           | Informational |
| 9.c.4. | Adjourn                                                                                                                            |               |
| 9.d.   | Legislative Committee / Committee of the Whole<br><i>R. Medina (Chair), C. Groom, C. Stone</i>                                     |               |
| 9.d.1. | Call to Order                                                                                                                      |               |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of September 7, 2022                                                      | Motion        |

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 9.d.3. State and Federal Legislative Update                                                                                                                                                                                                           | Informational |
| 9.d.4. Adjourn                                                                                                                                                                                                                                        |               |
| 10. Reconvene Board of Directors Meeting                                                                                                                                                                                                              |               |
| 11. Matters for Board Consideration: Community Relations Committee                                                                                                                                                                                    |               |
| 11.a. Accessible Services Update                                                                                                                                                                                                                      | Informational |
| 11.b. Paratransit Coordinating Council Update                                                                                                                                                                                                         | Informational |
| 11.c. Citizens Advisory Committee Update                                                                                                                                                                                                              | Informational |
| 11.d. Quarterly Dashboard Report – April-June 2022                                                                                                                                                                                                    | Informational |
| 11.e. Monthly Performance Report   August 2022                                                                                                                                                                                                        | Informational |
| 12. Matters for Board Consideration: Finance Committee                                                                                                                                                                                                |               |
| 12.a. Information About Pension Prefunding Trusts                                                                                                                                                                                                     | Informational |
| 13. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee                                                                                                                                                    |               |
| 13.a. Reimagine SamTrans Implementation Update                                                                                                                                                                                                        | Informational |
| 14. Matters for Board Consideration: Legislative Committee                                                                                                                                                                                            |               |
| 14.a. State and Federal Legislative Update                                                                                                                                                                                                            | Informational |
| 15. Communications to the Board of Directors                                                                                                                                                                                                          | Informational |
| 16. Date and Time of Next Regular Meeting - Wednesday, November 2, 2022 at 2:00 pm                                                                                                                                                                    |               |
| <i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> |               |

17. General Counsel Report

- 17.a. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957(b)(1) and Conference with Labor Negotiators Pursuant to Government Code Section 54957.6 – Title, Unrepresented Employee: General Manager/CEO
- 17.b. Possible Appointment of General Manager/CEO and Approval of Associated Employment Agreement

18. Adjourn

## Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at: <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. The public may attend this meeting in person.**

\*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 may participate remotely or in person. 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, the teleconference number listed above, or in person. Public comments on individual agenda items are limited to two minutes and one per person PER AGENDA ITEM. Each online commenter will be automatically notified when they are unmuted to speak. 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 12th day of October, 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**

**September 7, 2022**

**Members Present:** M. Fraser, J. Gee, R. Guilbault, R. Medina, J. Powell (Vice Chair), P. Ratto  
**(Via Teleconference)** (Chair), C. Stone (left the meeting at 4:00 pm)

**Members Absent:** C. Groom, D. Pine

**Staff Present:** 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 2:01 pm and led the Pledge of Allegiance.

**2. Roll Call**

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

**3. Report from Closed Session at August 3 Board Meeting**

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

Joan Cassman, Legal Counsel, said the Board directed staff on how to address the matter but that no official action was taken.

**4. Consent Calendar**

**4.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue – Approved by Resolution No. 2022-52**

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

**4.c. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2022**

**4.d. Acceptance of Capital Projects Quarterly Status Report - 4<sup>th</sup> Quarter Fiscal Year 2022**

**4.e. Acceptance of Quarterly Fuel Hedge Update**

**4.f. Award of Contract for the Rental, Purchase and Laundering of Work Clothing, Shop Towels, and Related Items – Approved by Resolution No. 2022-53**

**4.g. Award of Contract for Inspection and Maintenance of the Dumbarton Rail Bridge Navigation Lighting System – Approved by Resolution No. 2022-54**

**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 – Approved by Resolution No. 2022-55**

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Groom, Pine

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

Nicholas Muys, Administrative Vice Principal, Menlo-Atherton High School, requested the reinstatement of Route 286 or a viable alternative to support reliable transportation for students coming from Ladera.

Josh Richman requested the reinstatement of Route 286, which many families rely on for transportation to Menlo-Atherton High School.

Jamie Rosen, Ladera resident, requested the reinstatement of Route 286, noting that 12 students rely on this route to get to and from Menlo-Atherton High School.

Director Charles Stone suggested that staff have an update item on the Reimagine changes.

Chair Ratto said that SamTrans endeavors to not cut service but that resources are limited, specifically there is a shortage of operators. He said that based on ridership, some routes were eliminated or combined with other routes.

**6. Report of the Chair**

**6.a. Resolution Honoring Hispanic Heritage Month – Approved by Resolution No. 2022-56**

Chair Ratto read the resolution into the record.

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Groom, Pine

**6.b. Report of Attendance at 2022 American Public Transportation Association (APTA) Transit Board Members Conference**

Chair Ratto noted that his report was in the packet.

**6.c. Report of the General Manager/CEO Recruitment Ad Hoc Advisory Committee**

Chair Ratto noted that SamTrans was actively recruiting a new General Manager/CEO to replace Carter Mau, Acting General Manager/CEO, who would be retiring later in the year.

He proposed that the Board reschedule the October 5 Board meeting to October 12 due to the Yom Kippur holiday. The Board voted to reschedule the regular October meeting:

Motion/Second: Guilbault/Medina

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

Noes: None

Absent: Groom, Pine

The Board voted to reschedule the meeting from October 5 to October 12:

Motion/Second: Powell/Guilbault

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

Noes: None

Absent: Groom, Pine

Chair Ratto recognized the student winners of the Art Takes a Bus Ride contest.

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

Chair Ratto noted that April Chan, Acting Deputy General Manager/CEO, was filling in for Mr. Mau. Ms. Chan said that the report was in the packet. She noted that at the request of Director Stone and other Board members, there would be an update on Reimagine SamTrans at the October Board meeting.

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

There were no requests or comments.

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

The Board meeting recessed to Committee meetings at 2:27 pm.

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

Chair Ratto reconvened the Board meeting at 3:26 pm.

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

Director Rose Guilbault reported on the following items:

**11.a. Accessible Services Update for September 7, 2022**

**11.b. Paratransit Coordinating Council Update**

**11.c. Citizens Advisory Committee Update**

**11.d. Mobility Management Report: Annual Summary**

**11.e. Monthly Performance Report | Julye 2022**

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

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

**12.a. 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 – *Approved by Resolution No. 2022-57***

**12.b. Adopting a 4.7 Percent Overall Disadvantaged Business Enterprise Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-assisted Contracts –**  
*Approved by Resolution No. 2022-58*

**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 –**  
*Approved by Resolution No. 2022-59*

Motion/Second: Fraser/Guilbault

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

Noes: None

Absent: Groom, Pine

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

Director Rico Medina reported on the following item:

**13.a. State and Federal Legislative Update**

**14. Communications to the Board of Directors**

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

**15. Date/Time of Next Regular Meeting**

Chair Ratto announced the time and location of the next meeting as Wednesday, October 12, 2022 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

**16. General Counsel Report**

**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**

Joan Cassman, Legal Counsel, announced that there were two lawsuits and noted that following the closed sessions, the Board would reconvene into open session to report on any actions taken.

*The Board recessed to closed session at 3:31 pm.*

*Director Charles Stone left the meeting at 4:00 pm.*

*The Board reconvened into open session at 4:23 pm.*

Ms. Cassman noted that for Item #16.a, the Board approved a final settlement in the amount of \$262,500. She noted that for Item #16.b, the Board authorized its outside attorney to settle the case.

## 17. Adjourn

The meeting adjourned at 4:24 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 (District)  
1250 San Carlos Avenue, San Carlos, California  
Minutes of Board of Directors Special Meeting**

**September 29, 2022**

**Members Present:** M. Fraser, J. Gee (joined at 12:14 pm), C. Groom, R. Guilbault,  
**(Via Teleconference)** R. Medina, D. Pine, J. Powell (Vice Chair), P. Ratto (Chair), C. Stone  
(joined at 11:55 am)

**Members Absent:** None

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

**1. Call to Order/Roll Call**

Chair Peter Ratto called the meeting to order at 11:43 am. Dora Seamans, District Secretary, confirmed that a quorum of the Board was present.

**2. Public Comment on Closed Session (Agenda Item #3)**

There were no comments.

**3. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957(b)(1) – Title: General Manager/CEO**

*The Board recessed to closed session at 11:46 am.*

*Director Charles Stone joined the meeting at 11:55 am.*

*Director Jeff Gee joined the meeting at 12:14 pm.*

**4. Adjourn**

The meeting adjourned at 3:58 pm.

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

**San Mateo County Transit District  
Staff Report**

To: 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 Fiscal Year Ended June 30, 2022**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the fiscal year ended June 30, 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 June 30, 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 June year-to-date actual, the Total Sources of Funds (page 1, line 20) are \$10.7 million lower than the prior year. This is primarily driven by the decreases in the Cares Act Funds (page 1, line 4), CRRSAA Funds (page 1, line 5), and SMCTA Measure A (page 1, line 8). The decreases are partially offset by increases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), ARPA Funds (page 1, line 6), District Sales Tax (page 1, line 12), and Measure W Sales Tax (page 1, line 13).

**Year to Date Expenses:** As of June year-to-date actual, the Total Uses of Funds (page 1, line 45) are \$30.6 million lower than the prior year-to-date actual. This is primarily due to the decreases in Motor Bus (page 1, line 24), Caltrain (page 1, line 26) and Sales Tax Allocation for Capital Programs (page 1, line 37). The decreases are partially offset by increases in A.D.A. Programs (page 1, line 25), Reserve for Operating Reserve Fund (page 1, line 41), and Reserve for Sales Tax Stabilization Fund (page 1, line 42).

In Fiscal Year 2022, the San Mateo Transportation Authority did not provide funding for Caltrain operations as the Peninsula Corridor Joint Powers Board did not request member funding for operations. Therefore, there were no expenses in Peninsula Rail Service (page 1, line 26 and page 4, line 62) and corresponding revenues in Transfers from SMCTA for Caltrain (page 1, line 8 and page 2, line 35).

**Budget Impact**

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

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

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2022  
JUNE 2022

Preliminary

% OF YEAR ELAPSED: 100.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	5,614,716	8,913,313	3,298,597	58.7%	8,183,000	8,683,000	500,000
2 Local TDA and STA Funds	43,439,339	49,344,349	5,905,010	13.6%	42,499,928	47,679,950	5,180,022
3 Pass through to Other Agencies	380,345	597,375	217,030	57.1%	597,375	597,375	-
4 CARES Act Funds	42,108,358	-	(42,108,358)	(100.0%)	-	-	-
5 CRRSAA Funds	16,037,830	-	(16,037,830)	(100.0%)	-	-	-
6 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	15,633,362	(404,468)
7 Operating Grants	3,508,932	2,860,731	(648,201)	(18.5%)	4,392,998	4,392,998	-
8 SMCTA Measure A	10,597,344	3,859,822	(6,737,522)	(63.6%)	3,785,600	3,785,600	-
9 AB434 Funds, TA Funded Shuttle & Other	404,379	619,490	215,111	53.2%	315,900	315,900	-
10 <b>Subtotal - Operating Revenues</b>	<b>122,091,243</b>	<b>81,828,441</b>	<b>(40,262,801)</b>	<b>(33.0%)</b>	<b>75,812,631</b>	<b>81,088,185</b>	<b>5,275,554</b>
<b>Other Revenue Sources</b>							
11 District Sales Tax	93,833,349	112,905,953	19,072,604	20.3%	96,490,000	106,900,000	10,410,000
12 Measure W Sales Tax	46,577,377	56,123,833	9,546,457	20.5%	48,245,000	53,450,000	5,205,000
13 Investment Income	3,094,027	2,537,968	(556,059)	(18.0%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	8,213,322	7,546,750	(666,572)	(8.1%)	5,845,069	6,345,992	500,923
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	23,308,446	25,484,594	2,176,148	9.3%	33,829,222	33,829,222	-
16							
17							
18 <b>Subtotal - Other Revenues</b>	<b>175,026,520</b>	<b>204,599,098</b>	<b>29,572,578</b>	<b>16.9%</b>	<b>187,249,291</b>	<b>203,365,214</b>	<b>16,115,923</b>
19 <b>Total Revenues</b>	<b>297,117,763</b>	<b>286,427,539</b>	<b>(10,690,224)</b>	<b>(3.6%)</b>	<b>263,061,922</b>	<b>284,453,399</b>	<b>21,391,477</b>
20 <b>Total Sources of Funds</b>	<b>297,117,763</b>	<b>286,427,539</b>	<b>(10,690,224)</b>	<b>(3.6%)</b>	<b>263,061,922</b>	<b>284,453,399</b>	<b>21,391,477</b>
21							
<b>USES OF FUNDS</b>							
22 PCJPB, SMCTA & SAMTR Capital W&B	23,308,446	25,484,594	2,176,148	9.3%	33,829,222	33,829,222	-
23 Motor Bus	126,990,526	123,838,097	(3,152,429)	(2.5%)	144,278,978	132,779,382	(11,499,596)
24 A. D. A. Programs	15,080,135	16,987,786	1,907,651	12.7%	17,797,833	17,477,833	(320,000)
25 Caltrain	8,876,887	-	(8,876,887)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,956,351	2,073,207	116,856	6.0%	2,790,281	2,390,281	(400,000)
27 Pass through to Other Agencies	373,788	597,375	223,587	59.8%	597,375	597,375	-
28 Land Transfer Interest Expense	96,928	86,445	(10,483)	(10.8%)	95,411	95,411	-
29 <b>Total Operating Expense</b>	<b>176,683,062</b>	<b>169,067,504</b>	<b>(7,615,558)</b>	<b>(4.3%)</b>	<b>199,389,100</b>	<b>187,169,504</b>	<b>(12,219,596)</b>
30							
31 <b>Total Operating Surplus / (Deficit)</b>	<b>120,434,701</b>	<b>117,360,035</b>	<b>(3,074,666)</b>	<b>(2.6%)</b>	<b>63,672,822</b>	<b>97,283,895</b>	<b>33,611,073</b>
32							
33 District Sales Tax Capital	5,594,180	3,642,205	(1,951,975)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	1,000,000	6,810,721	5,810,721	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	48,257,063	-	(48,257,063)	(100.0%)	-	-	-
36 <b>Sales Tax Allocation - Capital Program</b>	<b>54,851,243</b>	<b>10,452,926</b>	<b>(44,398,317)</b>	<b>(80.9%)</b>	<b>10,452,926</b>	<b>10,452,926</b>	<b>-</b>
37							
38 <b>Total Debt Service</b>	<b>19,148,940</b>	<b>19,236,326</b>	<b>87,386</b>	<b>0.5%</b>	<b>19,149,881</b>	<b>19,149,881</b>	<b>-</b>
39							
40 Reserve for Operating Reserve Fund	17,300,191	35,746,384	18,446,193	106.6%	41,240,626	41,240,626	-
41 Reserve for Sales Tax Stabilization Fund	14,041,073	16,902,979	2,861,906	20.4%	14,473,500	14,473,500	-
42 Draw from prior year surplus	-	-	-	-	(21,644,111)	-	21,644,111
43							
44 <b>Total Uses of Funds</b>	<b>282,024,508</b>	<b>251,406,118</b>	<b>(30,618,390)</b>	<b>(10.9%)</b>	<b>263,061,922</b>	<b>272,486,436</b>	<b>9,424,515</b>
45							
46 <b>NET SURPLUS / (DEFICIT)</b>	<b>15,093,255</b>	<b>35,021,421</b>	<b>19,928,166</b>	<b>132.0%</b>	<b>-</b>	<b>11,966,963</b>	<b>11,966,963</b>
47							

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2022 JUNE 2022							
				% OF YEAR ELAPSED: 100.0%			
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	5,364,684	8,482,053	3,117,369	58.1%	7,753,000	8,253,000	500,000
3 LOCAL (TDA) TRANSIT FUND	37,428,024	35,071,204	(2,356,820)	(6.3%)	34,473,853	34,473,853	-
5 STATE TRANSIT ASSISTANCE	3,565,556	10,630,852	7,065,296	198.2%	5,575,975	9,744,948	4,168,973
7 OPERATING GRANTS	1,240,656	861,024	(379,632)	(30.6%)	1,808,887	1,808,887	-
9 DISTRICT SALES TAX REVENUE	72,009,801	62,112,084	(9,897,717)	(13.7%)	89,621,669	72,552,177	(17,069,492)
11 INVESTMENT INTEREST INCOME	2,508,822	2,131,182	(377,640)	(15.1%)	2,475,000	2,475,000	-
<b>OTHER REVENUE SOURCES:</b>							
14 Rental Income	2,045,472	1,944,573	(100,898)	(4.9%)	1,684,688	1,684,688	-
15 Advertising Income	277,615	833,992	556,376	200.4%	745,500	814,098	68,598
16 Other Income	2,549,896	1,771,132	(778,764)	(30.5%)	140,406	972,731	832,325
17 <b>TOTAL OTHER REVENUES</b>	<b>4,872,983</b>	<b>4,549,697</b>	<b>(323,286)</b>	<b>(6.6%)</b>	<b>2,570,594</b>	<b>3,471,517</b>	<b>900,923</b>
19 <b>TOTAL MOTOR BUS</b>	<b>126,990,526</b>	<b>123,838,097</b>	<b>(3,152,429)</b>	<b>(2.5%)</b>	<b>144,278,978</b>	<b>132,779,382</b>	<b>(11,499,596)</b>
<b>AMERICAN DISABILITIES ACT:</b>							
22 Passenger Fares Redi-Wheels	250,032	431,260	181,228	72.5%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	1,969,917	1,845,853	(124,064)	(6.3%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	475,842	1,796,440	1,320,598	277.5%	635,687	1,646,737	1,011,050
25 Operating Grants	2,268,275	1,999,707	(268,569)	(11.8%)	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	4,713,778	5,446,579	732,801	15.5%	6,833,022	5,501,972	(1,331,050)
27 Interest Income - Paratransit Fund	585,205	406,786	(178,419)	(30.5%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	3,200,000	3,859,822	659,822	20.6%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	1,617,086	1,201,340	(415,746)	(25.7%)	1,350,000	1,350,000	-
31 <b>TOTAL ADA PROGRAMS</b>	<b>15,080,135</b>	<b>16,987,786</b>	<b>1,907,652</b>	<b>12.7%</b>	<b>17,797,833</b>	<b>17,477,833</b>	<b>(320,000)</b>
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
35 Transfer from SMCTA for Caltrain	7,397,344	-	(7,397,344)	(100.0%)	-	-	-
36 Other Sources - Caltrain	1,479,543	-	(1,479,543)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	404,379	619,490	215,111	53.2%	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	1,205,324	1,249,536	44,212	3.7%	1,762,500	1,362,500	(400,000)
39 Dumbarton Rental Income	517,928	546,176	28,248	5.5%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	(171,280)	(341,995)	(170,715)	(99.7%)	549,906	549,906	-
42 <b>TOTAL MULTIMODAL</b>	<b>10,833,238</b>	<b>2,073,207</b>	<b>(8,760,031)</b>	<b>(80.9%)</b>	<b>2,790,281</b>	<b>2,390,281</b>	<b>(400,000)</b>
44 <b>TOTAL REVENUES</b>	<b>152,903,899</b>	<b>142,899,090</b>	<b>(10,004,809)</b>	<b>(6.5%)</b>	<b>164,867,092</b>	<b>152,647,496</b>	<b>(12,219,596)</b>

Statement of Revenues and Expenses

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

% OF YEAR ELAPSED: 100.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	65,788,065	67,469,509	1,681,444	2.6%	71,884,760	68,000,000	(3,884,760)
2							
3 Services:							
4 Board of Directors	124,558	164,315	39,757	31.9%	118,733	125,381	6,648
5 Contracted Vehicle Maintenance	1,276,234	1,105,423	(170,811)	(13.4%)	1,364,178	1,364,178	-
6 Property Maintenance	1,708,316	1,852,114	143,797	8.4%	1,744,500	1,744,500	-
7 Professional Services	4,312,060	5,971,963	1,659,903	38.5%	6,501,230	5,201,230	(1,300,000)
8 Technical Services	9,031,540	8,349,879	(681,662)	(7.5%)	10,810,517	8,600,000	(2,210,517)
9 Other Services	3,571,305	3,663,379	92,074	2.6%	4,370,839	4,160,839	(210,000)
10 Materials & Supply:							
11 Fuel and Lubricants*	2,082,448	3,629,985	1,547,537	74.3%	4,826,864	4,222,020	(604,844)
12 Bus Parts and Materials	2,444,645	2,489,318	44,673	1.8%	2,095,610	2,331,795	236,185
13 Uniforms and Driver Expense	320,118	666,272	346,154	108.1%	1,093,563	629,278	(464,285)
14 Timetables and Tickets	11,859	99,118	87,259	735.8%	224,134	174,134	(50,000)
15 Office Supplies / Printing	731,177	447,090	(284,086)	(38.9%)	390,194	437,294	47,100
16 Other Materials and Supply	182,687	122,734	(59,953)	(32.8%)	146,800	146,800	-
17							
18 Utilities:							
19 Telephone	615,824	683,701	67,877	11.0%	669,200	669,200	-
20 Other Utilities	1,333,759	1,534,171	200,412	15.0%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,769,848	567,892	25.8%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	1,629,823	(1,038,692)	(2,668,515)	(163.7%)	600,000	1,084,877	484,877
23 Workers' Compensation	3,143,351	1,771,016	(1,372,335)	(43.7%)	3,756,275	3,756,275	-
24 Taxes and License Fees	707,183	939,795	232,612	32.9%	1,007,142	1,007,142	-
25 Leases and Rentals	71,787	76,239	4,452	6.2%	81,900	81,900	-
26 Promotional and Legal Advertising	514,663	456,151	(58,513)	(11.4%)	1,252,443	602,443	(650,000)
27 Training and Business Travel	279,497	169,223	(110,274)	(39.5%)	675,125	325,125	(350,000)
28 Dues and Membership	129,642	154,891	25,248	19.5%	188,467	188,467	-
29 Postage and Other	107,127	122,459	15,333	14.3%	202,442	202,442	-
30							
31 <b>Total District Operated Buses</b>	<b>102,319,623</b>	<b>103,669,899</b>	<b>1,350,276</b>	<b>1.3%</b>	<b>118,674,861</b>	<b>109,725,265</b>	<b>(8,949,596)</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	20,564,137	17,612,372	(2,951,766)	(14.4%)	21,123,100	18,623,100	(2,500,000)
35 Coastside Services	1,603,454	1,635,585	32,131	2.0%	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	201,824	180,585	(21,240)	(10.5%)	229,300	229,300	-
37 La Honda - Pescadero	-	34,388	34,388	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	80,920	142,951	62,031	76.7%	152,000	152,000	-
39 CUB Related Wages & Benefits	348,184	416,976	68,791	19.8%	505,717	505,717	-
40 CUB Related Other Support	120,903	100,897	(20,007)	(16.5%)	143,936	143,936	-
41 CUB Insurance	901,592	1,255,604	354,012	39.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	849,888	(1,211,158)	(2,061,046)	(242.5%)	200,000	200,000	-
43 <b>Total Contracted Bus Service</b>	<b>24,670,903</b>	<b>20,168,198</b>	<b>(4,502,705)</b>	<b>(18.3%)</b>	<b>25,604,117</b>	<b>23,104,117</b>	<b>(2,500,000)</b>
44							
45 <b>TOTAL MOTOR BUS</b>	<b>126,990,526</b>	<b>123,838,097</b>	<b>(3,152,429)</b>	<b>(2.5%)</b>	<b>144,278,978</b>	<b>132,829,382</b>	<b>(11,449,596)</b>

\* Fuel and Lubricants costs were reduced by a realized gain of \$933,528 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES  
FISCAL YEAR 2022  
JUNE 2022

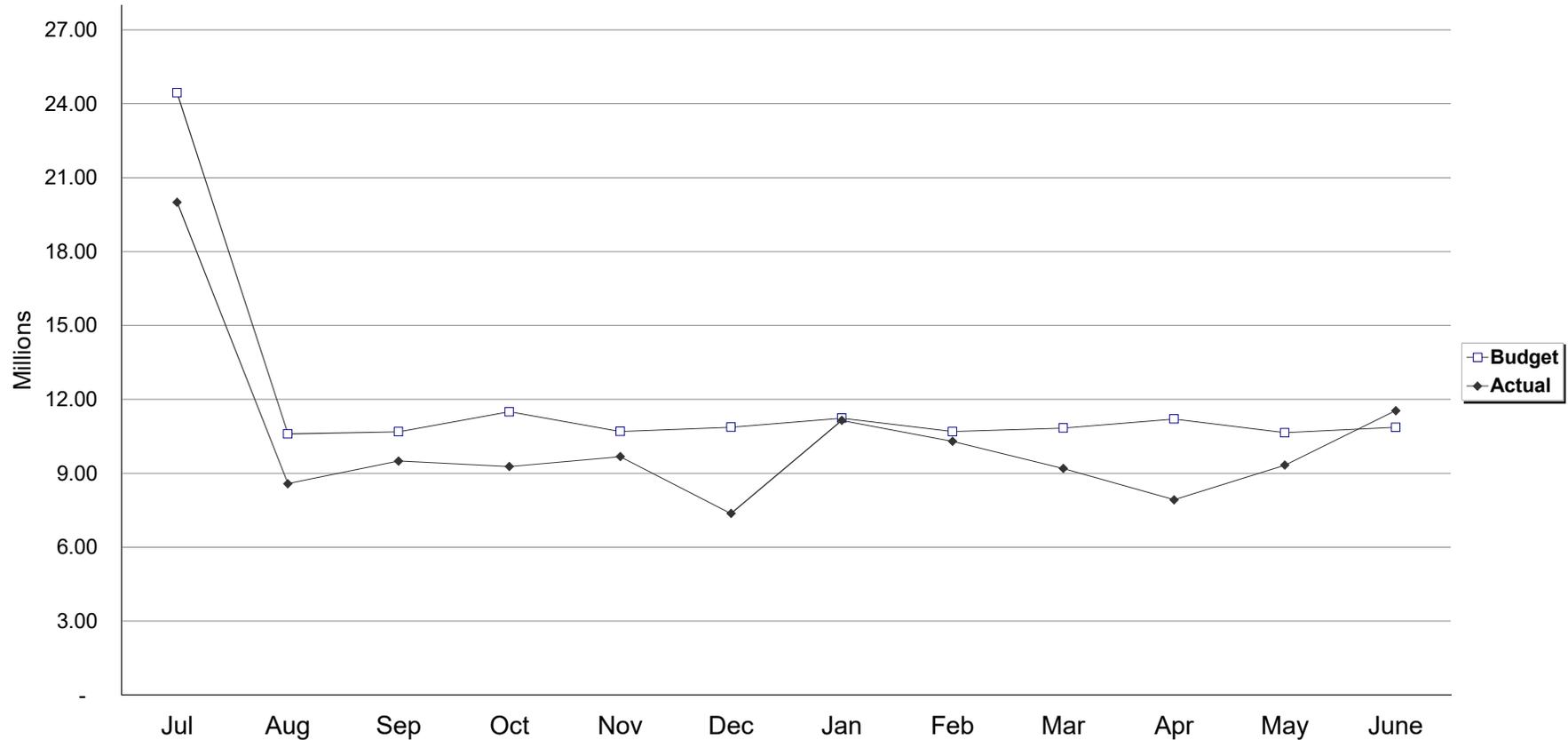
% OF YEAR ELAPSED: 100.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	7,081,321	7,853,736	772,415	10.9%	7,675,510	7,675,510	-
49 ADA Sedans / Taxi Service	1,955,863	2,284,149	328,286	16.8%	2,212,350	2,212,350	-
50 Coastside ADA	1,123,488	1,370,335	246,846	22.0%	1,420,000	1,420,000	-
51 ADA Related Wages & Benefits	2,697,075	2,630,748	(66,326)	(2.5%)	2,783,826	2,783,826	-
52 ADA Related Other Support	1,415,206	1,876,689	461,483	32.6%	2,317,603	1,997,603	(320,000)
53 ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	63,338	(84,397)	(147,735)	(233.2%)	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	15,080,135	16,987,786	1,907,651	12.7%	17,797,833	17,477,833	(320,000)
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 CALTRAIN SERVICE							
62 Peninsula Rail Service	8,876,887	-	(8,876,887)	(100.0%)	-	-	-
63 Total Caltrain Service	8,876,887	-	(8,876,887)	(100.0%)	-	-	-
64							
65 OTHER SUPPORT							
66 SamTrans Shuttle Service	1,653,955	1,738,301	84,346	5.1%	2,331,500	1,931,500	(400,000)
67 Shuttle Related Wages & Benefits	103,552	77,999	(25,553)	(24.7%)	91,806	91,806	-
68 Dumbarton M.O.W.	27,358	74,190	46,832	171.2%	161,975	161,975	-
69 Maintenance Multimodal Facilities	171,486	182,717	11,231	6.5%	205,000	205,000	-
70 Total Other Support	1,956,351	2,073,207	116,856	6.0%	2,790,281	2,390,281	(400,000)
71							
72							
73 TOTAL MULTI-MODAL PROGRAMS	10,833,238	2,073,207	(8,760,031)	(80.9%)	2,790,281	2,390,281	(400,000)
74							
75							
76 TOTAL OPERATING EXPENSES	152,903,899	142,899,090	(10,004,809)	(6.5%)	164,867,092	152,697,496	(12,169,596)

## SAN MATEO COUNTY TRANSIT DISTRICT

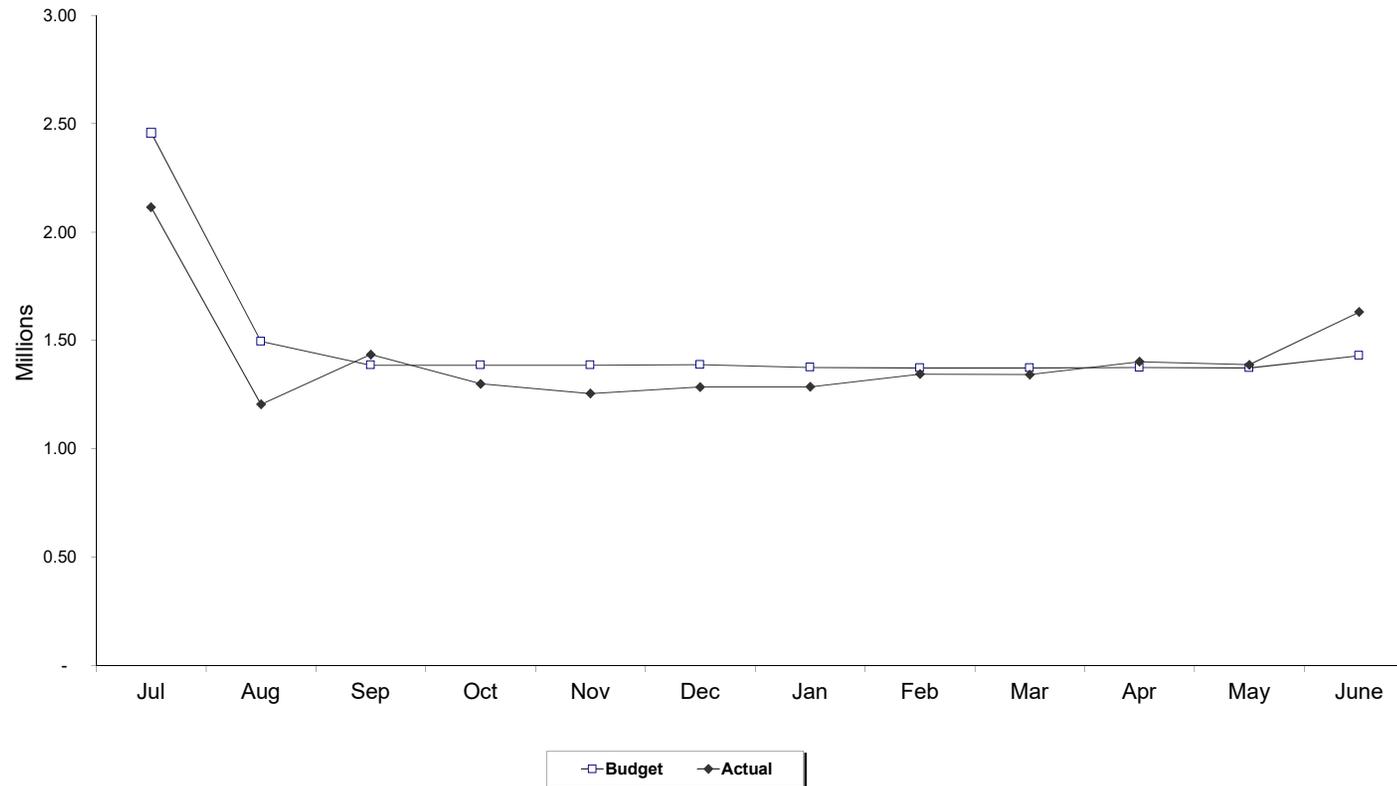
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2022



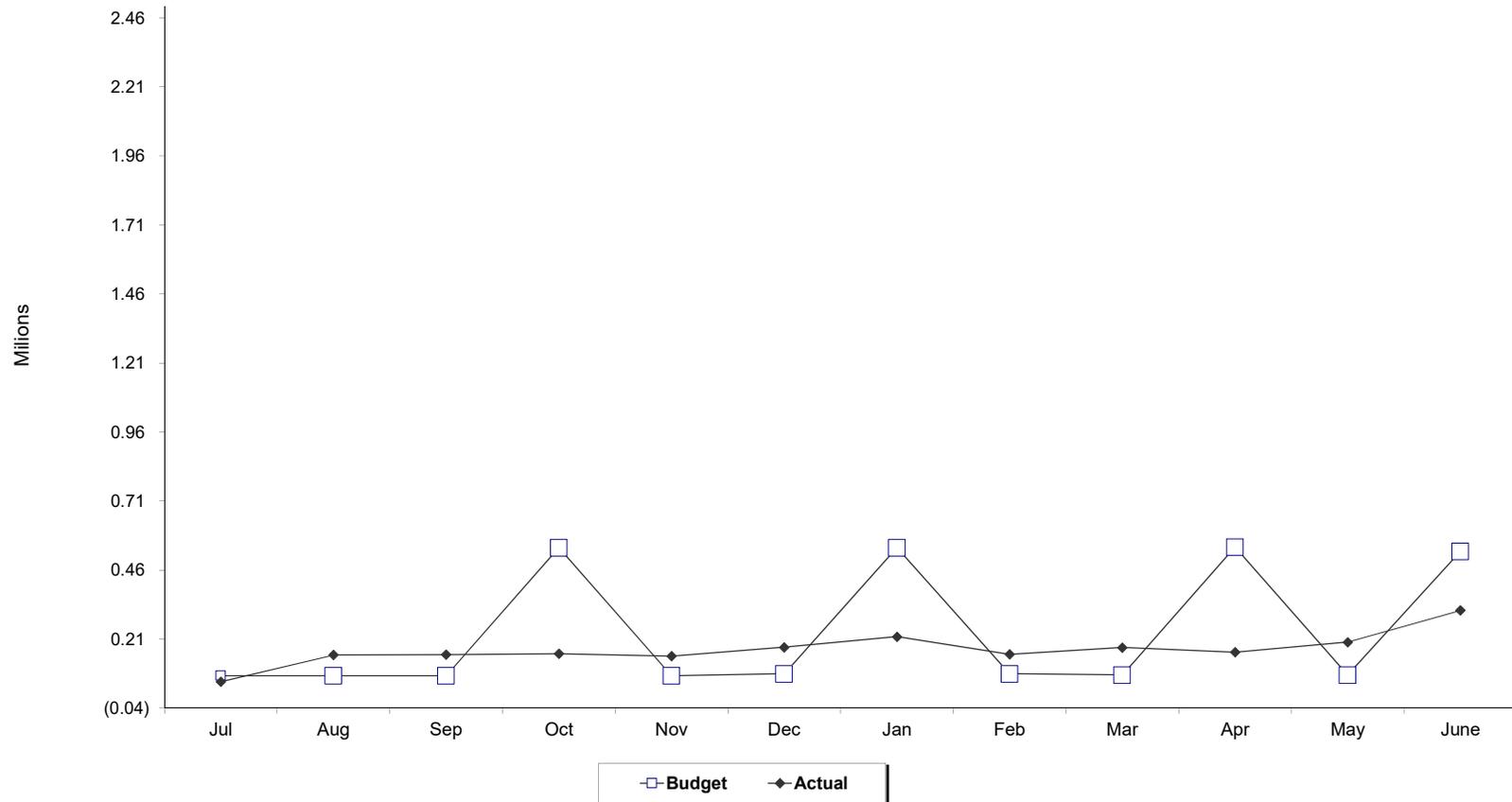
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269	11,238,999	10,694,709	10,833,317	11,205,321	10,648,810	10,866,780
<b>Actual</b>	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357	11,147,156	10,296,735	9,193,900	7,926,856	9,330,131	11,540,060
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040	90,030,039	100,724,749	111,558,066	122,763,387	133,412,198	144,278,978
<b>Actual</b>	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259	75,550,415	85,847,150	95,041,050	102,967,906	112,298,037	123,838,097
<b>Variance - F(U)</b>	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781	14,479,624	14,877,599	16,517,016	19,795,481	21,114,161	20,440,881
<b>Variance %</b>	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%	16.1%	14.8%	14.8%	16.1%	15.8%	14.2%

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680	1,375,387	1,372,662	1,372,662	1,374,537	1,372,662	1,430,110
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079	1,285,390	1,344,632	1,342,195	1,402,032	1,388,038	1,630,974
<b>CUMULATIVE EXPENSES</b>												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815	10,875,202	12,247,863	13,620,525	14,995,062	16,367,723	17,797,833
Actual	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527	9,879,916	11,224,548	12,566,742	13,968,774	15,356,812	16,987,786
Variance - F(U)	343,564	634,128	585,468	671,520	802,688	905,288	995,283	1,023,316	1,053,783	1,026,287	1,010,912	810,047
Variance %	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%	9.2%	8.4%	7.7%	6.8%	6.2%	4.6%

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	77,345	77,345	77,345	540,945	77,345	83,945	540,945	83,945	79,845	543,445	79,845	527,986
<b>Actual</b>	56,004	152,622	153,378	156,901	147,846	180,046	218,183	154,528	179,052	162,443	198,684	313,520
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	77,345	154,690	232,035	772,980	850,325	934,270	1,475,215	1,559,160	1,639,005	2,182,450	2,262,295	2,790,281
<b>Actual</b>	56,004	208,626	362,004	518,905	666,752	846,798	1,064,980	1,219,509	1,398,561	1,561,003	1,759,687	2,073,207
<b>Variance - F(U)</b>	21,341	(53,936)	(129,969)	254,075	183,573	87,472	410,235	339,651	240,444	621,447	502,608	717,074
<b>Variance %</b>	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%	27.8%	21.8%	14.7%	28.5%	22.2%	25.7%

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF JUNE 30, 2022**

6/30/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	113,282,051.62
Bank of America Checking (Restricted)	10,046,401.39
Wells Fargo	0.00
LAIF	74,902,021.17
ICD Investment	15,003,399.33

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	199,869,841.57
MMF - US Bank Custodian Account	12,621,727.00

<b>Debt Service Reserves Held By Trustee</b>	1,599,090.10
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<b>TOTAL</b>	<b><u><u>427,324,532.18</u></u></b>
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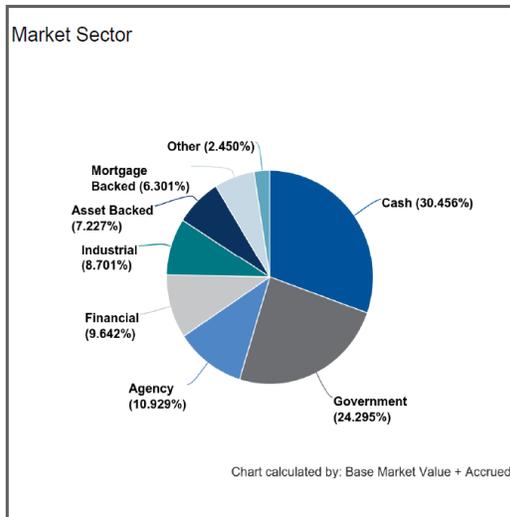
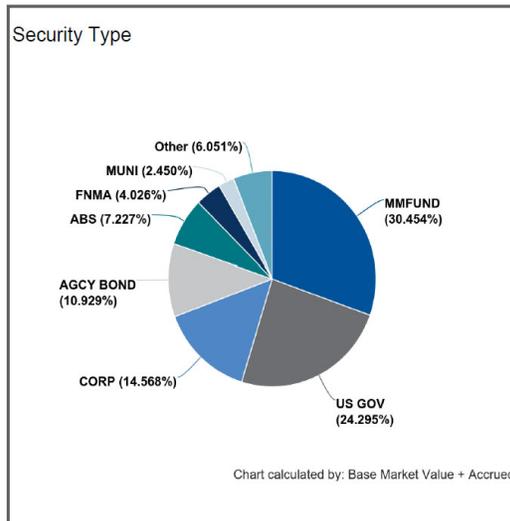
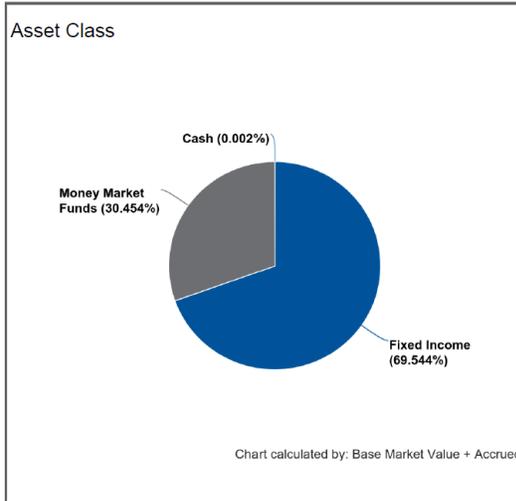
\* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	5,512.39
MMFund	87,523,748.17
Fixed Income	199,869,841.57
Duration	1.967
Convexity	0.037
WAL	1.531
Years to Final Maturity	2.133
Years to Effective Maturity	1.529
Yield	2.990
Book Yield	0.913
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	26.062%
Other	25.893%
United States	24.295%
Federal Home Loan Mortgage Corporation	10.305%
Federal National Mortgage Association	6.298%
U.S. Bancorp	5.009%
Credit Suisse Group AG	1.090%
JPMorgan Chase & Co.	1.048%
---	100.000%

Footnotes: 1,2

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

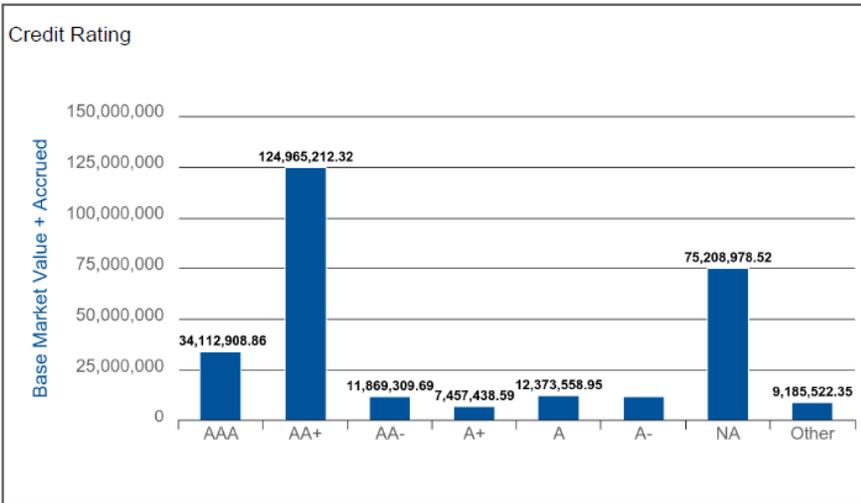


**Risk Summary**

06/01/2022 - 06/30/2022

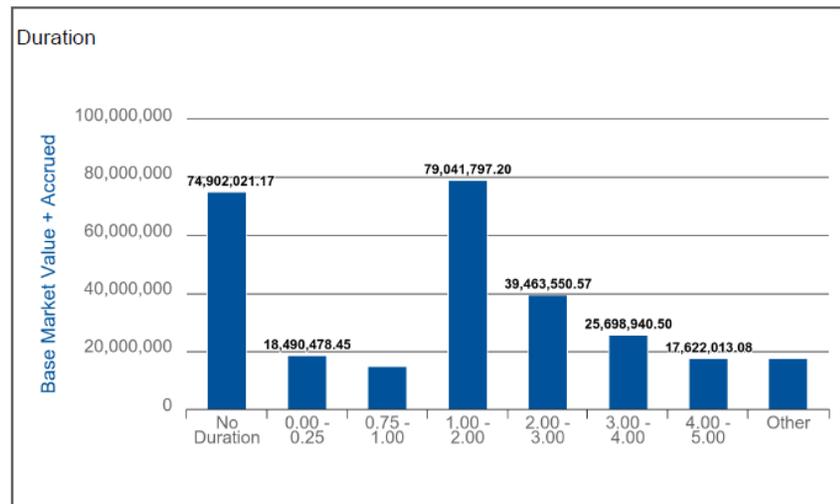
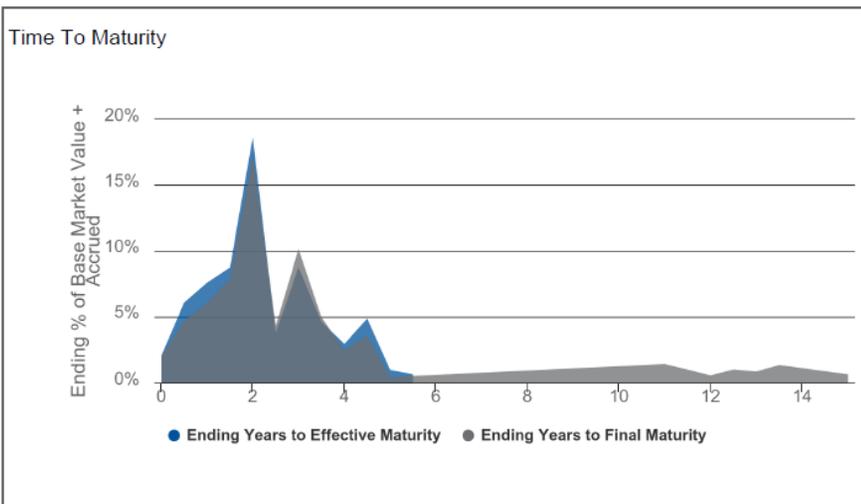
**SAM Transit District Agg (136232)**

Dated: 07/20/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	7.712%	2.912%	1.246%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	7.578%	20.726%	8.543%	7.995%	4.534%	0.000%	0.000%	0.000%	0.000%
A	2.234%	3.456%	3.530%	0.947%	1.598%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.408%	0.412%	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	0.107%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

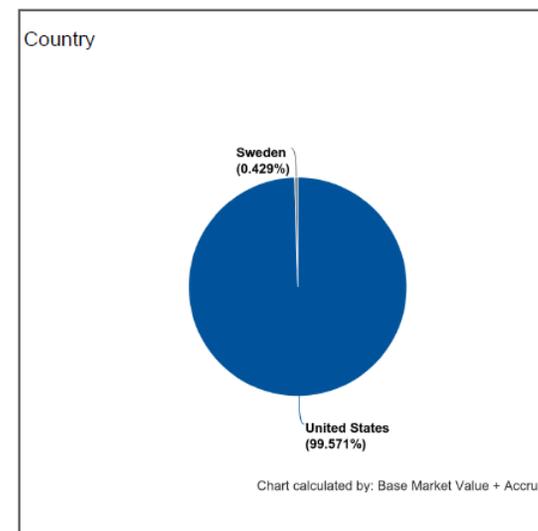
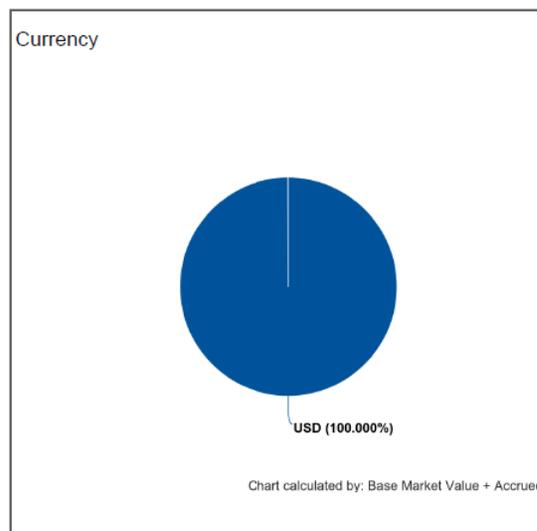
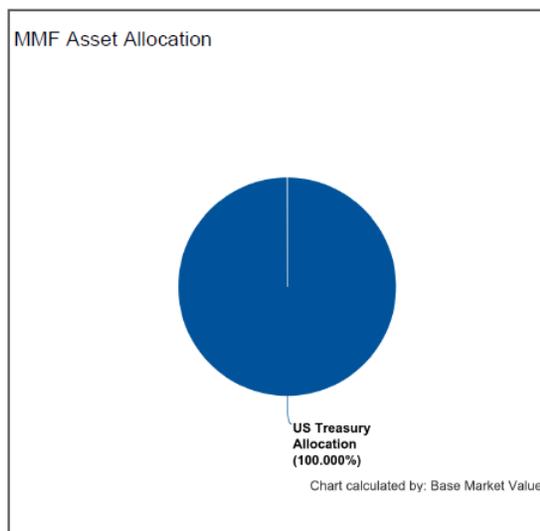
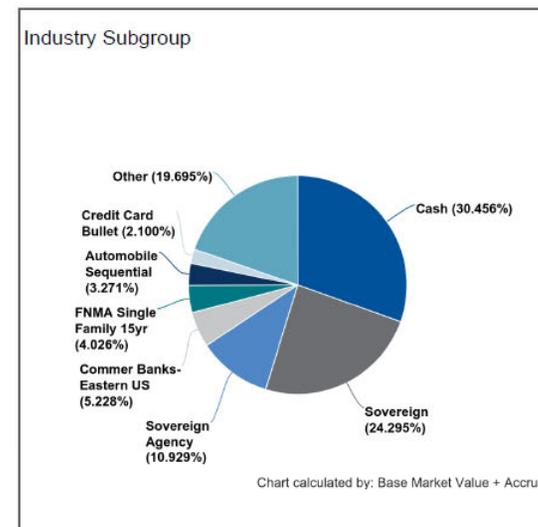
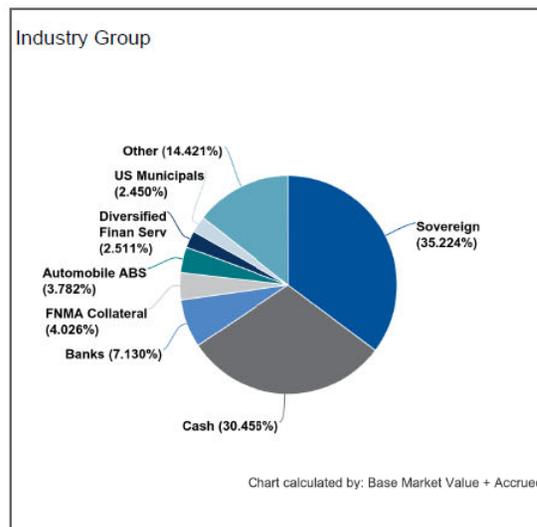
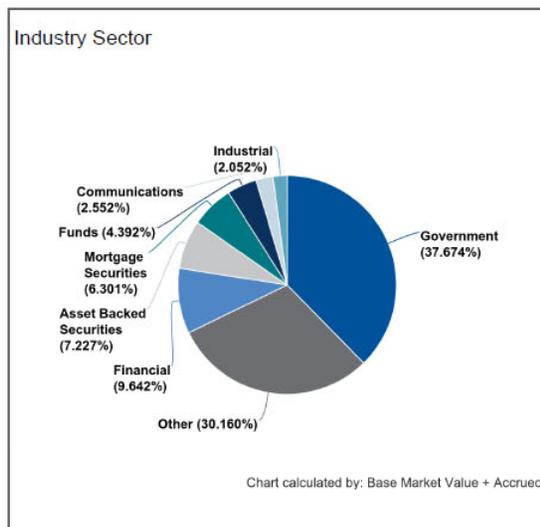


**Risk Summary**

06/01/2022 - 06/30/2022

**SAM Transit District Agg (136232)**

Dated: 07/20/2022



# CLEARWATER ANALYTICS.

**Report:** Master BS by lot - group by Security type  
**Account:** SAM TR Reimbursement Fund (136225)  
**As of:** 06/30/2022  
**Base Currency:** USD

**MMFUND**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,443,220.37	---	06/30/2022	8,443,220.37	0.00	8,443,220.37	8,443,220.37
<b>MMFUND</b>			<b>8,443,220.37</b>			<b>8,443,220.37</b>	<b>0.00</b>	<b>8,443,220.37</b>	<b>8,443,220.37</b>

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

# CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type  
Account: SAM TR Reserve Fund (136226)  
As of: 06/30/2022  
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	358,732.87	358,755.68
ABS	09661RAD3	BMWOT 2020-A A3	173,131.77	07/15/2020	10/25/2024	173,118.70	13.85	170,859.85	170,873.70
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	08/15/2022	1,659,582.01	1,268.98	1,659,704.18	1,660,973.16
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,391,574.55	1,391,935.10
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	1,082,610.48	1,083,139.73
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	435,472.64	435,630.07
ABS	14315FAD9	CARMX 2020-3 A3	303,272.96	07/22/2020	03/17/2025	303,220.97	83.57	299,055.38	299,138.94
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	416,798.74	416,893.19
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	248,730.84	248,769.37
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	833,668.71	833,898.13
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	365,751.31	365,860.39
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	296,869.40	296,916.15
ABS	362590AC5	GMCAR 2020-3 A3	517,454.85	08/19/2020	04/16/2025	517,336.46	97.02	508,953.52	509,050.54
ABS	36260KAC8	GMCAR 2020-4 A3	365,225.71	10/14/2020	08/18/2025	365,147.66	57.83	357,193.76	357,251.59
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	399,615.90	399,657.25
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	585,469.41	585,591.41
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	439,489.44	439,601.89
ABS	44891RAC4	HART 2020-C A3	1,226,658.95	10/28/2020	05/15/2025	1,226,376.46	207.17	1,202,554.65	1,202,761.82
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	324,454.80	324,511.38
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	338,675.44	338,792.20
ABS	47787NAC3	JDOT 2020-B A3	155,473.68	07/22/2020	11/15/2024	155,449.99	35.24	152,711.97	152,747.21
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	337,429.70	337,527.53
ABS	65479CAD0	NAROT 2020-B A3	199,942.36	06/30/2020	07/15/2024	199,936.88	48.87	198,018.81	198,067.68
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,398,688.96	1,398,902.36
ABS	89237VAB5	TAOT 2020-C A3	630,959.46	07/27/2020	10/15/2024	630,910.87	123.39	622,629.03	622,752.42
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	323,251.55	323,302.73
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,013,770.64	1,013,918.56
ABS	92348TAA2	VZOT 2020-A A1A	258,846.72	01/29/2020	07/22/2024	258,816.41	146.32	258,139.92	258,286.24
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	1,042.78	600,441.91	601,484.69
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	656,823.33	657,036.82
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	532,775.11	532,976.71
<b>ABS</b>			<b>18,390,966.45</b>			<b>18,388,358.88</b>	<b>6,087.83</b>	<b>17,810,916.80</b>	<b>17,817,004.63</b>

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,069.44	932,368.00	933,437.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	670.31	505,600.15	506,270.46
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,197.92	934,164.00	935,361.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	194.44	926,967.00	927,161.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,706.25	1,196,211.90	1,197,918.15
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	900.00	1,102,796.40	1,103,696.40
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	271.53	1,107,293.60	1,107,565.13
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	554.17	931,143.45	931,697.62
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	34.72	974,430.00	974,464.72
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,666.67	1,475,918.40	1,478,585.07
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,204.86	2,425,305.00	2,427,509.86
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	863.19	1,066,038.60	1,066,901.79
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,177.08	1,453,689.00	1,454,866.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,327.08	1,194,527.10	1,195,854.18
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	312.50	1,157,682.00	1,157,994.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	496.53	1,254,185.40	1,254,681.93
AGCY BOND	3137EAF A2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	1,500.00	7,697,816.00	7,699,316.00
<b>AGCY BOND</b>			<b>27,650,000.00</b>			<b>27,611,238.87</b>	<b>17,146.70</b>	<b>26,336,136.00</b>	<b>26,353,282.70</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	2,084.67	1,176,637.20	1,178,721.87
CD	23341VZT1	DNB Bank ASA - New York Branch	950,000.00	12/06/2019	12/02/2022	950,000.00	1,561.17	947,361.85	948,923.02
CD	65558TLL7	Nordea ABP - New York Branch	950,000.00	08/29/2019	08/26/2022	950,000.00	6,004.79	949,840.40	955,845.19
CD	83050PDR7	Skandinaviska Enskilda Banken AB (publ)	950,000.00	09/03/2019	08/26/2022	950,000.00	6,135.42	949,854.65	955,990.07
CD	86565CKU2	Sumitomo Mitsui Banking Corporation - New York Bra	900,000.00	07/14/2020	07/08/2022	900,000.00	3,010.00	899,804.70	902,814.70
<b>CD</b>			<b>4,950,000.00</b>			<b>4,950,000.00</b>	<b>18,796.04</b>	<b>4,923,498.80</b>	<b>4,942,294.84</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	2,635.00	904,114.80	906,749.80
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	805.44	1,250,933.20	1,251,738.64
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	5,720.00	873,261.84	878,981.84
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	880,830.90	881,070.90
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	940,393.00	941,955.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	1,562.50	940,393.00	941,955.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,093.75	658,275.10	659,368.85
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	877,914.90	887,289.90
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	941.15	306,812.03	307,753.17
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,102.43	762,864.80	766,967.23
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	12,916.67	796,486.40	809,403.07
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	483.63	999,947.30	1,000,430.93
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	748.27	376,510.00	377,258.27
CORP	06406BA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	23,831.25	2,481,953.40	2,505,784.65
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	18,285.00	2,555,123.40	2,573,408.40
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	10,901.25	1,238,234.85	1,249,136.10
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	1,942.50	854,225.10	856,167.60
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	2,167.75	390,969.93	393,137.68
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	10,837.50	844,280.35	855,117.85
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	934.64	458,111.12	459,045.75
CORP	24422EYY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	2,760.94	440,743.74	443,504.68
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	5,680.21	916,361.45	922,041.66
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	6,814.13	877,470.30	884,284.43
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	901,922.40	918,573.65
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	976.50	137,162.06	138,138.56
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	8,092.50	451,231.65	459,324.15
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	6,050.30	897,750.90	903,801.20
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	398.27	543,130.56	543,528.83
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	6,865.94	714,059.25	720,925.19
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,925.00	373,651.98	376,576.98
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	1,201.75	218,985.58	220,187.33
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	900,108.90	913,933.90
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	537.64	382,470.60	383,008.24
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,252.36	597,909.65	599,162.01
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	15,316.64	2,251,162.12	2,266,478.76
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,062.19	475,055.96	476,118.14
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,793.60	384,724.00	387,517.60
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	2,041.00	222,566.88	224,607.88
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	429,397.20	432,502.20
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	133,590.24	134,556.24
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	128,819.16	129,750.66
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	105.63	235,318.46	235,424.09
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	4,117.97	1,246,952.94	1,251,070.91
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	676.78	264,240.76	264,917.54
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	18,120.00	1,756,855.80	1,774,975.80
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,689.86	1,046,534.50	1,048,224.36
<b>CORP</b>			<b>37,955,000.00</b>			<b>38,598,804.55</b>	<b>236,044.15</b>	<b>36,319,812.45</b>	<b>36,555,856.60</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	2254EBQL8	CREDIT SUISSE AG, NEW YORK BRANCH	1,800,000.00	06/24/2022	03/20/2023	1,755,615.00	0.00	1,756,247.40	1,756,247.40
<b>CP</b>			<b>1,800,000.00</b>			<b>1,755,615.00</b>	<b>0.00</b>	<b>1,756,247.40</b>	<b>1,756,247.40</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	1,032,621.56	06/25/2021	06/01/2035	1,112,649.74	3,011.81	1,035,605.71	1,038,617.52
FHLMC	3133L7LB1	FH RC1222	1,281,103.50	10/19/2021	12/01/2034	1,377,186.27	3,736.55	1,275,255.75	1,278,992.30
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	644,254.00	645,912.58
FHLMC	3137BM6P6	FHMS K-721 A2	61,772.63	04/09/2018	08/25/2022	62,298.67	159.06	61,739.89	61,898.96
FHLMC	3137F62S5	FHMS K-J31 A1	264,209.62	10/29/2020	05/25/2026	264,204.34	125.28	251,493.21	251,618.49
FHLMC	3137FKK39	FHMS K-P05 A	12,388.71	12/17/2018	07/25/2023	12,388.67	33.07	12,366.28	12,399.35
FHLMC	3137FQ3V3	FHMS K-J27 A1	22,586.00	11/26/2019	07/25/2024	22,585.46	39.37	22,464.26	22,503.64
FHLMC	3137H4RZ5	FHMS K-J36 A1	209,153.08	12/16/2021	12/25/2026	209,152.25	226.23	195,825.85	196,052.08
<b>FHLMC</b>			<b>3,533,835.11</b>			<b>3,742,660.69</b>	<b>8,989.97</b>	<b>3,499,004.96</b>	<b>3,507,994.93</b>

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,421,435.02	12/29/2020	09/25/2033	1,441,535.00	1,184.53	1,340,082.45	1,341,266.98
FHLMC CMO	3137F7DH5	FHR 5048 B	861,962.97	11/30/2020	05/25/2033	872,872.19	718.30	803,475.47	804,193.78
<b>FHLMC CMO</b>			<b>2,283,397.99</b>			<b>2,314,407.18</b>	<b>1,902.83</b>	<b>2,143,557.93</b>	<b>2,145,460.76</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	1,178,044.19	05/18/2021	03/01/2035	1,262,347.98	2,945.11	1,152,910.19	1,155,855.30
FNMA	3140Q9FM0	FN CA1971	1,511,013.00	01/18/2022	06/01/2033	1,594,354.81	4,407.12	1,504,721.11	1,509,128.23
FNMA	3140QGKN6	FN CA8400	1,148,757.48	03/22/2021	12/01/2035	1,256,812.48	3,350.54	1,145,673.10	1,149,023.64
FNMA	3140X92C8	FN FM6170	1,001,951.60	06/25/2021	07/01/2035	1,085,865.05	3,339.84	1,011,872.22	1,015,212.06
FNMA	3140X9K46	FN FM5714	775,388.03	03/25/2021	11/01/2035	844,688.33	2,584.63	783,329.54	785,914.17
FNMA	3140XALC4	FN FM6622	1,350,391.68	03/29/2021	02/01/2036	1,420,021.25	2,813.32	1,292,594.32	1,295,407.64
FNMA	3140XC4K1	FN FM8925	1,305,700.58	11/16/2021	08/01/2034	1,415,869.06	4,352.34	1,347,657.93	1,352,010.27
FNMA	3140XHQQ3	FN FS2262	1,800,000.00	06/30/2022	06/01/2037	1,822,781.25	6,000.00	1,819,280.09	1,825,280.09
<b>FNMA</b>			<b>10,071,246.55</b>			<b>10,702,740.21</b>	<b>29,792.89</b>	<b>10,058,038.51</b>	<b>10,087,831.40</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	3,876,664.31	---	06/30/2022	3,876,664.31	0.00	3,876,664.31	3,876,664.31
<b>MMFUND</b>			<b>3,876,664.31</b>			<b>3,876,664.31</b>	<b>0.00</b>	<b>3,876,664.31</b>	<b>3,876,664.31</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	1,883.18	250,614.00	252,497.18
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	617.77	397,547.90	398,165.67
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	224,958.40	226,971.86
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	2,201.50	328,055.00	330,256.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	4,088.50	609,245.00	613,333.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,572.50	234,325.00	235,897.50
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,771.46	509,190.00	510,961.46
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,593.75	712,950.00	714,543.75
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,063.13	373,223.70	374,286.83
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,727.55	301,326.30	303,053.85
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	4,098.67	1,489,120.00	1,493,218.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,681.88	545,675.00	547,356.88
<b>MUNI</b>			<b>6,375,000.00</b>			<b>6,378,878.00</b>	<b>24,313.33</b>	<b>5,976,230.30</b>	<b>6,000,543.63</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	912828R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	15,163.04	3,950,000.00	3,965,163.04
US GOV	912828N30	UNITED STATES TREASURY	3,795,000.00	01/10/2019	12/31/2022	3,740,298.63	219.14	3,786,698.44	3,786,917.58
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	173.23	2,993,437.50	2,993,610.73
US GOV	912828R28	UNITED STATES TREASURY	1,500,000.00	06/29/2022	04/30/2023	1,484,648.44	4,106.66	1,484,531.25	1,488,637.91
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	3,991.46	2,866,921.88	2,870,913.34
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	1,307.55	939,164.06	940,471.61
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	2,339.82	1,680,609.38	1,682,949.20
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	8,076.43	2,899,757.81	2,907,834.24
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	6,296.88	2,260,828.13	2,267,125.00
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	271.74	4,908,593.75	4,908,865.49
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	80.16	1,448,035.16	1,448,115.32
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.33	638,117.19	638,152.51
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.46	441,773.44	441,797.89
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	73.37	1,325,320.31	1,325,393.68
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	40.42	824,500.00	824,540.42
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	16.98	2,303,906.25	2,303,923.23
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	81.97	1,440,000.00	1,440,081.97
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	3.57	319,265.63	319,269.19
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	12.23	1,094,625.00	1,094,637.23
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	73.37	6,567,750.00	6,567,823.37
US GOV	91282CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	14,200.82	17,192,812.50	17,207,013.32
<b>US GOV</b>			<b>63,620,000.00</b>			<b>63,349,564.29</b>	<b>56,588.62</b>	<b>61,366,647.66</b>	<b>61,423,236.28</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	2,983.75	1,383,464.75	1,386,448.50
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	2,982.99	1,234,666.25	1,237,649.24
<b>YANKEE</b>			<b>2,645,000.00</b>			<b>2,633,825.00</b>	<b>5,966.74</b>	<b>2,618,131.00</b>	<b>2,624,097.73</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			<b>183,151,110.41</b>		<b>07/09/2025</b>	<b>184,302,756.98</b>	<b>405,629.10</b>	<b>176,684,886.09</b>	<b>177,090,515.19</b>

\* Grouped by: Security Type

\* Groups Sorted by: Security Type

\* Weighted by: Base Market Value + Accrued

\* Holdings Displayed by: Lot

# CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type  
Account: SAM Paratransit Fund (136227)  
As of: 06/30/2022  
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	63,020.64	63,024.65
ABS	09661RAD3	BMWOT 2020-A A3	49,466.22	07/15/2020	10/25/2024	49,462.49	3.96	48,817.10	48,821.06
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	08/15/2022	474,880.40	363.11	474,915.35	475,278.46
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	240,577.29	240,639.63
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	203,284.94	203,384.32
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	75,734.37	75,761.75
ABS	14315FAD9	CARMX 2020-3 A3	87,612.19	07/22/2020	03/17/2025	87,597.17	24.14	86,393.78	86,417.92
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	98,070.29	98,092.52
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	43,893.68	43,900.48
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	145,189.49	145,229.45
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,750.22	61,768.64
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	64,321.70	64,331.83
ABS	36260KAC8	GMCAR 2020-4 A3	77,610.46	10/14/2020	08/18/2025	77,593.88	12.29	75,903.67	75,915.96
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,227.11	68,234.16
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	100,777.52	100,798.52
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	81,210.01	81,230.78
ABS	44891RAC4	HART 2020-C A3	269,864.97	10/28/2020	05/15/2025	269,802.82	45.58	264,562.02	264,607.60
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	62,953.92	62,964.89
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,240.92	57,260.65
ABS	47787NAC3	JDOT 2020-B A3	37,313.68	07/22/2020	11/15/2024	37,308.00	8.46	36,650.87	36,659.33
ABS	65479CAD0	NAROT 2020-B A3	54,984.15	06/30/2020	07/15/2024	54,982.64	13.44	54,455.17	54,468.61
ABS	89237VAB5	TAOT 2020-C A3	67,123.35	07/27/2020	10/15/2024	67,118.18	13.13	66,237.13	66,250.26
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	62,720.45	62,730.38
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	147,636.50	147,658.04
ABS	92348TAA2	VZOT 2020-A A1A	68,117.56	01/29/2020	07/22/2024	68,109.58	38.51	67,931.56	67,970.06
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	110,269.61	110,305.45
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	90,381.49	90,415.69
<b>ABS</b>			<b>3,042,092.58</b>			<b>3,041,618.52</b>	<b>994.29</b>	<b>2,953,126.81</b>	<b>2,954,121.10</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	294.10	256,401.20	256,695.30
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	140.16	105,716.40	105,856.55
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	329.43	256,895.10	257,224.53
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	53.47	254,915.93	254,969.40
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	360.94	253,044.83	253,405.76
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	206.25	252,724.18	252,930.43
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	59.03	240,716.00	240,775.03
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	160.42	269,541.53	269,701.94
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	9.55	267,968.25	267,977.80
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	583.33	322,857.15	323,440.48
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	705.56	776,097.60	776,803.16
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	266.81	329,502.84	329,769.65
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	360.97	445,797.96	446,158.93
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	561.46	505,376.85	505,938.31
AGCY BOND	3137EAEX1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	67.71	250,831.10	250,898.81
AGCY BOND	3137EAEX8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	105.03	265,308.45	265,413.48
<b>AGCY BOND</b>			<b>5,325,000.00</b>			<b>5,313,158.74</b>	<b>4,264.20</b>	<b>5,053,695.35</b>	<b>5,057,959.55</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	347.44	196,106.20	196,453.64
CD	23341VZT1	DNB BANK ASA - NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	451.92	274,236.33	274,688.24
CD	65558TLL7	NORDEA ABP - NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,738.23	274,953.80	276,692.03
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,776.04	274,957.93	276,733.97
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION - NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	836.11	249,945.75	250,781.86
<b>CD</b>	<b>---</b>	<b>---</b>	<b>1,275,000.00</b>	<b>---</b>	<b>10/08/2022</b>	<b>1,275,000.00</b>	<b>5,149.74</b>	<b>1,270,200.00</b>	<b>1,275,349.74</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	150.06	233,063.60	233,213.66
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	845.00	129,004.59	129,849.59
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	244,675.25	244,741.92
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	258,608.08	259,037.76
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	243,865.25	246,469.42
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	159.27	51,922.04	52,081.31
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	723.96	134,623.20	135,347.16
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	87.93	181,808.60	181,896.53
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	374.13	188,255.00	188,629.13
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,751.22	390,677.85	394,429.07
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	2,708.89	378,536.80	381,245.69
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,615.00	183,442.20	185,057.20
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	333.50	60,149.22	60,482.72
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	173.44	85,010.31	85,183.75
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	415.63	66,348.52	66,764.15
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,614.38	260,439.57	262,053.95
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	250,534.00	255,159.35
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	139.50	19,594.58	19,734.08
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	190.46	96,184.30	96,374.76
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	140.77	191,968.56	192,109.33
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	915.46	95,207.90	96,123.36
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	450.00	57,484.92	57,934.92
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	191.19	34,838.62	35,029.80
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	250,030.25	253,870.53
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	207.08	98,866.95	99,074.03
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	2,399.39	352,649.86	355,049.25
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	182.40	81,575.27	81,757.66
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	419.04	57,708.60	58,127.64
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	297.65	32,457.67	32,755.32
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	119,277.00	120,139.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	47,710.80	48,055.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	23,855.40	24,027.90
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	656.25	198,717.60	199,373.85
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	293.89	182,006.00	182,299.89
<b>CORP</b>			<b>5,540,000.00</b>			<b>5,544,543.50</b>	<b>32,381.61</b>	<b>5,281,098.34</b>	<b>5,313,479.95</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	191,669.90	06/25/2021	06/01/2035	206,524.31	559.04	192,223.80	192,782.83
FHLMC	3133L7LB1	FH RC1222	230,598.64	10/19/2021	12/01/2034	247,893.52	672.58	229,546.04	230,218.62
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	173,453.00	173,899.54
FHLMC	3137BM6P6	FHMS K-721 A2	17,845.43	04/09/2018	08/25/2022	17,997.39	45.95	17,835.97	17,881.92
FHLMC	3137F62S5	FHMS K-J31 A1	62,313.59	10/29/2020	05/25/2026	62,312.34	29.55	59,314.44	59,343.98
FHLMC	3137FKK39	FHMS K-P05 A	3,519.52	12/17/2018	07/25/2023	3,519.51	9.39	3,513.15	3,522.54
FHLMC	3137FQ3V3	FHMS K-J27 A1	5,866.49	11/26/2019	07/25/2024	5,866.35	10.23	5,834.87	5,845.10
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,274.35	12/16/2021	12/25/2026	33,274.22	35.99	31,154.11	31,190.10
<b>FHLMC</b>			<b>720,087.92</b>			<b>761,055.62</b>	<b>1,809.27</b>	<b>712,875.38</b>	<b>714,684.65</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	182,338.32	11/30/2020	05/25/2033	184,646.04	151.95	169,965.97	170,117.91
<b>FHLMC CMO</b>			<b>182,338.32</b>			<b>184,646.04</b>	<b>151.95</b>	<b>169,965.97</b>	<b>170,117.91</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	207,890.15	05/18/2021	03/01/2035	222,767.29	519.73	203,454.74	203,974.47
FNMA	3140Q9FM0	FN CA1971	226,651.95	01/18/2022	06/01/2033	239,153.22	661.07	225,708.17	226,369.23
FNMA	3140QGKN6	FN CA8400	224,846.10	03/22/2021	12/01/2035	245,995.69	655.80	224,242.40	224,898.20
FNMA	3140X92C8	FN FM6170	187,865.93	06/25/2021	07/01/2035	203,599.70	626.22	189,726.04	190,352.26
FNMA	3140X9K46	FN FM5714	138,462.15	03/25/2021	11/01/2035	150,837.20	461.54	139,880.28	140,341.82
FNMA	3140XALC4	FN FM6622	253,198.44	03/29/2021	02/01/2036	266,253.98	527.50	242,361.44	242,888.93
FNMA	3140XC4K1	FN FM8925	244,818.86	11/16/2021	08/01/2034	265,475.45	816.06	252,685.86	253,501.93
<b>FNMA</b>			<b>1,483,733.57</b>			<b>1,594,082.54</b>	<b>4,267.91</b>	<b>1,478,058.92</b>	<b>1,482,326.83</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	301,842.32	---	06/30/2022	301,842.32	0.00	301,842.32	301,842.32
<b>MMFUND</b>			<b>301,842.32</b>			<b>301,842.32</b>	<b>0.00</b>	<b>301,842.32</b>	<b>301,842.32</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	406.18	54,054.00	54,460.18
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	107.75	69,339.75	69,447.50
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	58,684.80	59,210.05
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	345.95	51,551.50	51,897.45
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	471.75	70,297.50	70,769.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	817.70	121,849.00	122,666.70
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	370.40	106,467.00	106,837.40
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	223.13	78,330.90	78,554.03
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	287.93	50,221.05	50,508.98
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	704.46	255,942.50	256,646.96
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	365.63	118,625.00	118,990.63
<b>MUNI</b>			<b>1,105,000.00</b>			<b>1,105,886.10</b>	<b>4,626.10</b>	<b>1,035,363.00</b>	<b>1,039,989.10</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	1,420,000.00	01/10/2019	12/31/2022	1,399,532.03	82.00	1,416,893.75	1,416,975.75
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	49.08	848,140.63	848,189.71
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	275.27	197,718.75	197,994.02
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	757.00	543,726.56	544,483.56
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	2,327.11	835,523.44	837,850.54
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	1,711.11	614,355.47	616,066.58
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	57.07	1,030,804.69	1,030,861.75
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.10	417,230.47	417,253.57
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.79	122,714.84	122,721.64
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.51	171,800.78	171,810.29
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.46	441,773.44	441,797.89
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	11.89	242,500.00	242,511.89
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	1.53	136,828.13	136,829.65
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	5.35	478,898.44	478,903.79
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	473.36	573,093.75	573,567.11
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	442.26	321,234.38	321,676.63
<b>US GOV</b>			<b>8,595,000.00</b>			<b>8,581,117.98</b>	<b>6,256.88</b>	<b>8,393,237.50</b>	<b>8,399,494.38</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	534.72	247,932.75	248,467.47
<b>YANKEE</b>	<b>63254ABD9</b>	<b>NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)</b>	<b>250,000.00</b>	<b>06/09/2022</b>	<b>06/09/2025</b>	<b>250,000.00</b>	<b>534.72</b>	<b>247,932.75</b>	<b>248,467.47</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	#####	---	05/14/2025	#####	60,436.68	#####	26,957,833.01

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



Report: GAAP Trading Activity  
Account: SAM Transit District Agg (136232)  
Date: 06/01/2022 - 06/30/2022

\* Does not Lock Down

Account	Identifier	Description	Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Principal	Accrued Interest	Realized Gain/Loss	Commission	Amount
SAM TR Reserve Fund	09661RAD3	BMWOT 2020-A A3	(16,902.40)	0.480	Principal Paydown	06/25/2022	06/25/2022	10/25/2024	(16,902.40)	0.00	(0.00)	0.00	16,902.40
SAM Paratransit Fund	09661RAD3	BMWOT 2020-A A3	(4,829.26)	0.480	Principal Paydown	06/25/2022	06/25/2022	10/25/2024	(4,829.26)	0.00	0.00	0.00	4,829.26
SAM TR Reserve Fund	14315FAD9	CARMX 2020-3 A3	(25,076.15)	0.620	Principal Paydown	06/15/2022	06/15/2022	03/17/2025	(25,076.15)	0.00	0.00	0.00	25,076.15
SAM Paratransit Fund	14315FAD9	CARMX 2020-3 A3	(7,244.22)	0.620	Principal Paydown	06/15/2022	06/15/2022	03/17/2025	(7,244.22)	0.00	(0.00)	0.00	7,244.22
SAM TR Reserve Fund	2254EBQL8	Credit Suisse AG, New York Branch	1,800,000.00	0.000	Buy	06/23/2022	06/24/2022	03/20/2023	1,755,615.00	0.00	0.00	0.00	(1,755,615.00)
SAM TR Reserve Fund	3132CWMM3	FH SB0364	(58,713.60)	3.500	Principal Paydown	06/01/2022	06/01/2022	06/01/2035	(58,713.60)	0.00	0.00	0.00	58,713.60
SAM Paratransit Fund	3132CWMM3	FH SB0364	(10,898.12)	3.500	Principal Paydown	06/01/2022	06/01/2022	06/01/2035	(10,898.12)	0.00	0.00	0.00	10,898.12
SAM TR Reserve Fund	3133L7LB1	FH RC1222	(8,355.38)	3.500	Principal Paydown	06/01/2022	06/01/2022	12/01/2034	(8,355.38)	0.00	0.01	0.00	8,355.38
SAM Paratransit Fund	3133L7LB1	FH RC1222	(1,503.97)	3.500	Principal Paydown	06/01/2022	06/01/2022	12/01/2034	(1,503.97)	0.00	0.00	0.00	1,503.97
SAM TR Reserve Fund	313305GZ3	FHS 370 A3	(45,523.56)	1.000	Principal Paydown	06/01/2022	06/01/2022	09/25/2033	(45,523.56)	0.00	0.00	0.00	45,523.56
SAM TR Reserve Fund	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	(10,000,000.00)	0.250	Maturity	06/08/2022	06/08/2022	06/08/2022	(10,000,000.00)	0.00	0.00	0.00	10,000,000.00
SAM TR Reserve Fund	3137BM6P6	FHMS K-721 A2	(117,247.30)	3.090	Principal Paydown	06/01/2022	06/01/2022	08/25/2022	(117,247.30)	0.00	(0.00)	0.00	117,247.30
SAM Paratransit Fund	3137BM6P6	FHMS K-721 A2	(33,871.44)	3.090	Principal Paydown	06/01/2022	06/01/2022	08/25/2022	(33,871.44)	0.00	(0.00)	0.00	33,871.44
SAM TR Reserve Fund	3137F62S5	FHMS K-J31 A1	(6,349.77)	0.569	Principal Paydown	06/01/2022	06/01/2022	05/25/2026	(6,349.77)	0.00	(0.00)	0.00	6,349.77
SAM Paratransit Fund	3137F62S5	FHMS K-J31 A1	(1,497.59)	0.569	Principal Paydown	06/01/2022	06/01/2022	05/25/2026	(1,497.59)	0.00	0.00	0.00	1,497.59
SAM TR Reserve Fund	3137FDH5	FHR 5048 B	(22,089.08)	1.000	Principal Paydown	06/01/2022	06/01/2022	05/25/2033	(22,089.08)	0.00	0.00	0.00	22,089.08
SAM Paratransit Fund	3137FDH5	FHR 5048 B	(4,672.69)	1.000	Principal Paydown	06/01/2022	06/01/2022	05/25/2033	(4,672.69)	0.00	0.00	0.00	4,672.69
SAM TR Reserve Fund	3137FKK39	FHMS K-P05 A	(32.88)	3.203	Principal Paydown	06/01/2022	06/01/2022	07/25/2023	(32.88)	0.00	0.00	0.00	32.88
SAM Paratransit Fund	3137FKK39	FHMS K-P05 A	(9.34)	3.203	Principal Paydown	06/01/2022	06/01/2022	07/25/2023	(9.34)	0.00	0.00	0.00	9.34
SAM TR Reserve Fund	3137FQ3V3	FHMS K-J27 A1	(39,428.19)	2.092	Principal Paydown	06/01/2022	06/01/2022	07/25/2024	(39,428.19)	0.00	0.00	0.00	39,428.19
SAM Paratransit Fund	3137FQ3V3	FHMS K-J27 A1	(10,241.09)	2.092	Principal Paydown	06/01/2022	06/01/2022	07/25/2024	(10,241.09)	0.00	0.00	0.00	10,241.09
SAM TR Reserve Fund	3137H4RZ5	FHMS K-J36 A1	(534.86)	1.298	Principal Paydown	06/01/2022	06/01/2022	12/25/2026	(534.86)	0.00	0.00	0.00	534.86
SAM Paratransit Fund	3137H4RZ5	FHMS K-J36 A1	(85.09)	1.298	Principal Paydown	06/01/2022	06/01/2022	12/25/2026	(85.09)	0.00	(0.00)	0.00	85.09
SAM TR Reserve Fund	3140K7XA6	FN BP0672	(15,914.81)	3.000	Principal Paydown	06/01/2022	06/01/2022	03/01/2035	(15,914.81)	0.00	0.01	0.00	15,914.81
SAM Paratransit Fund	3140K7XA6	FN BP0672	(2,808.50)	3.000	Principal Paydown	06/01/2022	06/01/2022	03/01/2035	(2,808.50)	0.00	0.01	0.00	2,808.50
SAM TR Reserve Fund	314009FM0	FN CA1971	(48,135.16)	3.500	Principal Paydown	06/01/2022	06/01/2022	06/01/2033	(48,135.16)	0.00	0.00	0.00	48,135.16
SAM Paratransit Fund	314009FM0	FN CA1971	(7,220.27)	3.500	Principal Paydown	06/01/2022	06/01/2022	06/01/2033	(7,220.27)	0.00	(0.00)	0.00	7,220.27
SAM TR Reserve Fund	31400GKN6	FN CA8400	(39,454.63)	3.500	Principal Paydown	06/01/2022	06/01/2022	12/01/2035	(39,454.63)	0.00	0.00	0.00	39,454.63
SAM Paratransit Fund	31400GKN6	FN CA8400	(7,722.45)	3.500	Principal Paydown	06/01/2022	06/01/2022	12/01/2035	(7,722.45)	0.00	0.00	0.00	7,722.45
SAM TR Reserve Fund	3140X2C8	FN FM6170	(39,266.06)	4.000	Principal Paydown	06/01/2022	06/01/2022	07/01/2035	(39,266.06)	0.00	(0.00)	0.00	39,266.06
SAM Paratransit Fund	3140X2C8	FN FM6170	(7,362.39)	4.000	Principal Paydown	06/01/2022	06/01/2022	07/01/2035	(7,362.39)	0.00	0.00	0.00	7,362.39
SAM TR Reserve Fund	3140X9K46	FN FM5714	(9,302.68)	4.000	Principal Paydown	06/01/2022	06/01/2022	11/01/2035	(9,302.68)	0.00	0.00	0.00	9,302.68
SAM Paratransit Fund	3140X9K46	FN FM5714	(1,661.19)	4.000	Principal Paydown	06/01/2022	06/01/2022	11/01/2035	(1,661.19)	0.00	(0.00)	0.00	1,661.19
SAM TR Reserve Fund	3140XALC4	FN FM6622	(21,938.38)	2.500	Principal Paydown	06/01/2022	06/01/2022	02/01/2036	(21,938.38)	0.00	(0.00)	0.00	21,938.38
SAM Paratransit Fund	3140XALC4	FN FM6622	(4,113.45)	2.500	Principal Paydown	06/01/2022	06/01/2022	02/01/2036	(4,113.45)	0.00	0.00	0.00	4,113.45
SAM TR Reserve Fund	3140XC4K1	FN FM8925	(22,346.50)	4.000	Principal Paydown	06/01/2022	06/01/2022	08/01/2034	(22,346.50)	0.00	0.00	0.00	22,346.50
SAM Paratransit Fund	3140XC4K1	FN FM8925	(4,189.97)	4.000	Principal Paydown	06/01/2022	06/01/2022	08/01/2034	(4,189.97)	0.00	0.00	0.00	4,189.97
SAM TR Reserve Fund	3140XHQQ3	FN FS2262	1,800,000.00	4.000	Buy	06/27/2022	06/30/2022	06/01/2037	1,822,781.25	5,800.00	0.00	0.00	(1,828,581.25)
SAM TR Reimbursement Fund	31846V534	FIRST AMER:US TRS MM Y	1,570.69	0.580	Buy	06/02/2022	06/02/2022	06/30/2022	1,570.69	0.00	0.00	0.00	(1,570.69)
SAM TR Reserve Fund	31846V534	FIRST AMER:US TRS MM Y	10,849,560.08	0.580	Buy	---	---	06/30/2022	10,849,560.08	0.00	0.00	0.00	(10,849,560.08)
SAM TR Reserve Fund	31846V534	FIRST AMER:US TRS MM Y	(8,124,961.87)	0.580	Sell	---	---	06/30/2022	(8,124,961.87)	0.00	0.00	0.00	8,124,961.87
SAM Paratransit Fund	31846V534	FIRST AMER:US TRS MM Y	211,688.11	0.580	Buy	---	---	06/30/2022	211,688.11	0.00	0.00	0.00	(211,688.11)
SAM Paratransit Fund	31846V534	FIRST AMER:US TRS MM Y	(250,000.00)	0.580	Sell	06/09/2022	06/09/2022	06/30/2022	(250,000.00)	0.00	0.00	0.00	250,000.00
SAM TR Reserve Fund	362590AC5	GMCAR 2020-3 A3	(36,482.94)	0.450	Principal Paydown	06/16/2022	06/16/2022	04/16/2025	(36,482.94)	0.00	(0.00)	0.00	36,482.94
SAM TR Reserve Fund	36260KAC8	GMCAR 2020-4 A3	(23,500.87)	0.380	Principal Paydown	06/16/2022	06/16/2022	08/18/2025	(23,500.87)	0.00	0.00	0.00	23,500.87
SAM Paratransit Fund	36260KAC8	GMCAR 2020-4 A3	(4,993.93)	0.380	Principal Paydown	06/16/2022	06/16/2022	08/18/2025	(4,993.93)	0.00	(0.00)	0.00	4,993.93
SAM TR Reserve Fund	44891RAC4	HART 2020-C A3	(23,341.05)	0.380	Principal Paydown	06/15/2022	06/15/2022	05/15/2025	(23,341.05)	0.00	0.00	0.00	23,341.05
SAM Paratransit Fund	44891RAC4	HART 2020-C A3	(5,135.03)	0.380	Principal Paydown	06/15/2022	06/15/2022	05/15/2025	(5,135.03)	0.00	(0.00)	0.00	5,135.03
SAM TR Reserve Fund	47787NAC3	JDOT 2020-B A3	(10,735.37)	0.510	Principal Paydown	06/15/2022	06/15/2022	11/15/2024	(10,735.37)	0.00	(0.00)	0.00	10,735.37
SAM Paratransit Fund	47787NAC3	JDOT 2020-B A3	(2,576.49)	0.510	Principal Paydown	06/15/2022	06/15/2022	11/15/2024	(2,576.49)	0.00	0.00	0.00	2,576.49
SAM TR Reserve Fund	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	3.500	Buy	05/31/2022	06/09/2022	06/09/2025	1,395,000.00	0.00	0.00	0.00	(1,395,000.00)
SAM Paratransit Fund	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	3.500	Buy	05/31/2022	06/09/2022	06/09/2025	250,000.00	0.00	0.00	0.00	(250,000.00)
SAM TR Reserve Fund	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	3.905	Buy	06/09/2022	06/13/2022	06/09/2027	1,238,825.00	542.36	0.00	0.00	(1,239,367.36)
SAM TR Reserve Fund	65479CAD0	NAROT 2020-B A3	(23,053.06)	0.550	Principal Paydown	06/15/2022	06/15/2022	07/15/2024	(23,053.06)	0.00	(0.00)	0.00	23,053.06
SAM Paratransit Fund	65479CAD0	NAROT 2020-B A3	(6,339.59)	0.550	Principal Paydown	06/15/2022	06/15/2022	07/15/2024	(6,339.59)	0.00	(0.00)	0.00	6,339.59
SAM TR Reserve Fund	89237VAB5	TAOT 2020-C A3	(54,308.55)	0.440	Principal Paydown	06/15/2022	06/15/2022	10/15/2024	(54,308.55)	0.00	(0.00)	0.00	54,308.55
SAM Paratransit Fund	89237VAB5	TAOT 2020-C A3	(5,777.51)	0.440	Principal Paydown	06/15/2022	06/15/2022	10/15/2024	(5,777.51)	0.00	0.00	0.00	5,777.51
SAM TR Reserve Fund	912828R28	UNITED STATES TREASURY	1,500,000.00	1.625	Buy	06/28/2022	06/29/2022	04/30/2023	1,484,648.44	3,974.18	0.00	0.00	(1,488,622.62)
SAM TR Reserve Fund	92348TAA2	VZOT 2020-A A1A	(35,982.03)	1.850	Principal Paydown	06/20/2022	06/20/2022	07/22/2024	(35,982.03)	0.00	0.00	0.00	35,982.03
SAM Paratransit Fund	92348TAA2	VZOT 2020-A A1A	(9,468.95)	1.850	Principal Paydown	06/20/2022	06/20/2022	07/22/2024	(9,468.95)	0.00	0.01	0.00	9,468.96
SAM TR Reserve Fund	92868AAD7	VWALT 2022-A A4	605,000.00	3.650	Buy	06/07/2022	06/14/2022	01/20/2027	604,887.35	0.00	0.00	0.00	(604,887.35)
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\* Weighted by: Absolute Value of 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 JUNE 2022

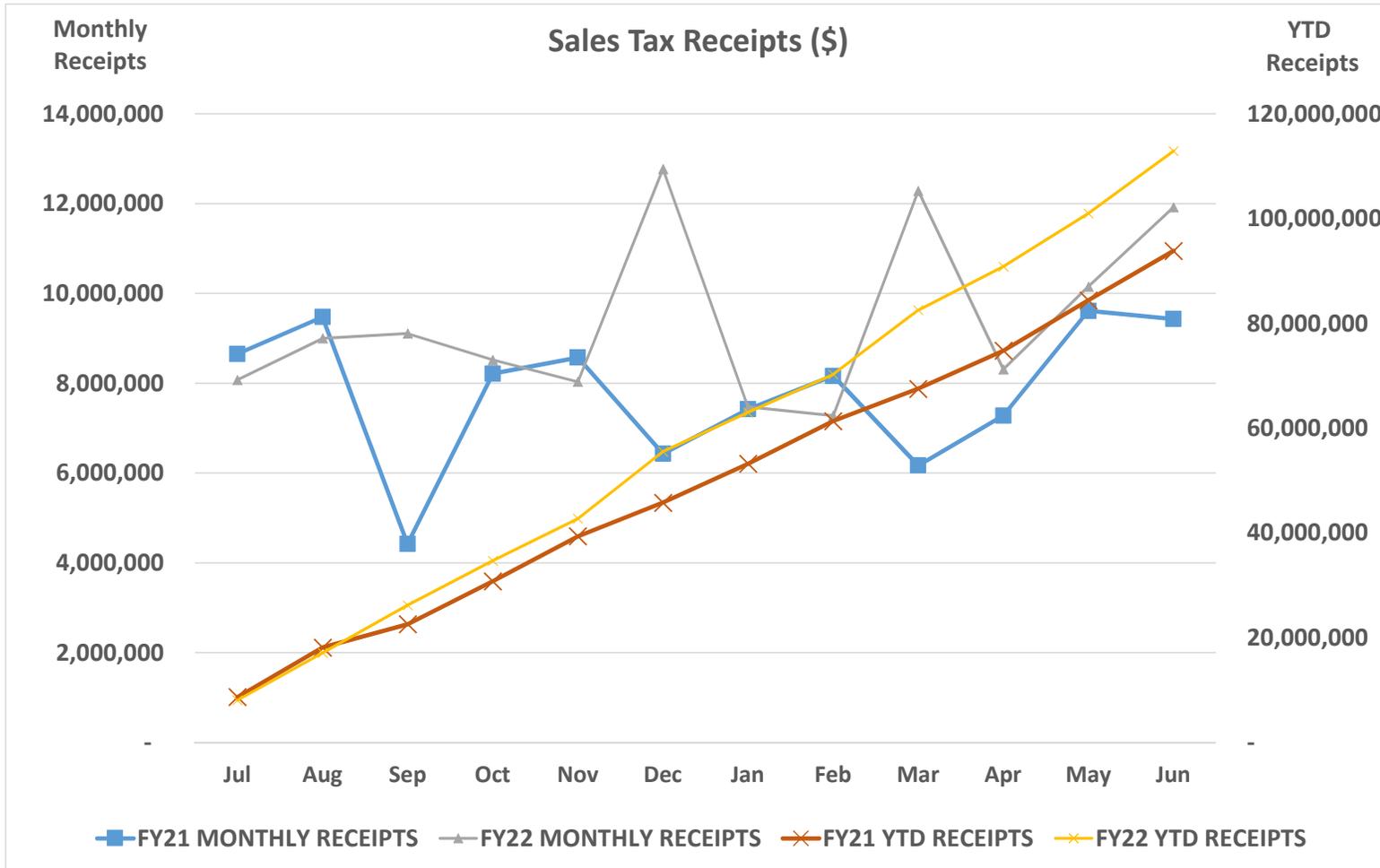
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

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

	<b>FY21</b>	<b>FY22</b>		<b>FY21</b>	<b>FY22</b>	
	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>YTD</b>	<b>YTD</b>	<b>YTD</b>
	<b>RECEIPTS</b>	<b>RECEIPTS*</b>	<b>% Change</b>	<b>RECEIPTS</b>	<b>RECEIPTS</b>	<b>% Change</b>
<b>Jul</b>	8,652,560	8,073,453	(6.7%)	8,652,560	8,073,453	(6.7%)
<b>Aug</b>	9,475,233	8,998,280	(5.0%)	18,127,793	17,071,733	(5.8%)
<b>Sep</b>	4,423,442	9,104,933	105.8%	22,551,235	26,176,665	16.1%
<b>Oct</b>	8,212,521	8,516,856	3.7%	30,763,756	34,693,522	12.8%
<b>Nov</b>	8,570,674	8,032,736	(6.3%)	39,334,430	42,726,257	8.6%
<b>Dec</b>	6,428,114	12,772,114	98.7%	45,762,544	55,498,371	21.3%
<b>Jan</b>	7,420,385	7,468,855	0.7%	53,182,929	62,967,226	18.4%
<b>Feb</b>	8,162,508	7,276,489	(10.9%)	61,345,438	70,243,715	14.5%
<b>Mar</b>	6,167,874	12,281,405	99.1%	67,513,312	82,525,120	22.2%
<b>Apr</b>	7,276,146	8,307,361	14.2%	74,789,458	90,832,481	21.5%
<b>May</b>	9,612,109	10,152,361	5.6%	84,401,567	100,984,842	19.6%
<b>Jun</b>	9,431,782	11,921,111	26.4%	93,833,349	112,905,953	20.3%
<b>Total</b>	<u>93,833,349</u>	<u>112,905,953</u>				

**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 August 31, 2022**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of August 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 August 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 August year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$5.8 million higher than the prior year. This is primarily driven by the increases in Local TDA and STA Funds (page 1, line 2), District Sales Tax (page 1, line 10), and Other Interest, Rent & Other Income (page 1, line 13).

**Year to Date Expenses:** As of August year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$5.2 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 August 2022.

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

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2023  
AUGUST 2022

% OF YEAR ELAPSED: 16.7%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	1,322,962	1,705,165	382,203	28.9%	9,739,000	9,739,000	-
2 Local TDA and STA Funds	7,083,322	10,981,077	3,897,755	55.0%	65,886,455	65,886,455	-
3 Pass through to Other Agencies	99,562	99,562	-	0.0%	597,375	597,375	-
4 CARES ACT and CRRSAA and ARPA	-	-	-	0.0%	11,882,760	11,882,760	-
5 Operating Grants	500,606	46,152	(454,454)	(90.8%)	3,931,070	3,931,070	-
6 SMCTA Measure A	630,934	721,814	90,880	14.4%	4,330,880	4,330,880	-
7 AB434 Funds, TA Funded Shuttle & Other	49,886	18,353	(31,533)	(63.2%)	114,300	114,300	-
8 <b>Subtotal - Operating Revenues</b>	<b>9,687,272</b>	<b>13,572,122</b>	<b>3,884,851</b>	<b>40.1%</b>	<b>96,481,840</b>	<b>96,481,840</b>	<b>-</b>
<b>Other Revenue Sources</b>							
10 District Sales Tax	16,081,666	17,837,787	1,756,121	10.9%	108,272,000	108,272,000	-
11 Measure W Sales Tax	8,040,834	8,918,893	878,059	10.9%	54,136,000	54,136,000	-
12 Investment Income	394,172	678,349	284,178	72.1%	2,840,000	2,840,000	-
13 Other Interest, Rent & Other Income	725,502	1,726,070	1,000,568	137.9%	9,249,477	9,249,477	-
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	8,754,893	6,778,112	(1,976,781)	(22.6%)	47,076,041	47,076,041	-
15							
16 <b>Subtotal - Other Revenues</b>	<b>33,997,067</b>	<b>35,939,211</b>	<b>1,942,144</b>	<b>5.7%</b>	<b>221,573,518</b>	<b>221,573,518</b>	<b>-</b>
17 <b>Total Revenues</b>	<b>43,684,338</b>	<b>49,511,333</b>	<b>5,826,995</b>	<b>13.3%</b>	<b>318,055,358</b>	<b>318,055,358</b>	<b>-</b>
18 <b>Total Sources of Funds</b>	<b>43,684,338</b>	<b>49,511,333</b>	<b>5,826,995</b>	<b>13.3%</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	8,754,893	6,778,112	(1,976,781)	(22.6%)	47,076,041	47,076,041	-
22 Motor Bus	28,596,912	31,664,256	3,067,344	10.7%	159,508,835	159,508,835	-
23 A. D. A. Programs	3,320,022	3,817,023	497,002	15.0%	18,712,269	18,712,269	-
24 Other Multi-Modal Programs	209,095	841,152	632,057	302.3%	5,926,200	5,926,200	-
25 Pass through to Other Agencies	99,562	99,562	-	0.0%	597,375	597,375	-
26 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
27 <b>Total Operating Expense</b>	<b>40,980,483</b>	<b>43,200,105</b>	<b>2,219,621</b>	<b>5.4%</b>	<b>231,916,131</b>	<b>231,916,131</b>	<b>-</b>
28							
29 <b>Total Operating Surplus / (Deficit)</b>	<b>2,703,855</b>	<b>6,311,229</b>	<b>3,607,374</b>	<b>133.4%</b>	<b>86,139,227</b>	<b>86,139,227</b>	<b>-</b>
30							
31 District Sales Tax Capital	607,034	921,233	314,199	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	1,135,120	3,922,665	2,787,544	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>1,742,154</b>	<b>4,843,898</b>	<b>3,101,744</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>1,402,114</b>	<b>1,316,514</b>	<b>(85,600)</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>44,124,751</b>	<b>49,360,516</b>	<b>5,235,765</b>	<b>11.9%</b>	<b>337,058,621</b>	<b>337,058,621</b>	<b>-</b>
43							
44 <b>SURPLUS/(DEFICIT)</b>	<b>(440,413)</b>	<b>150,817</b>	<b>591,230</b>	<b>(134.2%)</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>(440,413)</b>	<b>150,817</b>	<b>591,230</b>	<b>(134.2%)</b>	<b>-</b>	<b>-</b>	<b>-</b>

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 AUGUST 2022							
% OF YEAR ELAPSED: 16.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	1,255,205	1,625,939	370,735	29.5%	9,309,000	9,309,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	5,745,642	8,838,000	3,092,358	53.8%	53,028,002	53,028,002	-
4							
5 STATE TRANSIT ASSISTANCE	929,330	1,515,867	586,537	63.1%	9,095,193	9,095,193	-
6							
7 OPERATING GRANTS	18,823	46,152	27,328	145.2%	1,341,421	1,341,421	-
8							
9 DISTRICT SALES TAX REVENUE	20,034,253	18,324,629	(1,709,624)	(8.5%)	81,273,360	81,273,360	-
10							
11 INVESTMENT INTEREST INCOME	331,456	615,611	284,154	85.7%	2,475,000	2,475,000	-
12							
13 <b>OTHER REVENUE SOURCES:</b>							
15 Rental Income	113,092	366,340	253,248	223.9%	1,555,354	1,555,354	-
16 Advertising Income	25,115	254,501	229,387	913.4%	1,246,099	1,246,099	-
17 Other Income	143,997	77,217	(66,779)	(46.4%)	185,406	185,406	-
18 <b>TOTAL OTHER REVENUES</b>	<b>282,203</b>	<b>698,059</b>	<b>415,856</b>	<b>147.4%</b>	<b>2,986,859</b>	<b>2,986,859</b>	<b>-</b>
19							
20 <b>TOTAL MOTOR BUS</b>	<b>28,596,912</b>	<b>31,664,256</b>	<b>3,067,344</b>	<b>10.7%</b>	<b>159,508,835</b>	<b>159,508,835</b>	<b>-</b>
21							
22 <b>AMERICAN DISABILITIES ACT:</b>							
23 Passenger Fares Redi-Wheels	67,758	79,226	11,468	16.9%	430,000	430,000	-
24 Local TDA 4.5 Redi-Wheels	302,402	465,158	162,756	53.8%	2,790,948	2,790,948	-
25 Local STA - Paratransit	105,948	162,052	56,104	53.0%	972,312	972,312	-
26 Operating Grants	481,782	-	(481,782)	(100.0%)	2,589,649	2,589,649	-
27 Sales Tax Revenue - ADA	1,529,501	2,179,509	650,008	42.5%	6,033,480	6,033,480	-
28 Interest Income - Paratransit Fund	62,715	62,739	23	0.0%	365,000	365,000	-
29 SMCTA Measure A Redi-Wheels	630,934	721,814	90,880	14.4%	4,330,880	4,330,880	-
30 Measure M Paratransit	138,981	146,525	7,544	05.4%	1,200,000	1,200,000	-
31 <b>TOTAL ADA PROGRAMS</b>	<b>3,320,022</b>	<b>3,817,023</b>	<b>497,002</b>	<b>15.0%</b>	<b>18,712,269</b>	<b>18,712,269</b>	<b>-</b>
32							
33 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
34							
35 AB434 Funds-SamTrans Shuttle	49,886	18,353	(31,533)	(63.2%)	114,300	114,300	-
36 Employer SamTrans Shuttle Funds	214,029	787,617	573,587	268.0%	4,880,200	4,880,200	-
37 Dumbarton Rental Income	90,288	93,869	3,581	4.0%	182,418	182,418	-
38 Sales Tax Revenue - Gen. Operating Asst.	(145,108)	(58,687)	86,421	59.6%	749,282	749,282	-
39							
40 <b>TOTAL MULTIMODAL</b>	<b>209,095</b>	<b>841,152</b>	<b>632,057</b>	<b>302.3%</b>	<b>5,926,200</b>	<b>5,926,200</b>	<b>-</b>
41							
42 <b>TOTAL REVENUES</b>	<b>32,126,029</b>	<b>36,322,431</b>	<b>4,196,402</b>	<b>13.1%</b>	<b>184,147,304</b>	<b>184,147,304</b>	<b>-</b>

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2023 AUGUST 2022							
% OF YEAR ELAPSED: 16.7%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	17,461,191	19,353,084	1,891,893	10.8%	81,511,963	81,511,963	-
2							
3 Services:							
4 Board of Directors	29,329	43,375	14,046	47.9%	118,733	118,733	-
5 Contracted Vehicle Maintenance	64,599	240,219	175,620	271.9%	1,252,376	1,252,376	-
6 Property Maintenance	173,703	153,062	(20,641)	(11.9%)	2,035,714	2,035,714	-
7 Professional Services	321,180	226,493	(94,687)	(29.5%)	7,101,919	7,101,919	-
8 Technical Services	908,531	1,016,633	108,102	11.9%	11,424,170	11,424,170	-
9 Other Services	267,044	140,310	(126,735)	(47.5%)	5,666,269	5,666,269	-
10 Materials & Supply:							
11 Fuel and Lubricants*	348,579	694,129	345,550	99.1%	4,981,626	4,981,626	-
12 Bus Parts and Materials	302,408	374,917	72,509	24.0%	2,503,496	2,503,496	-
13 Uniforms and Driver Expense	22,987	57,907	34,921	151.9%	799,140	799,140	-
14 Timetables and Tickets	12,671	25,519	12,848	100.0%	175,633	175,633	-
15 Office Supplies / Printing	-	129,732	129,732	100.0%	408,243	408,243	-
16 Other Materials and Supply	19,127	47,095	27,968	146.2%	132,550	132,550	-
17							
18 Utilities:							
19 Telephone	48,793	67,697	18,903	38.7%	669,200	669,200	-
20 Other Utilities	75,485	134,796	59,311	78.6%	1,676,400	1,676,400	-
21 Insurance	2,589,485	2,796,199	206,714	8.0%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	63,393	111,118	47,725	75.3%	600,000	600,000	-
23 Workers' Compensation	466,000	484,396	18,396	3.9%	3,790,476	3,790,476	-
24 Taxes and License Fees	130,006	133,740	3,734	2.9%	668,846	668,846	-
25 Leases and Rentals	6,790	7,080	290	4.3%	81,900	81,900	-
26 Promotional and Legal Advertising	84,244	91,270	7,026	8.3%	1,299,786	1,299,786	-
27 Training and Business Travel	42,422	27,630	(14,792)	(34.9%)	790,790	790,790	-
28 Dues and Membership	72,518	70,694	(1,824)	(2.5%)	250,032	250,032	-
29 Postage and Other	24,247	39,748	15,501	63.9%	206,692	206,692	-
30							
31 <b>Total District Operated Buses</b>	<b>23,534,732</b>	<b>26,466,843</b>	<b>2,932,111</b>	<b>12.5%</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	3,307,941	3,400,000	92,059	2.8%	23,638,400	23,638,400	-
35 Coastside Services	271,359	248,818	(22,540)	(8.3%)	1,805,000	1,805,000	-
36 Redi Coast Non-ADA	38,894	29,868	(9,026)	(23.2%)	212,000	212,000	-
37 La Honda - Pescadero	-	-	-	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	21,126	26,781	5,655	26.8%	158,000	158,000	-
39 CUB Related Wages & Benefits	60,583	75,436	14,853	24.5%	605,512	605,512	-
40 CUB Related Other Support	8,189	8,438	249	3.0%	140,760	140,760	-
41 CUB Insurance	1,255,604	1,397,472	141,868	11.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	98,484	10,600	(87,884)	(89.2%)	200,000	200,000	-
43 <b>Total Contracted Bus Service</b>	<b>5,062,180</b>	<b>5,197,413</b>	<b>135,233</b>	<b>2.7%</b>	<b>28,331,936</b>	<b>28,331,936</b>	<b>-</b>
44							
45 <b>TOTAL MOTOR BUS</b>	<b>28,596,912</b>	<b>31,664,256</b>	<b>3,067,344</b>	<b>10.7%</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.

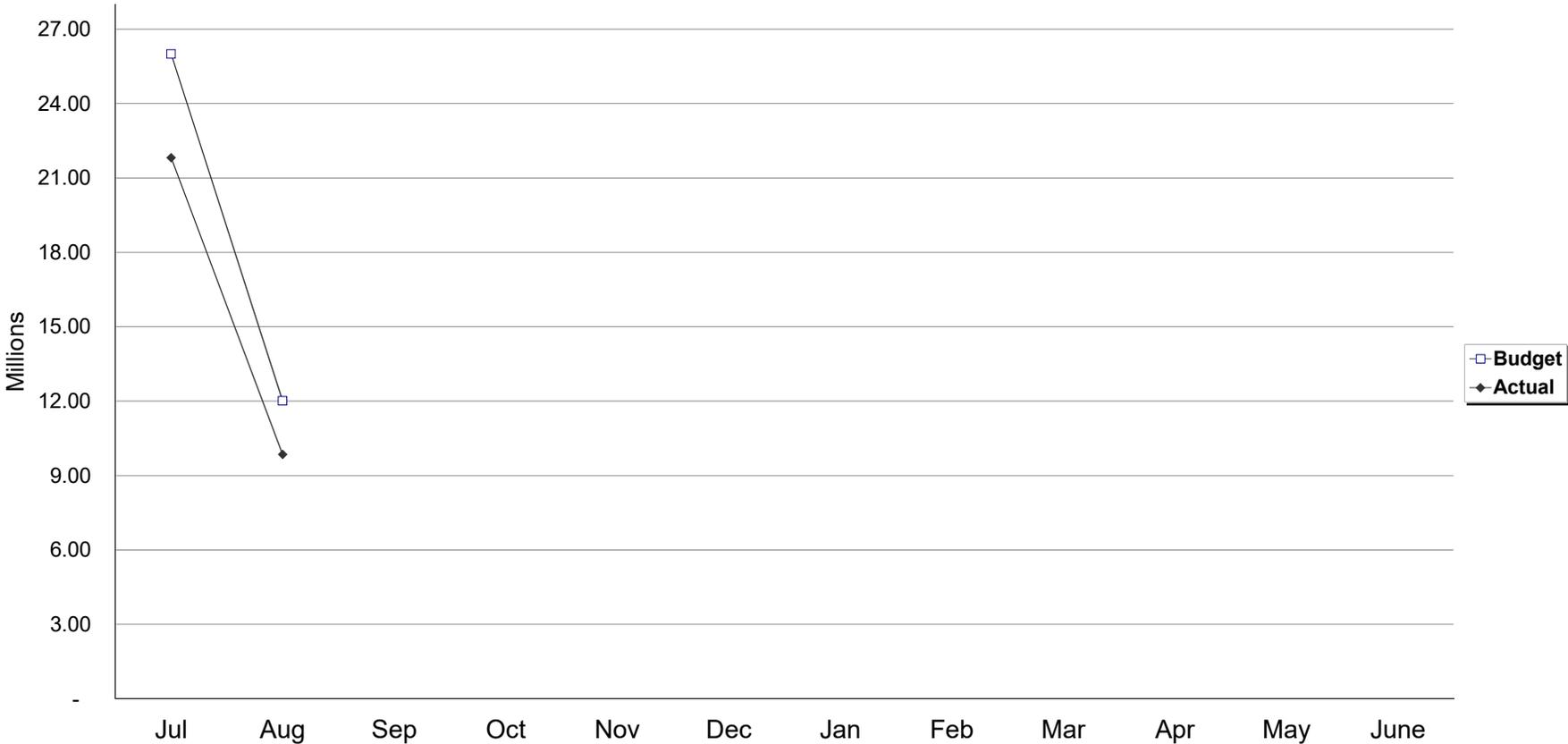
Statement of Revenues and Expenses

OPERATING EXPENSES  
FISCAL YEAR 2023  
AUGUST 2022

% OF YEAR ELAPSED: 16.7%

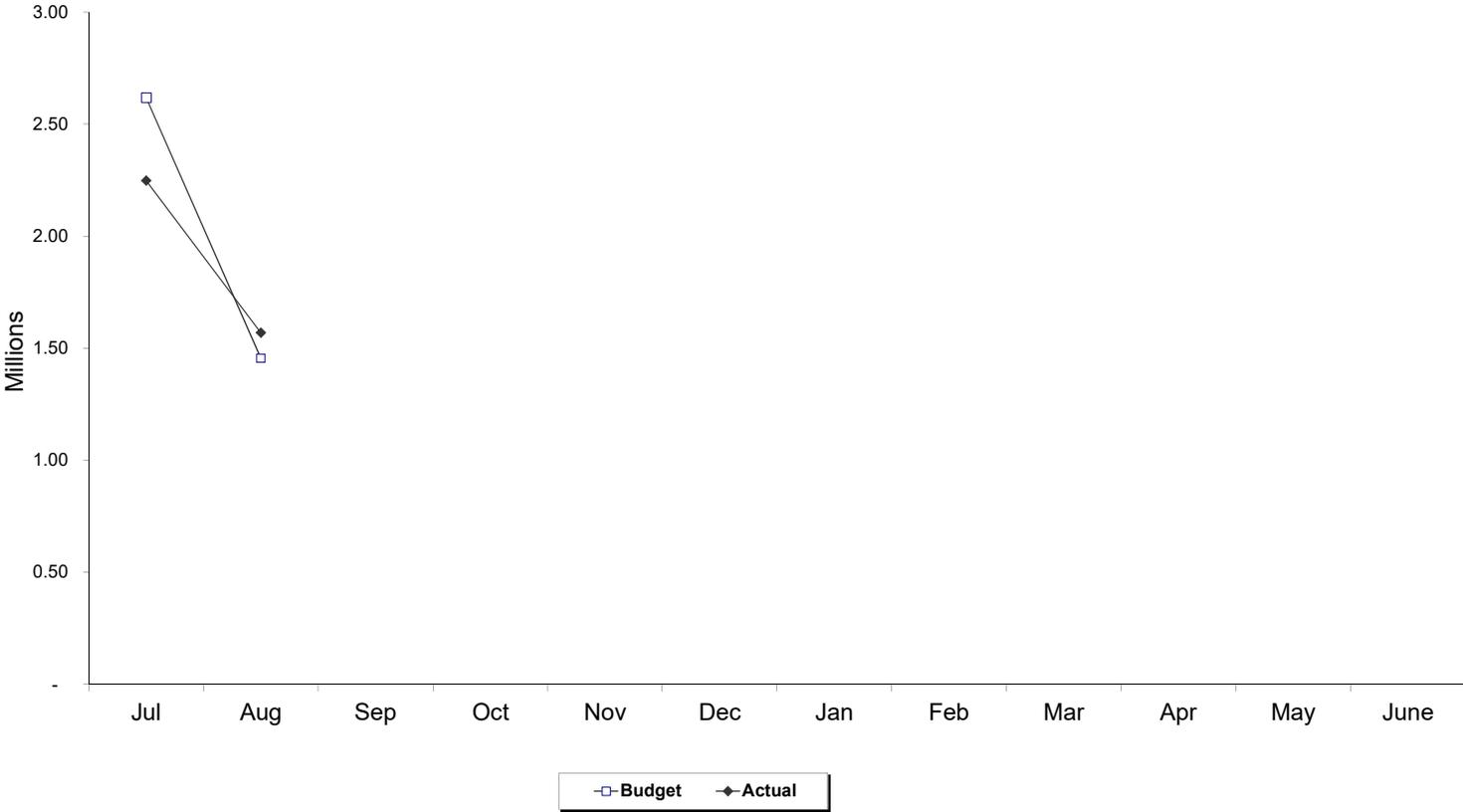
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%			\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	1,216,720	1,364,249	147,530	12.1%	8,285,000	8,285,000	-
49 ADA Sedans / Taxi Service	384,990	400,385	15,395	4.0%	2,457,000	2,457,000	-
50 Coastside ADA	182,790	251,759	68,969	37.7%	1,306,000	1,306,000	-
51 ADA Related Wages & Benefits	386,171	439,328	53,157	13.8%	2,947,711	2,947,711	-
52 ADA Related Other Support	92,825	186,889	94,064	101.3%	2,328,014	2,328,014	-
53 ADA Insurance	1,056,526	1,174,414	117,888	11.2%	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>3,320,022</b>	<b>3,817,023</b>	<b>497,002</b>	<b>15.0%</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	200,658	788,225	587,567	292.8%	5,287,500	5,287,500	-
62 Shuttle Related Wages & Benefits	-	29,820	29,820	100.0%	256,282	256,282	-
63 Dumbarton M.O.W.	-	7,706	7,706	100.0%	182,418	182,418	-
64 Maintenance Multimodal Facilities	8,436	15,400	6,964	82.6%	200,000	200,000	-
65							
66 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>209,095</b>	<b>841,152</b>	<b>632,057</b>	<b>575.4%</b>	<b>5,926,200</b>	<b>5,926,200</b>	<b>-</b>
67							
68							
69 <b>TOTAL OPERATING EXPENSES</b>	<b>32,126,029</b>	<b>36,322,431</b>	<b>4,196,402</b>	<b>13.1%</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**



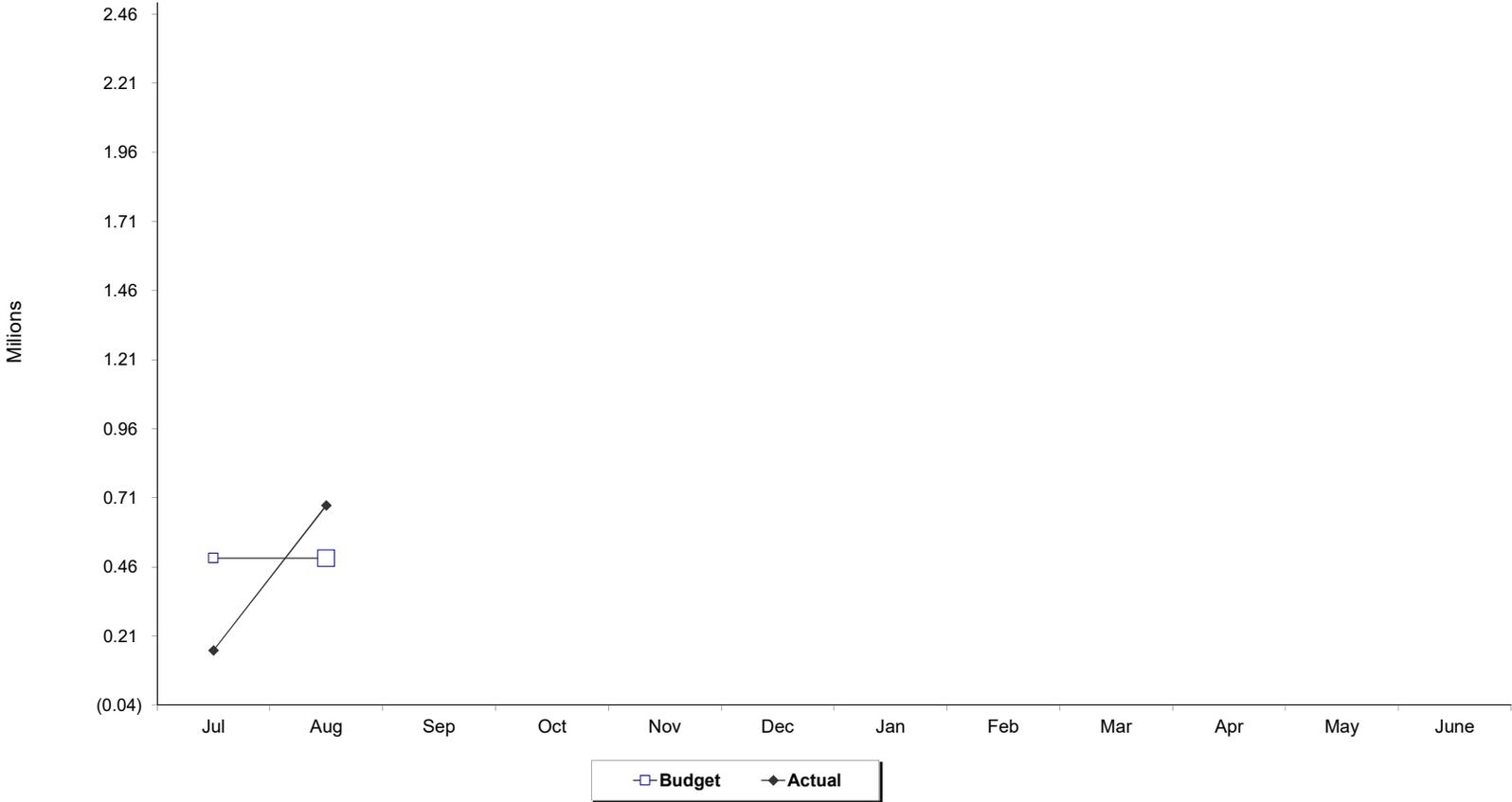
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	25,998,477	12,010,496										
Actual	21,818,382	9,845,874										
<b>CUMULATIVE EXPENSES</b>												
Budget	25,998,477	38,008,973										
Actual	21,818,382	31,664,256										
Variance - F(U)	4,180,095	6,344,717										
Variance %	16.1%	16.7%										

**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	1,454,381										
Actual	2,248,116	1,568,907										
<b>CUMULATIVE EXPENSES</b>												
Budget	2,618,125	4,072,506										
Actual	2,248,116	3,817,023										
Variance - F(U)	370,008	255,482										
Variance %	14.1%	6.3%										

**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	491,309										
Actual	158,050	683,102										
<b>CUMULATIVE EXPENSES</b>												
Budget	491,809	983,118										
Actual	158,050	841,152										
Variance - F(U)	333,759	141,966										
Variance %	67.9%	14.4%										

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

8/31/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	89,145,253.09
Bank of America Checking (Restricted)	12,499,604.84
Wells Fargo	0.00
LAIF	74,542,253.44
ICD Investment (Market values)	35,029,250.60

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	198,107,589.71
MMF - US Bank Custodian Account	13,887,624.83

<b>Debt Service Reserves Held By Trustee</b>	4,799,091.34
----------------------------------------------	--------------

<b>TOTAL</b>	<b><u><u>428,010,667.85</u></u></b>
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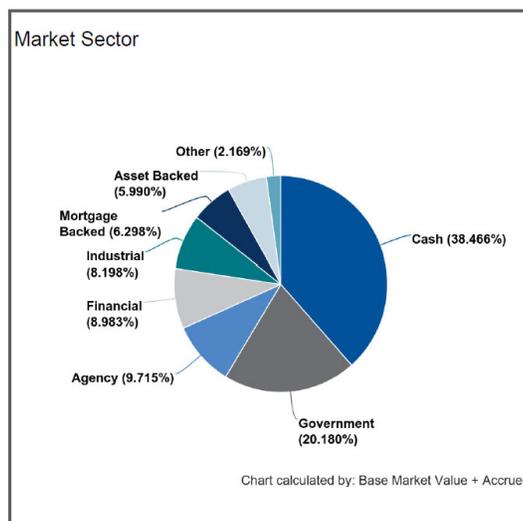
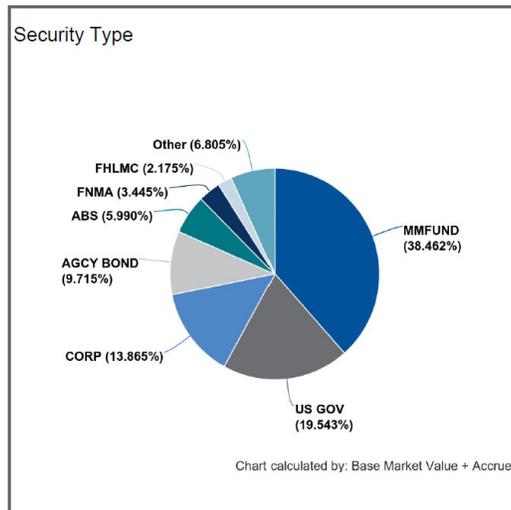
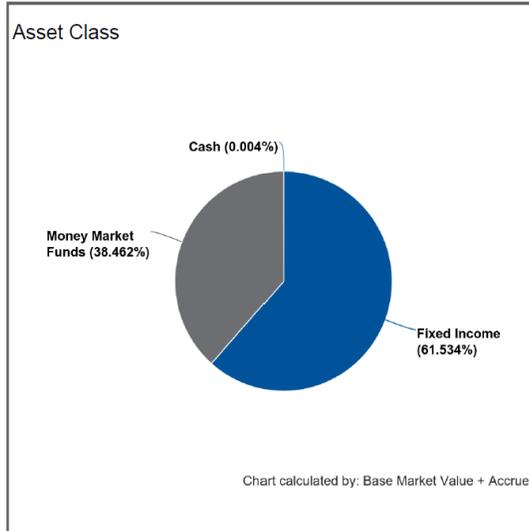
\* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	14,158.39
MMFund	123,459,128.87
Fixed Income	198,093,431.32
Duration	1.651
Convexity	-0.008
WAL	1.352
Years to Final Maturity	1.894
Years to Effective Maturity	1.351
Yield	3.372
Book Yield	1.169
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	29.100%
(SM - LAIF) State of California	23.267%
United States	19.543%
Federal Home Loan Mortgage Corporation	9.998%
Federal National Mortgage Association	5.459%
U.S. Bancorp	4.861%
UBS Series Funds - ESG Prime Preferred Fund	4.663%
Federated Hermes, Inc.	3.109%
---	100.000%

Footnotes: 1,2

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



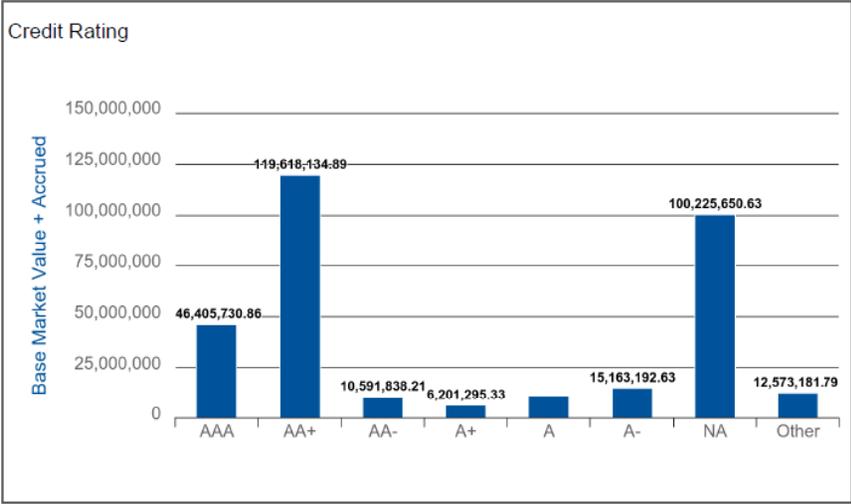


Risk Summary

08/01/2022 - 08/31/2022

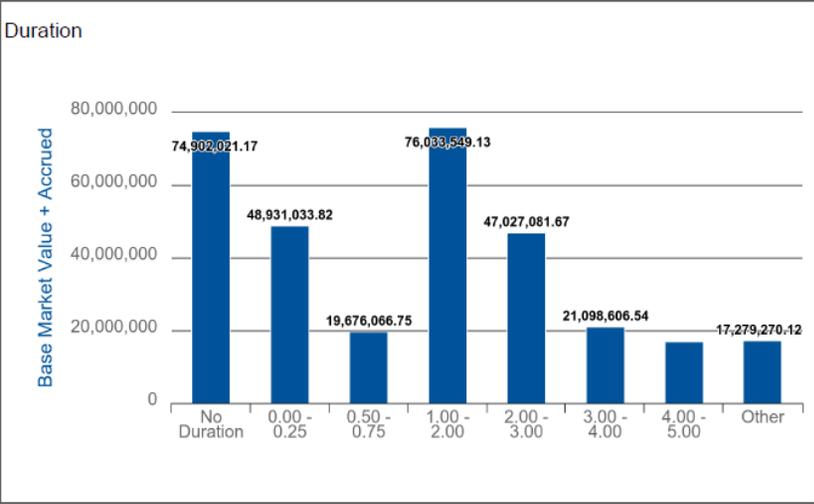
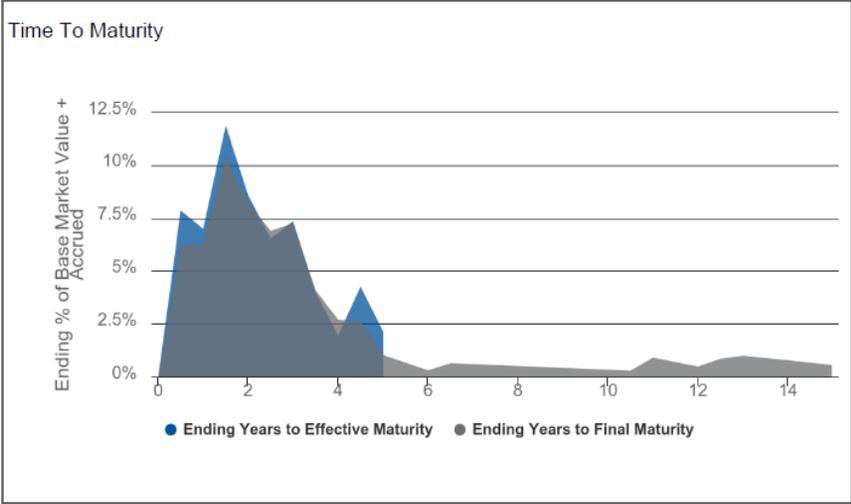
SAM Transit District Agg (136232)

Dated: 09/08/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	9.822%	2.790%	1.166%	0.000%	0.637%	0.000%	0.000%	0.000%	0.000%
AA	6.548%	16.577%	9.961%	5.712%	3.220%	0.000%	0.000%	0.000%	0.000%
A	2.443%	3.530%	3.481%	0.842%	1.417%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.722%	0.000%	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	7.886%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

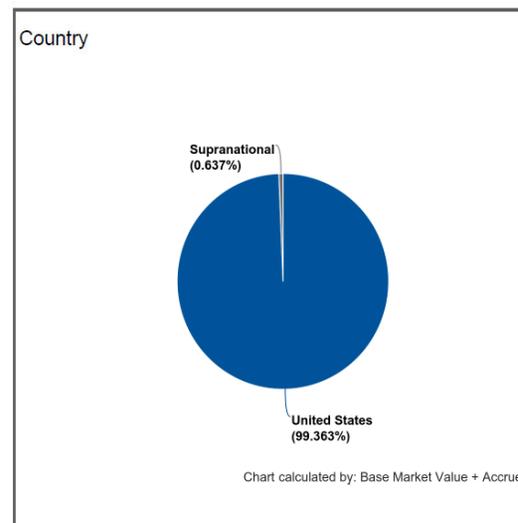
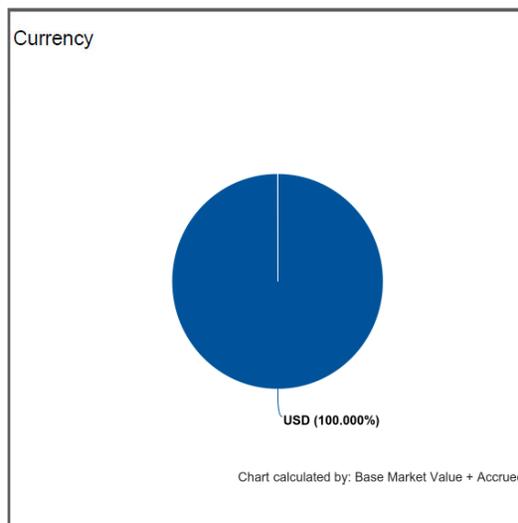
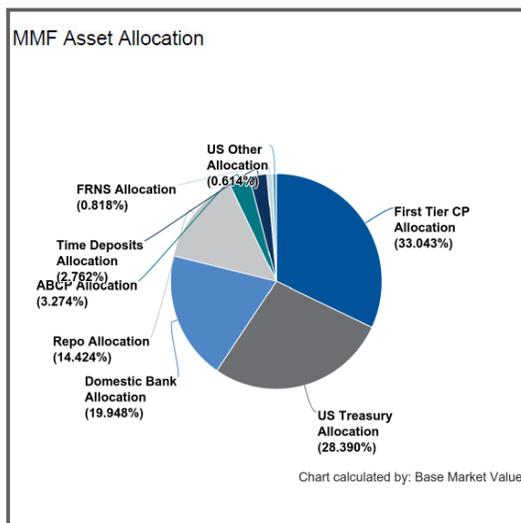
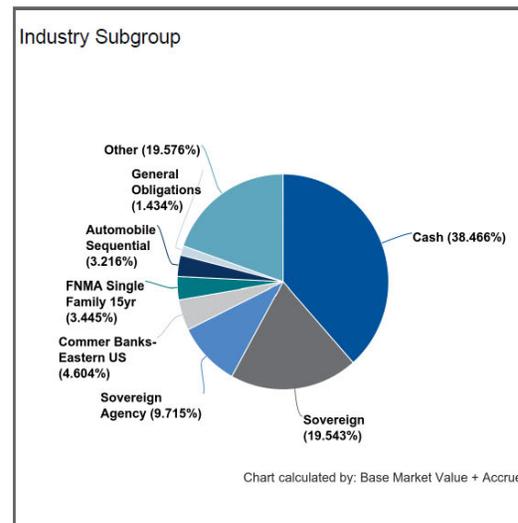
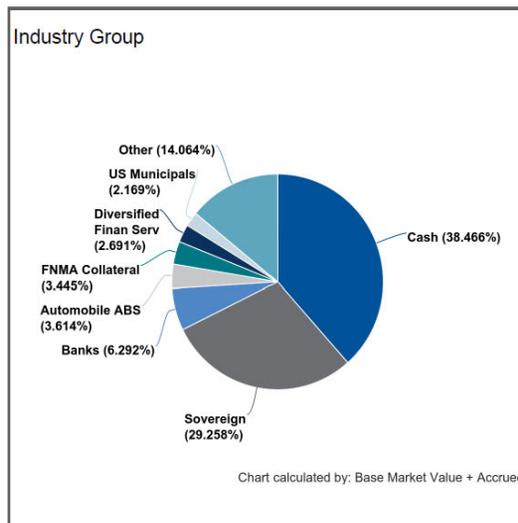
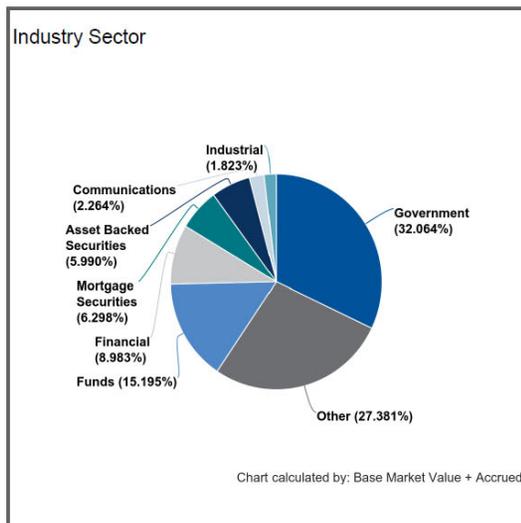


Risk Summary

08/01/2022 - 08/31/2022

SAM Transit District Agg (136232)

Dated: 09/08/2022



# CLEARWATER ANALYTICS.

c

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 08/31/2022  
 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	11,152.30	---	08/31/2022	11,152.30	0.00	11,152.30	11,152.30
<b>CASH</b>		<b>Receivable</b>	<b>11,152.30</b>			<b>11,152.30</b>	<b>0.00</b>	<b>11,152.30</b>	<b>11,152.30</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	8,452,129.61	---	08/31/2022	8,452,129.61	0.00	8,452,129.61	8,452,129.61
<b>MMFUND</b>		<b>FIRST AMER:US TRS MM Y</b>	<b>8,452,129.61</b>			<b>8,452,129.61</b>	<b>0.00</b>	<b>8,452,129.61</b>	<b>8,452,129.61</b>

**Summary**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>8,463,281.91</b>			<b>8,463,281.91</b>	<b>0.00</b>	<b>8,463,281.91</b>	<b>8,463,281.91</b>

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

**CLEARWATER**  
ANALYTICS.

Report: Master BS by lot - group by Security type  
Account: SAM TR Reserve Fund (136226)  
As of: 08/31/2022  
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	359,924.90	359,947.72
ABS	09661RAD3	BMWOT 2020-A A3	141,463.15	07/15/2020	10/25/2024	141,452.47	11.32	139,578.86	139,590.18
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,388,388.00	1,388,748.56
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER NEW 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,076,815.25	1,077,344.49
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	436,990.80	437,148.22
ABS	14315FAD9	CARMX 2020-3 A3	255,906.55	07/22/2020	03/17/2025	255,862.69	70.52	251,922.09	251,992.60
ABS	14316HAC6	CARMX 2020-4 A3	375,570.36	10/21/2020	08/15/2025	375,687.65	83.50	367,349.34	367,432.85
ABS	14316NAC3	CARMX 2021-1 A3	239,174.45	01/27/2021	12/15/2025	239,127.19	36.14	232,831.54	232,867.69
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	08/15/2025	1,229,970.97	2,170.27	1,224,120.60	1,226,290.87
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	834,188.10	834,417.52
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	365,696.10	365,805.18
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	297,333.00	297,379.75
ABS	362590AC5	GMCAR 2020-3 A3	449,863.27	08/19/2020	04/16/2025	449,760.34	84.35	441,437.33	441,521.68
ABS	36260KAC8	GMCAR 2020-4 A3	320,346.87	10/14/2020	08/18/2025	320,278.41	50.72	313,151.88	313,202.60
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	400,509.30	400,500.64
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	584,093.30	584,215.30
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	438,265.00	438,377.44
ABS	44891RAC4	HART 2020-C A3	1,073,428.68	10/28/2020	05/15/2025	1,073,181.47	181.29	1,049,909.86	1,050,091.15
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	56.58	324,347.00	324,403.58
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	338,630.95	338,747.71
ABS	47787NAC3	JDOT 2020-B A3	134,450.59	07/22/2020	11/15/2024	134,430.10	30.48	132,042.58	132,073.05
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	337,072.50	337,170.32
ABS	65479CAD0	NAROT 2020-B A3	159,516.47	06/30/2020	07/15/2024	159,512.10	38.99	157,816.03	157,855.02
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,394,952.15	1,395,165.55
ABS	89237VAB5	TAOT 2020-C A3	530,812.86	07/27/2020	10/15/2024	530,771.99	103.80	521,544.87	521,648.67
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	322,852.90	322,904.08
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,015,868.40	1,016,016.32
ABS	92348TAA2	VZOT 2020-A A1A	191,676.45	01/29/2020	07/22/2024	191,654.00	108.35	190,760.23	190,868.59
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	601,509.15	602,183.89
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	656,175.20	656,388.69
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	534,262.40	534,464.00
<b>ABS</b>			<b>17,322,409.70</b>			<b>17,320,295.79</b>	<b>6,474.30</b>	<b>16,730,289.61</b>	<b>16,736,763.91</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,902.78	924,650.00	926,552.78
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	1,014.06	501,187.50	502,201.56
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,239.58	925,930.00	928,169.58
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,027.78	919,250.00	920,277.78
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	81.25	1,185,795.00	1,185,876.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,900.00	1,092,048.00	1,093,948.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	750.69	1,105,265.00	1,106,015.69
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,147.92	931,183.00	931,330.92
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	451.39	973,910.00	974,361.39
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	666.67	1,463,584.00	1,464,250.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	121.53	2,419,175.00	2,419,296.53
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,321.53	1,062,963.00	1,064,284.53
AGCY BOND	3137EAEW1	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,802.08	1,449,495.00	1,451,297.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	2,139.58	1,184,079.00	1,186,218.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	562.50	1,156,468.00	1,156,030.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,038.19	1,250,990.00	1,252,028.19
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	4,833.33	7,674,720.00	7,679,553.33

AGCY BOND	--	--		27,650,000.00			27,611,238.87	23,000.87	26,218,692.50	26,241,693.37
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CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Cash	(8,785.92)	---	08/31/2022	(8,785.92)	0.00	(8,785.92)	(8,785.92)
CASH	CCYUSD	Receivable	11,243.59	---	08/31/2022	11,243.59	0.00	11,243.59	11,243.59

CASH			2,457.67			2,457.67	0.00	2,457.67	2,457.67
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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	3,304.00	1,178,208.00	1,181,512.00
CD	23341VZT1	DNB Bank ASA - New York Branch	950,000.00	12/06/2019	12/02/2022	950,000.00	4,898.83	948,176.00	953,074.83

CD			2,150,000.00			2,150,000.00	8,202.83	2,126,384.00	2,134,586.83
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CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	7,735.00	897,570.00	905,305.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,791.69	1,247,080.25	1,248,871.94
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	10,120.00	866,826.40	876,946.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	3,840.00	877,626.00	881,466.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	3,437.50	934,440.00	937,877.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	3,437.50	934,440.00	937,877.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	2,406.25	654,108.00	656,514.25
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	1,875.00	876,321.00	878,196.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	128.65	305,867.25	305,995.90
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	560.76	755,548.00	756,108.76
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	2,583.33	794,880.00	797,463.33
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	2,901.80	1,000,736.00	1,003,637.80
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,398.93	377,140.00	378,538.93
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	5,381.25	2,486,646.00	2,492,027.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	28,635.00	2,541,618.00	2,570,253.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	3,378.75	1,234,818.00	1,238,196.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	4,273.50	849,240.00	853,513.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	4,410.25	383,728.80	388,139.05
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	1,275.00	838,729.00	840,004.00
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	1,439.84	456,928.20	458,368.04
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	823.44	439,211.10	440,034.54
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	46.18	912,275.50	912,321.68
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	757.13	872,712.00	873,469.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	5,101.25	895,950.00	901,051.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,606.50	136,817.80	138,424.30
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	4,911.11	1,297,712.00	1,302,623.11
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	2,242.50	446,575.50	448,818.00
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	11,388.80	895,383.00	906,771.80
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,194.80	542,613.20	543,808.00
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	378.44	711,427.50	711,805.94
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	6,927.52	1,301,404.00	1,308,331.52
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	487.50	371,677.80	372,165.30
CORP	63743HEF7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	2,466.75	216,359.00	218,825.75
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	3,325.00	897,183.00	900,508.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	76.81	383,118.40	383,195.21
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	194.03	596,068.15	596,262.18
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	23,595.91	2,238,384.40	2,261,980.31
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,680.94	474,091.20	475,772.14
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	485.00	376,572.00	377,057.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	598.00	223,363.20	223,961.20
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	405.00	427,612.50	428,017.50
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	126.00	133,035.00	133,161.00
CORP	89236GTG6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	121.50	128,283.75	128,405.25
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	593.13	234,782.60	235,375.73

CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	11,177.34	1,234,192.10	1,245,369.44
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	92.51	263,880.40	263,972.91
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	3,720.00	1,756,458.00	1,760,178.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	3,894.03	1,051,592.50	1,051,486.53
<b>CORP</b>			<b>40,555,000.00</b>	<b>---</b>		<b>41,198,804.55</b>	<b>179,427.11</b>	<b>38,769,026.50</b>	<b>38,948,453.61</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	2254EBQL8	Credit Suisse AG, New York Branch	1,800,000.00	06/24/2022	03/20/2023	1,755,615.00	0.00	1,762,596.00	1,762,596.00
CP	63873KQ34	Natixis, New York Branch	3,500,000.00	07/07/2022	03/03/2023	3,425,412.08	0.00	3,433,465.00	3,433,465.00
<b>CP</b>			<b>5,300,000.00</b>			<b>5,181,027.08</b>	<b>0.00</b>	<b>5,196,061.00</b>	<b>5,196,061.00</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	996,331.65	06/25/2021	06/01/2035	1,073,547.35	2,905.97	979,782.58	982,688.54
FHLMC	3133L7LB1	FH RC1222	1,247,319.90	10/19/2021	12/01/2034	1,340,868.90	3,638.02	1,227,312.89	1,230,950.91
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	638,657.50	640,316.08
FHLMC	3137F62S5	FHMS K-J31 A1	261,245.80	10/29/2020	05/26/2026	261,240.58	123.87	247,846.51	247,970.38
FHLMC	3137FKK39	FHMS K-P05 A	12,320.29	12/17/2018	07/25/2023	12,320.25	32.88	12,031.01	12,063.89
FHLMC	3137FQ3V3	FHMS K-J27 A1	3,394.42	11/26/2019	07/25/2024	3,394.34	5.92	3,372.56	3,378.48
FHLMC	3137H4RZ5	FHMS K-J36 A1	207,920.88	12/16/2021	12/25/2026	207,920.04	224.90	192,786.32	193,011.22
FHLMC	3137H8B42	FHMS K-J40 A1	839,518.48	07/14/2022	06/25/2028	839,508.40	2,378.64	829,175.61	831,554.25
FHLMC	3137H8H79	FHMS K-J41 A1	1,800,000.00	08/04/2022	01/25/2029	1,799,978.40	4,705.50	1,754,154.00	1,758,859.50
<b>FHLMC</b>			<b>6,018,051.41</b>			<b>6,220,973.57</b>	<b>15,674.28</b>	<b>5,885,118.96</b>	<b>5,900,793.24</b>

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,347,561.36	12/29/2020	09/25/2033	1,366,616.72	1,122.97	1,262,907.56	1,264,030.52
FHLMC CMO	3137F7DH5	FHR 5048 B	823,460.96	11/30/2020	05/25/2033	833,882.89	686.22	756,184.20	756,870.42
<b>FHLMC CMO</b>			<b>2,171,022.32</b>			<b>2,200,499.61</b>	<b>1,809.19</b>	<b>2,019,091.76</b>	<b>2,020,900.94</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	1,114,082.37	05/18/2021	03/01/2035	1,193,808.89	2,785.21	1,081,907.67	1,084,692.88
FNMA	3140Q9FM0	FN CA1971	1,435,948.64	01/18/2022	06/01/2033	1,515,150.18	4,188.18	1,412,930.38	1,417,118.57
FNMA	3140QGKN6	FN CA8400	1,135,709.99	03/22/2021	12/01/2035	1,242,537.71	3,312.49	1,118,924.19	1,122,236.68
FNMA	3140X92C8	FN FM6170	951,780.45	06/25/2021	07/01/2035	1,031,492.06	3,172.60	952,684.64	955,857.24
FNMA	3140X9K46	FN FM5714	746,127.96	03/25/2021	11/01/2035	812,813.14	2,487.09	746,844.24	749,331.33
FNMA	3140XALC4	FN FM6622	1,333,467.10	03/29/2021	02/01/2036	1,402,224.00	2,778.06	1,262,499.98	1,265,278.04
FNMA	3140XC4K1	FN FM8925	1,283,953.20	11/16/2021	08/01/2034	1,392,286.75	4,279.84	1,301,004.10	1,305,283.94
FNMA	3140XHQQ3	FN FS2262	1,761,184.13	06/30/2022	06/01/2037	1,783,474.12	5,870.61	1,766,168.29	1,772,038.90
<b>FNMA</b>			<b>9,762,253.84</b>			<b>10,373,786.86</b>	<b>28,874.09</b>	<b>9,642,963.49</b>	<b>9,671,837.58</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	4,395,347.53	---	08/31/2022	4,395,347.53	0.00	4,395,347.53	4,395,347.53
<b>MMFUND</b>			<b>4,395,347.53</b>			<b>4,395,347.53</b>	<b>0.00</b>	<b>4,395,347.53</b>	<b>4,395,347.53</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	13017HA2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	627.73	249,369.60	249,997.33
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,235.53	390,848.50	392,084.03
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	402.69	223,150.60	223,553.29
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	733.83	324,492.00	325,225.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	1,362.83	602,628.00	603,990.83
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	524.17	231,780.00	232,304.17
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	354.29	506,962.50	507,316.79
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	318.75	707,812.50	708,131.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	212.63	371,826.45	372,039.08
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	575.85	300,049.20	300,625.05
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	6,418.67	1,487,632.00	1,494,050.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	336.38	541,230.25	541,566.63
<b>MUNI</b>			<b>6,375,000.00</b>			<b>6,378,878.00</b>	<b>13,103.34</b>	<b>5,937,781.60</b>	<b>5,950,884.94</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	6,562.50	1,773,108.00	1,779,670.50
<b>SUPRANATIONAL</b>			<b>1,800,000.00</b>			<b>1,799,064.00</b>	<b>6,562.50</b>	<b>1,773,108.00</b>	<b>1,779,670.50</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	912828R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	30,326.09	3,921,400.00	3,951,726.09
US GOV	912828N30	UNITED STATES TREASURY	1,945,000.00	01/31/2019	12/31/2022	1,914,153.51	7,075.73	1,938,989.95	1,946,065.68
US GOV	912828R28	UNITED STATES TREASURY	1,500,000.00	06/29/2022	04/30/2023	1,484,648.44	8,213.32	1,482,885.00	1,491,098.32
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	11,974.39	2,862,967.00	2,874,941.39
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	3,922.64	937,868.50	941,791.14
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	7,019.47	1,678,291.00	1,685,310.47
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	16,152.85	2,888,699.00	2,904,851.85
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	12,593.75	2,252,206.00	2,264,799.75
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	17,119.57	4,871,100.00	4,888,219.57
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	5,050.27	1,436,974.50	1,442,024.77
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	2,225.54	633,243.00	635,468.54
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	1,540.76	438,399.00	439,939.76
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	4,622.28	1,315,197.00	1,319,819.28
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	2,546.54	817,496.00	820,042.54
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,069.97	2,284,275.00	2,285,344.97
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	399.59	1,437,540.00	1,437,939.59
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	224.69	315,917.00	316,141.69
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	770.38	1,083,144.00	1,083,914.38
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	4,622.28	6,498,864.00	6,503,486.28
US GOV	91282CBV2	UNITED STATES TREASURY	16,600,000.00	12/06/2021	04/15/2024	16,454,750.00	23,641.39	15,786,932.00	15,810,573.39
<b>US GOV</b>			<b>57,370,000.00</b>			<b>57,183,247.30</b>	<b>161,111.50</b>	<b>54,882,387.95</b>	<b>55,043,499.45</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	11,121.25	1,373,628.60	1,384,749.85
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	11,118.40	1,230,075.00	1,241,193.40
<b>YANKEE</b>			<b>2,645,000.00</b>			<b>2,633,825.00</b>	<b>22,239.65</b>	<b>2,603,703.60</b>	<b>2,625,943.25</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>183,516,542.47</b>			<b>184,649,445.82</b>	<b>466,479.66</b>	<b>176,182,414.18</b>	<b>176,648,893.83</b>

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



Report: Master BS by lot - group by Security type  
Account: SAM Paratransit Fund (136227)  
As of: 08/31/2022  
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	63,230.05	63,234.06
ABS	02661RAD3	BMWLT 2020-A A3	40,418.04	07/15/2020	10/25/2024	40,414.99	3.23	39,883.67	39,883.91
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	240,026.40	240,088.73
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	202,196.75	202,296.13
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	75,998.40	76,025.78
ABS	14315FAD9	CARMX 2020-3 A3	73,928.56	07/22/2020	03/17/2025	73,915.89	20.37	72,777.49	72,777.49
ABS	14316HAC6	CARMX 2020-4 A3	88,416.55	10/21/2020	08/15/2025	88,397.09	19.65	86,435.14	86,454.79
ABS	14316NAC3	CARMX 2021-1 A3	42,207.26	01/27/2021	12/15/2025	42,198.92	6.38	41,087.92	41,094.30
ABS	14318MAD1	CARMX 2023-1 A3	195,000.00	07/20/2022	08/15/2025	194,995.40	344.87	194,067.90	194,411.97
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	145,279.95	145,319.91
ABS	36255AAC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,740.90	61,759.32
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	64,422.15	64,432.28
ABS	36260KAC8	GMCAR 2020-4 A3	68,073.71	10/14/2020	08/18/2025	68,059.17	10.78	66,544.77	66,555.55
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,371.10	68,371.10
ABS	380140ACT	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	100,540.65	100,561.65
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,993.08	20.78	80,983.75	81,004.53
ABS	44891RAC4	HART 2020-C A3	236,154.31	10/28/2020	05/15/2025	236,099.93	39.88	230,980.17	231,020.05
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	10.98	62,933.00	62,943.98
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,233.40	57,253.13
ABS	47787NAC3	JDOT 2020-B A3	32,268.14	07/22/2020	11/15/2024	32,263.23	7.31	31,690.22	31,690.53
ABS	65479CAD0	NAROT 2020-B A3	43,867.03	06/30/2020	07/15/2024	43,865.83	10.72	43,399.41	43,410.13
ABS	89237VAB5	TAOT 2020-C A3	56,469.45	07/27/2020	10/15/2024	56,465.11	11.04	55,483.50	55,494.54
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,996.42	9.38	62,643.10	62,653.10
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	147,942.00	147,963.54
ABS	92348TAA2	VZOT 2020-A A1A	50,441.17	01/29/2020	07/22/2024	50,435.26	28.51	50,200.06	50,228.58
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	110,160.80	110,196.64
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	90,633.80	90,668.00
<b>ABS</b>			<b>2,637,244.23</b>			<b>2,636,905.07</b>	<b>944.61</b>	<b>2,546,882.45</b>	<b>2,547,827.07</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	523.26	254,278.75	254,802.01
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	212.03	104,793.75	105,005.78
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	615.89	254,630.75	255,246.64
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	282.64	252,793.75	253,076.39
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	17.19	250,841.25	250,858.44
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	435.42	250,261.00	250,696.42
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	163.19	240,275.00	240,438.19
AGCY BOND	3137EAE6B	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	332.29	269,263.50	269,595.79
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	124.13	267,825.25	267,949.38
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	145.83	320,159.00	320,304.83
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	38.89	774,136.00	774,174.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	408.47	328,552.20	328,960.67
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	552.64	444,511.80	445,064.44
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	905.21	500,956.50	501,861.71
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	121.88	250,351.40	250,473.28
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	219.62	264,632.50	264,852.12
<b>AGCY BOND</b>			<b>5,325,000.00</b>			<b>5,313,158.74</b>	<b>5,098.58</b>	<b>5,028,262.40</b>	<b>5,033,360.98</b>

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Cash	(2,543.29)	---	08/31/2022	(2,543.29)	0.00	(2,543.29)	(2,543.29)
CASH	CCYUSD	Receivable	3,091.71	---	08/31/2022	3,091.71	0.00	3,091.71	3,091.71
<b>CASH</b>			<b>548.42</b>			<b>548.42</b>	<b>0.00</b>	<b>548.42</b>	<b>548.42</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	550.67	196,368.00	196,918.67
CD	23341VZT1	DNB Bank ASA - New York Branch	275,000.00	12/06/2019	12/02/2022	275,000.00	1,418.08	274,472.00	275,890.08
<b>CD</b>			<b>475,000.00</b>			<b>475,000.00</b>	<b>1,968.75</b>	<b>470,840.00</b>	<b>472,808.75</b>

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	345,000.00	05/12/2021	05/12/2024	244,642.30	333.81	232,345.75	232,679.56
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	1,495.00	128,053.90	129,548.90
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	1,066.67	243,785.00	244,851.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	945.31	256,971.00	257,916.31
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	520.83	243,422.50	243,943.33
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	21.77	51,762.15	51,783.92
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2021	08/12/2026	149,955.00	98.96	133,332.00	133,430.96
CORP	06051G1D2	BANK OF AMERICA CORP	200,000.00	07/27/2020	06/19/2026	200,918.00	52.60	181,952.00	182,479.60
CORP	06051G1R1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	699.47	189,570.00	189,269.47
CORP	064066BA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	847.05	391,416.50	392,263.55
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	4,242.22	376,536.00	380,778.22
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	500.56	182,936.00	183,436.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	678.50	59,035.20	59,713.70
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	267.19	84,790.80	85,057.99
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	123.96	66,117.80	66,241.76
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	13.13	259,278.30	259,291.43
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	1,417.01	248,875.00	250,292.01
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	229.50	19,545.40	19,774.90
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	755.56	199,648.00	200,403.56
CORP	46647PB5A	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	299.29	96,168.00	96,467.29
CORP	46647PBCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	422.30	191,785.70	192,208.00
CORP	46647PVC6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	50.40	94,907.46	94,957.86
CORP	61747YETS	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	1,065.77	200,216.00	201,281.77
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	75.00	57,181.20	57,256.20
CORP	63743HF7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	392.44	34,420.75	34,813.19
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	923.61	249,217.50	250,141.11
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	32.08	98,562.45	98,594.53
CORP	771196HT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	3,696.36	350,648.20	354,344.56
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	288.45	81,409.60	81,698.05
CORP	85747BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	72.75	56,485.80	56,558.55
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	87.21	32,573.80	32,661.01
CORP	89236TG16	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	112.50	118,781.25	118,893.75
CORP	89236TG16	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	45.00	47,512.50	47,557.50
CORP	89236TG16	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	22.50	23,756.25	23,778.75
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	1,781.25	196,684.00	198,465.25
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	677.22	182,190.00	182,867.22
			<b>5,940,006.00</b>			<b>5,944,543.50</b>	<b>24,828.47</b>	<b>5,660,823.30</b>	<b>5,685,651.77</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	184,933.95	06/25/2021	06/01/2035	199,266.33	539.39	181,862.20	182,401.59
FHLMC	3132L7LB1	FH RC1222	234,517.59	10/19/2021	12/31/2034	241,356.40	654.84	220,916.32	221,571.17
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	171,946.25	172,392.79
FHLMC	3137F6Z55	FHMS K-J31 A1	61,614.58	10/29/2020	05/26/2026	61,613.34	29.22	58,454.36	58,483.58
FHLMC	3137FKK39	FHMS K-P05 A	3,500.08	12/17/2018	07/25/2023	3,500.07	9.34	3,417.90	3,427.24
FHLMC	3137FQ3V3	FHMS K-J27 A1	881.67	11/26/2019	07/25/2024	881.65	1.54	875.99	877.53
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,078.32	12/16/2021	12/25/2026	33,078.19	35.78	30,670.55	30,706.33
FHLMC	3137H8B42	FHMS K-340 A1	139,919.75	07/14/2022	06/25/2028	139,918.07	396.44	138,195.94	138,592.37
FHLMC	3137H8H79	FHMS K-341 A1	300,000.00	08/04/2022	01/25/2029	299,996.40	784.25	292,359.00	293,143.25
			<b>1,123,445.93</b>			<b>1,163,278.41</b>	<b>2,897.34</b>	<b>1,098,698.51</b>	<b>1,101,595.85</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	174,193.67	11/30/2020	05/25/2033	176,398.30	145.16	159,962.04	160,107.20
			<b>174,193.67</b>			<b>176,398.30</b>	<b>145.16</b>	<b>159,962.04</b>	<b>160,107.20</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	196,602.77	05/18/2021	03/01/2035	210,672.16	491.51	190,924.88	191,416.39
FNMA	3140Q9FM0	FN CA1971	215,392.30	01/18/2022	06/01/2033	227,272.52	628.23	211,939.56	212,567.79
FNMA	3140QGKN6	FN CA8400	222,292.32	03/22/2022	12/01/2035	243,201.69	648.35	219,006.84	219,655.19
FNMA	3140X92C8	FN FM6170	178,458.83	06/25/2021	07/01/2035	193,404.76	594.86	178,628.37	179,223.23
FNMA	3140X9K46	FN FM5714	133,237.14	03/25/2021	11/01/2035	145,145.20	444.12	133,365.04	133,809.17
FNMA	3140XALC4	FN FM6622	250,025.08	03/29/2021	02/01/2036	262,917.00	520.89	236,718.75	237,239.63
FNMA	3140XC4K1	FN FM8925	240,741.23	11/16/2021	08/01/2034	261,053.77	802.47	243,938.27	244,740.74
			<b>1,436,749.66</b>			<b>1,543,667.11</b>	<b>4,130.43</b>	<b>1,414,521.71</b>	<b>1,418,652.14</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V334	FIRST AMER.US TRS MM Y	1,040,147.69		---	1,040,147.69	0.00	1,040,147.69	1,040,147.69
			<b>1,040,147.69</b>			<b>1,040,147.69</b>	<b>0.00</b>	<b>1,040,147.69</b>	<b>1,040,147.69</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	135.39	53,785.60	53,920.99
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	215.50	68,171.25	68,386.75
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	105.05	58,213.20	58,318.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	115.32	50,991.60	51,106.92
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	157.25	69,534.00	69,691.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	272.57	120,525.60	120,798.17
MUNI	54438C7K2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	74.08	106,073.33	106,073.33
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	44.63	78,037.65	78,082.28
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	95.98	50,008.20	50,104.18
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	1,103.21	255,686.75	256,789.96
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	73.13	117,658.75	117,731.88
<b>MUNI</b>			<b>1,105,000.00</b>			<b>1,105,886.10</b>	<b>2,392.09</b>	<b>1,028,613.85</b>	<b>1,031,005.94</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	1,002.60	270,891.50	271,894.10
<b>SUPRANATIONAL</b>			<b>275,000.00</b>			<b>274,857.00</b>	<b>1,002.60</b>	<b>270,891.50</b>	<b>271,894.10</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	1,346.03	368,856.70	370,202.73
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	3,092.22	847,373.50	850,465.72
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	825.82	197,446.00	198,271.82
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	2,271.00	542,976.50	545,247.50
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	4,654.21	832,337.00	836,991.21
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	3,422.21	612,012.50	615,434.71
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	3,595.11	1,022,931.00	1,026,526.11
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	1,455.16	414,043.50	415,498.66
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	427.99	121,777.50	122,205.49
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	599.18	170,488.50	171,087.68
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	1,540.76	438,399.00	439,939.76
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	748.98	240,440.00	241,188.98
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	96.30	135,393.00	135,489.30
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	337.04	473,875.50	474,212.54
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	854.51	570,612.00	571,466.51
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	884.51	317,474.50	318,359.01
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	244.57	403,771.50	404,016.07
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	81.52	134,590.50	134,672.02
<b>US GOV</b>			<b>8,145,000.00</b>			<b>8,094,789.85</b>	<b>26,477.13</b>	<b>7,844,798.70</b>	<b>7,871,275.83</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	1,993.06	246,170.00	248,163.06
<b>YANKEE</b>			<b>250,000.00</b>			<b>250,000.00</b>	<b>1,993.06</b>	<b>246,170.00</b>	<b>248,163.06</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,927,329.59			28,019,180.20	71,878.22	26,811,160.57	26,883,038.79

\* 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: 08/01/2022 - 08/31/2022  
 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
14316NAC3	CARMX 2021-1 A3	(14,453.88)	0.340	Principal Paydown	08/15/2022	08/15/2022	12/15/2025	(14,453.88)	0.00	14,453.88
14316NAC3	CARMX 2021-1 A3	(2,550.68)	0.340	Principal Paydown	08/15/2022	08/15/2022	12/15/2025	(2,550.68)	0.00	2,550.68
36260KAC8	GMCAR 2020-4 A3	(22,189.21)	0.380	Principal Paydown	08/16/2022	08/16/2022	08/18/2025	(22,189.21)	0.00	22,189.21
44891RAC4	HART 2020-C A3	(77,107.91)	0.380	Principal Paydown	08/15/2022	08/15/2022	05/15/2025	(77,107.91)	0.00	77,107.91
36260KAC8	GMCAR 2020-4 A3	(4,715.21)	0.380	Principal Paydown	08/16/2022	08/16/2022	08/18/2025	(4,715.21)	0.00	4,715.21
44891RAC4	HART 2020-C A3	(16,963.74)	0.380	Principal Paydown	08/15/2022	08/15/2022	05/15/2025	(16,963.74)	0.00	16,963.74
89237VAB5	TAOT 2020-C A3	(48,815.82)	0.440	Principal Paydown	08/15/2022	08/15/2022	10/15/2024	(48,815.83)	0.00	48,815.83
89237VAB5	TAOT 2020-C A3	(5,193.17)	0.440	Principal Paydown	08/15/2022	08/15/2022	10/15/2024	(5,193.17)	0.00	5,193.17
362590AC5	GMCAR 2020-3 A3	(32,170.09)	0.450	Principal Paydown	08/16/2022	08/16/2022	04/16/2025	(32,170.10)	0.00	32,170.10
09661RAD3	BMWOT 2020-A A3	(15,218.69)	0.480	Principal Paydown	08/25/2022	08/25/2022	10/25/2024	(15,218.68)	0.00	15,218.68
09661RAD3	BMWOT 2020-A A3	(4,348.20)	0.480	Principal Paydown	08/25/2022	08/25/2022	10/25/2024	(4,348.20)	0.00	4,348.20
14316HAC6	CARMX 2020-4 A3	(24,488.36)	0.500	Principal Paydown	08/15/2022	08/15/2022	08/15/2025	(24,488.36)	0.00	24,488.36
14316HAC6	CARMX 2020-4 A3	(5,761.97)	0.500	Principal Paydown	08/15/2022	08/15/2022	08/15/2025	(5,761.97)	0.00	5,761.97
47787NAC3	JDOT 2020-B A3	(11,688.12)	0.510	Principal Paydown	08/15/2022	08/15/2022	11/15/2024	(11,688.12)	0.00	11,688.12
47787NAC3	JDOT 2020-B A3	(2,805.15)	0.510	Principal Paydown	08/15/2022	08/15/2022	11/15/2024	(2,805.15)	0.00	2,805.15
65479CAD0	NAROT 2020-B A3	(19,547.03)	0.550	Principal Paydown	08/15/2022	08/15/2022	07/15/2024	(19,547.03)	0.00	19,547.03
65479CAD0	NAROT 2020-B A3	(5,375.43)	0.550	Principal Paydown	08/15/2022	08/15/2022	07/15/2024	(5,375.43)	0.00	5,375.43
3137F62S5	FHMS K-J31 A1	(1,443.41)	0.569	Principal Paydown	08/01/2022	08/01/2022	05/26/2026	(1,443.41)	0.00	1,443.41
3137F62S5	FHMS K-J31 A1	(340.43)	0.569	Principal Paydown	08/01/2022	08/01/2022	05/26/2026	(340.43)	0.00	340.43
14315FAD9	CARMX 2020-3 A3	(23,241.60)	0.620	Principal Paydown	08/15/2022	08/15/2022	03/17/2025	(23,241.60)	0.00	23,241.60
14315FAD9	CARMX 2020-3 A3	(6,714.24)	0.620	Principal Paydown	08/15/2022	08/15/2022	03/17/2025	(6,714.24)	0.00	6,714.24
91282CCP4	UNITED STATES TREASURY	150,000.00	0.625	Buy	08/08/2022	08/15/2022	07/31/2026	136,593.75	38.21	(136,631.96)
3137F7DH5	FHR 5048 B	(19,687.67)	1.000	Principal Paydown	08/01/2022	08/01/2022	05/25/2033	(19,687.67)	0.00	19,687.67
3133Q5GZ3	FHS 370 A3	(36,487.30)	1.000	Principal Paydown	08/01/2022	08/01/2022	09/25/2033	(36,487.30)	0.00	36,487.30
3137F7DH5	FHR 5048 B	(4,164.70)	1.000	Principal Paydown	08/01/2022	08/01/2022	05/25/2033	(4,164.70)	0.00	4,164.70
3137H4RZ5	FHMS K-J36 A1	(620.14)	1.298	Principal Paydown	08/01/2022	08/01/2022	12/25/2026	(620.14)	0.00	620.14
3137H4RZ5	FHMS K-J36 A1	(98.66)	1.298	Principal Paydown	08/01/2022	08/01/2022	12/25/2026	(98.66)	0.00	98.66
14041NFU0	COMET 2019-2 A	0.00	1.720	Maturity	08/15/2022	08/15/2022	08/15/2022	0.00	0.00	0.00
14041NFU0	COMET 2019-2 A	(1,660,000.00)	1.720	Principal Paydown	08/15/2022	08/15/2022	08/15/2022	(1,660,000.00)	0.00	1,660,000.00
14041NFU0	COMET 2019-2 A	(475,000.00)	1.720	Principal Paydown	08/15/2022	08/15/2022	08/15/2022	(475,000.00)	0.00	475,000.00
14041NFU0	COMET 2019-2 A	0.00	1.720	Maturity	08/15/2022	08/15/2022	08/15/2022	0.00	0.00	0.00
31846V534	FIRST AMER:US TRS MM Y	5,858.98	1.740	Buy	08/02/2022	08/02/2022	08/31/2022	5,858.98	0.00	(5,858.98)
31846V534	FIRST AMER:US TRS MM Y	4,471,071.44	1.740	Buy	---	---	08/31/2022	4,471,071.44	0.00	(4,471,071.44)
31846V534	FIRST AMER:US TRS MM Y	(605,084.79)	1.740	Sell	---	---	08/31/2022	(605,084.79)	0.00	605,084.79
31846V534	FIRST AMER:US TRS MM Y	1,049,044.60	1.740	Buy	---	---	08/31/2022	1,049,044.60	0.00	(1,049,044.60)
31846V534	FIRST AMER:US TRS MM Y	(125,614.01)	1.740	Sell	---	---	08/31/2022	(125,614.01)	0.00	125,614.01
65558TLL7	Nordea ABP - New York Branch	(950,000.00)	1.850	Maturity	08/26/2022	08/26/2022	08/26/2022	(950,000.00)	0.00	950,000.00
92348TAA2	VZOT 2020-A A1A	(32,925.60)	1.850	Principal Paydown	08/20/2022	08/20/2022	07/22/2024	(32,925.60)	0.00	32,925.60
65558TLL7	Nordea ABP - New York Branch	(275,000.00)	1.850	Maturity	08/26/2022	08/26/2022	08/26/2022	(275,000.00)	0.00	275,000.00
92348TAA2	VZOT 2020-A A1A	(8,664.63)	1.850	Principal Paydown	08/20/2022	08/20/2022	07/22/2024	(8,664.63)	0.00	8,664.63
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	(950,000.00)	1.860	Maturity	08/26/2022	08/26/2022	08/26/2022	(950,000.00)	0.00	950,000.00
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	(275,000.00)	1.860	Maturity	08/26/2022	08/26/2022	08/26/2022	(275,000.00)	0.00	275,000.00
3137FQ3V3	FHMS K-J27 A1	(11,096.19)	2.092	Principal Paydown	08/01/2022	08/01/2022	07/25/2024	(11,096.19)	0.00	11,096.19
3137FQ3V3	FHMS K-J27 A1	(2,882.13)	2.092	Principal Paydown	08/01/2022	08/01/2022	07/25/2024	(2,882.13)	0.00	2,882.13

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	(1,300,000.00)	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	(200,000.00)	2.125	Sell	07/28/2022	08/04/2022	12/31/2022	(199,460.94)	(404.21)	199,865.15
608919775	FEDERATED HRMS IS MM IS	5,010,401.08	2.320	Buy	---	---	08/31/2022	5,006,893.11	0.00	(5,006,893.11)
902656404	UBS SL ESG PRIME INS	5,005,891.48	2.440	Buy	---	---	08/31/2022	5,006,891.97	0.00	(5,006,891.97)
902656602	UBS SL ESG PRIME PFD	10,005,060.37	2.480	Buy	---	---	08/31/2022	10,007,060.68	0.00	(10,007,060.68)
3140XALC4	FN FM6622	(8,245.89)	2.500	Principal Paydown	08/01/2022	08/01/2022	02/01/2036	(8,245.89)	0.00	8,245.89
3140XALC4	FN FM6622	(1,546.10)	2.500	Principal Paydown	08/01/2022	08/01/2022	02/01/2036	(1,546.10)	0.00	1,546.10
3140K7XA6	FN BP0672	(38,370.21)	3.000	Principal Paydown	08/01/2022	08/01/2022	03/01/2035	(38,370.21)	0.00	38,370.21
3140K7XA6	FN BP0672	(6,771.21)	3.000	Principal Paydown	08/01/2022	08/01/2022	03/01/2035	(6,771.21)	0.00	6,771.21
3137BM6P6	FHMS K-721 A2	(5,203.53)	3.090	Principal Paydown	08/01/2022	08/01/2022	08/25/2022	(5,203.53)	0.00	5,203.53
3137BM6P6	FHMS K-721 A2	(1,503.24)	3.090	Principal Paydown	08/01/2022	08/01/2022	08/25/2022	(1,503.24)	0.00	1,503.24
3137H8H79	FHMS K-J41 A1	1,800,000.00	3.137	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	3.137	Buy	07/28/2022	08/04/2022	01/25/2029	299,996.40	78.43	(300,074.83)
3137FKK39	FHMS K-P05 A	(33.24)	3.203	Principal Paydown	08/01/2022	08/01/2022	07/25/2023	(33.24)	0.00	33.24
3137FKK39	FHMS K-P05 A	(9.44)	3.203	Principal Paydown	08/01/2022	08/01/2022	07/25/2023	(9.44)	0.00	9.44
3137H8B42	FHMS K-J40 A1	(481.52)	3.400	Principal Paydown	08/01/2022	08/01/2022	06/25/2028	(481.52)	0.00	481.52
3137H8B42	FHMS K-J40 A1	(80.25)	3.400	Principal Paydown	08/01/2022	08/01/2022	06/25/2028	(80.25)	0.00	80.25
3132CWMM3	FH SB0364	(21,337.34)	3.500	Principal Paydown	08/01/2022	08/01/2022	06/01/2035	(21,337.34)	0.00	21,337.34
3140QGKN6	FN CA8400	(6,531.08)	3.500	Principal Paydown	08/01/2022	08/01/2022	12/01/2035	(6,531.08)	0.00	6,531.08
3133L7LB1	FH RC1222	(25,382.28)	3.500	Principal Paydown	08/01/2022	08/01/2022	12/01/2034	(25,382.28)	0.00	25,382.28
3140Q9FM0	FN CA1971	(26,656.56)	3.500	Principal Paydown	08/01/2022	08/01/2022	06/01/2033	(26,656.56)	0.00	26,656.56
3132CWMM3	FH SB0364	(3,960.53)	3.500	Principal Paydown	08/01/2022	08/01/2022	06/01/2035	(3,960.53)	0.00	3,960.53
3140QGKN6	FN CA8400	(1,278.33)	3.500	Principal Paydown	08/01/2022	08/01/2022	12/01/2035	(1,278.33)	0.00	1,278.33
3133L7LB1	FH RC1222	(4,568.81)	3.500	Principal Paydown	08/01/2022	08/01/2022	12/01/2034	(4,568.81)	0.00	4,568.81
3140Q9FM0	FN CA1971	(3,998.48)	3.500	Principal Paydown	08/01/2022	08/01/2022	06/01/2033	(3,998.48)	0.00	3,998.48
3140X9K46	FN FM5714	(7,375.55)	4.000	Principal Paydown	08/01/2022	08/01/2022	11/01/2035	(7,375.55)	0.00	7,375.55
3140X92C8	FN FM6170	(39,960.64)	4.000	Principal Paydown	08/01/2022	08/01/2022	07/01/2035	(39,960.64)	0.00	39,960.64
3140XC4K1	FN FM8925	(11,719.86)	4.000	Principal Paydown	08/01/2022	08/01/2022	08/01/2034	(11,719.86)	0.00	11,719.86
3140XHQQ3	FN FS2262	(21,794.80)	4.000	Principal Paydown	08/01/2022	08/01/2022	06/01/2037	(21,794.80)	0.00	21,794.80
3140X9K46	FN FM5714	(1,317.06)	4.000	Principal Paydown	08/01/2022	08/01/2022	11/01/2035	(1,317.06)	0.00	1,317.06
3140X92C8	FN FM6170	(7,492.62)	4.000	Principal Paydown	08/01/2022	08/01/2022	07/01/2035	(7,492.62)	0.00	7,492.62
3140XC4K1	FN FM8925	(2,197.47)	4.000	Principal Paydown	08/01/2022	08/01/2022	08/01/2034	(2,197.47)	0.00	2,197.47
---	---	<b>20,272,053.76</b>	<b>2.232</b>	---	---	---	<b>03/16/2023</b>	<b>20,262,158.09</b>	<b>(2,444.40)</b>	<b>(20,259,713.69)</b>

\* 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.

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

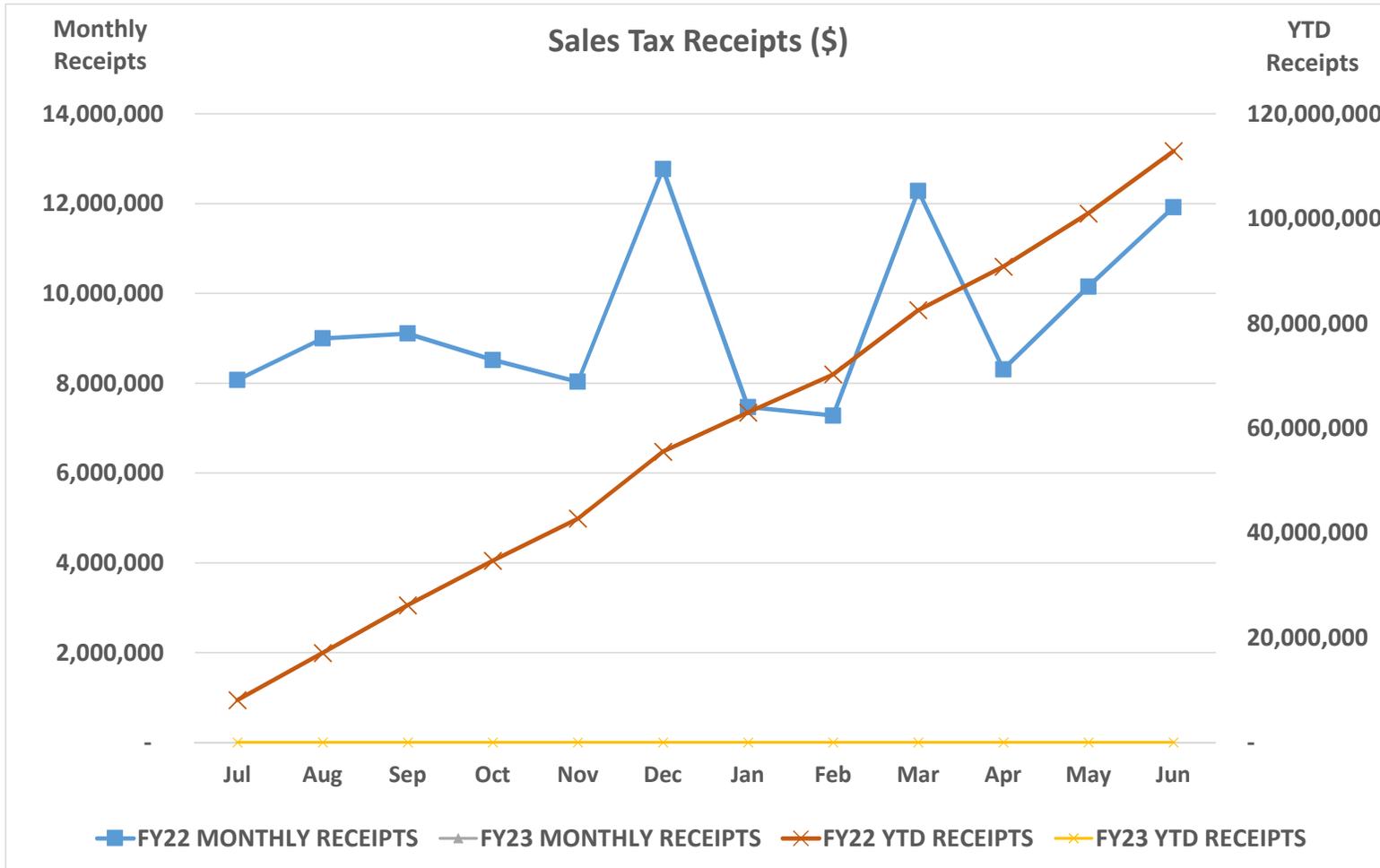
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

	<b>FY22</b>	<b>FY23</b>	<b>FY22</b>	<b>FY23</b>	<b>FY23</b>
	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>YTD</b>	<b>YTD</b>
	<b>RECEIPTS*</b>	<b>RECEIPTS*</b>	<b>% Change</b>	<b>RECEIPTS</b>	<b>RECEIPTS</b>
					<b>% 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>	11,921,111		(100.0%)	112,905,953	(100.0%)
<b>Total</b>	<u>112,905,953</u>	<u>-</u>			

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Casey Fromson, Chief Communications Officer  
Subject: **Authorize the Second Amendment to the Agreement with FivePaths, LLC for Rebranding Services**

**Action**

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

1. Authorize the Second Amendment to the Agreement with FivePaths, LLC of San Francisco, CA (FivePaths) for SamTrans Rebranding Services (Services) to:
  - a. Increase the total not-to-exceed (NTE) amount by \$150,000 for a new NTE amount of \$300,000, and
  - b. Extend the contract for twelve (12) months beginning June 4, 2023 and ending June 3, 2024.
2. Authorize the Acting General Manager/CEO or designee to execute the Second Amendment to the Rebranding Services Agreement with Five Paths, in full conformity with the terms and conditions set forth in the negotiated Agreement and First Amendment, and in a form approved by legal counsel.

**Significance**

Approval of the above actions will provide the District with Marketing and Creative Services resources for an additional year to support staff on an as-needed basis, including for roll-out of future phases of Reimagine SamTrans.

**Budget Impact**

Funds to support this contract amendment are included in the District's adopted Fiscal Year 2022-23 and future operating budget.

**Background**

In 2019, the District, as a result of its Request for Proposals for which it received eleven proposals, awarded contract 19-S-T-107 to FivePaths, the highest ranked proposer, for website redesign and development services. Under the website redesign contract, FivePaths efficiently and seamlessly worked with the District team and provided valuable input and recommendations to the District.

District staff determined that the website redesign and marketing and communications related to the Reimagine SamTrans comprehensive operational analysis were highly related and

interdependent. Staff further determined it would not be in the District's best interest to have a different consultant firm provide services in support of the District's Marketing and Creative Services projects during the Reimagine SamTrans process and roll-out of related service changes. Therefore, the District entered into a single-source contract 21-S-P-023 with FivePaths on December 4, 2020 for the District's Rebranding Project (the "Rebranding Contract"). The Rebranding Contract had an initial term of 18 months, plus one additional one-year option term, and was for a total amount not to exceed \$150,000. The Rebranding Contract scope of work also included "Additional Services as Needed."

The Rebranding Contract was amended in May 2022 to specify certain additional services related to marketing and communications support for Reimagine SamTrans.

The District also exercised the one-year option term through June 3, 2023 to ensure project continuity.

Approval of staff's recommendation to authorize a second amendment to the Rebranding Contract will ensure continued project momentum, efficiencies, and cost savings while leveraging the investment the District has made to date in Reimagine SamTrans and related marketing and branding efforts.

Prepared By: Robert Casumbal Director, Marketing and Market Research 650-508-6280

**Resolution No. 2022-**

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

\* \* \*

**Authorizing the Second Amendment to the Agreement with FivePaths, LLC  
for Rebranding Services to Increase the Not-to-Exceed Amount by \$150,000**

**Whereas**, effective December 4, 2020, the San Mateo County Transit District (District) and FivePaths, LLC of San Francisco, CA (FivePaths) entered into Agreement 21-S-P-023 for Rebranding Services (Agreement); and

**Whereas**, on May 26, 2022, the District exercised the one-year option term under the Agreement (to last through June 3, 2023), and the District and FivePaths entered into the First Amendment to the Agreement to incorporate marketing and branding work in support of the Reimagine SamTrans initiative into the scope of services; and

**Whereas**, staff has determined that additional funding and time are required to support the District's pending and upcoming marketing and creative services projects; and

**Whereas**, FivePaths has submitted a proposal to provide these additional services under the Agreement; and

**Whereas**, staff has determined that FivePaths' prices are fair and reasonable, and FivePaths' performance to-date has met the requirements of the Agreement and District; and

**Whereas**, the Acting General Manager/CEO recommends that the Board of Directors (Board) authorize the Second Amendment to the Agreement with FivePaths to 1) increase the not-to-exceed amount by \$150,000 for a new not-to-exceed amount of \$300,000, and 2) extend the Agreement for 12 months, beginning June 4, 2023, and ending June 3, 2024.

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

- a. Authorizes the Second Amendment to the Agreement with FivePaths for Rebranding Services to increase the total not-to-exceed amount by \$150,000 for a new not-to-exceed amount of \$300,000 and extend the term of the Agreement for 12 months, beginning June 4, 2023, and ending June 3, 2024; and
- b. Authorizes the Acting General Manager/CEO or designee to execute the Second Amendment in full conformity with the terms and conditions of the Agreement and the First Amendment thereto, and in a form approved by legal counsel.

Regularly passed and adopted this 12th day of October, 2022, by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transit District

Attest:

\_\_\_\_\_  
District Secretary

**Resolution No. 2022-**

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

\* \* \*

**Proclaiming the Month of October as Cybersecurity Awareness Month**

**Whereas**, Cybersecurity Awareness Month was launched by the National Cyber Security Alliance and the U.S. Department of Homeland Security in October 2004, and is now recognized by thousands of organizations including the federal government, the Multi-State Information Sharing and Analysis Center, the National Association of State Chief Information Officers, and numerous local governments nationwide; and

**Whereas**, individuals, businesses, nonprofits, government organizations, and academic institutions have become increasingly reliant on information systems and technology to conduct business, engage in commerce, access information, communicate, and provide essential services; and

**Whereas**, more than ever before, technology plays a part in almost all of the San Mateo County Transit District's (District) operations and connected devices are an integral part of how employees provide and customers access the District's essential services; and

**Whereas**, cyber threats continue to increase and the impact of cyberattacks has been debilitating to individuals and organizations, including numerous local government agencies; and

**Whereas**, cybersecurity education, which is crucial to protect employees, customers and the District, helps ensure employees are aware of cyber threats and best practices for preventing and responding to data security incidents; and

**Whereas**, the District is committed to implementing the best practices and technologies to defend against cyber-crime, and the observation of Cybersecurity Awareness Month will kick-off the District's annual efforts to further educate and prepare employees regarding cyber threats; and

**Whereas**, to further support this effort, staff recommends that the Board of Directors recognize October 2022 as "Cybersecurity Awareness Month" and officially support National Cybersecurity Awareness Month.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District, recognizes and supports October 2022 as "Cybersecurity Awareness Month"; and

**Be It Further Resolved** that the Board calls upon all employees and customers of the District to become educated about cybersecurity and put that knowledge into practice to keep our connected community safe from cyber threats.

Regularly passed and adopted this 12th day of October, 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



## **Background**

On July 29, 2022 the District issued an Invitation for Bids (IFB), 22-S-C-045. The solicitation was advertised on the District's e-procurement website. As part of its outreach efforts, staff sent solicitation notices to the following Builders Exchanges: Marin Builders Association, Sacramento Regional Builders Exchange, Builders Exchange of San Francisco, Bay Area Builders Exchange, Builders' Exchange of San Joaquin, Valley Builders Exchange, Central Coast Builders Association, Central California Builders Exchange, Challenge News, and Bid America.

On August 5, 2022, no bidders showed up at the pre-bid meeting and site walk. Staff increased outreach efforts and issued an Addendum 1 on August 12, 2022 to add another date for a pre-bid meeting and site walk. Addendum 2 was issued to update the Zoom call-in information for the pre-bid meeting.

On August 18, 2022 staff issued Addendum 3 to remove services from the scope to eliminate the task of removing existing, now-defunct charging stations. Staff also modified the contract specifications and certain keynotes on the contract drawings. Lastly, Addendum 3 replaced the installation guide (version v0.3) with the current version (version v0.7).

On August 29, 2022 staff received four bids in response to this IFB:

- Artulia, Inc. \$398,622.00
- Bhogal Brothers Construction, Inc. \$290,000.00
- Pacific Lighting and Energy Management \$354,150.00
- VNH Builders \$415,000.00

Staff and legal counsel have determined that the lowest bid, submitted by Bhogal Brothers, is responsive to the solicitation requirements, and that Bhogal Brothers is the lowest responsive and responsible bidder, with a bid amount of \$290,000.

The proposed amount was less than the independent cost estimate (ICE), which was approximately \$394,000. However, the ICE included approximately \$45,000 for contingencies and \$50,000 for lack of competition. Staff conducted a price analysis and determined Bhogal Brothers' prices are fair and reasonable as compared to previously-procured services and market rates.

Staff conducted reference checks and determined that Bhogal Brothers was highly rated for its quality of work, responsiveness to time-sensitive requests, and communication.

A 5 percent bid preference was available to bidders that could meet the established Small Business Enterprise goal of 27%. Bhogal Brothers is a certified SBE, but does not need the application of the bid preference percentage as it already submitted the lowest bid.

Prepared By:	Danielle Sanderson	Administrative Analyst III	650-551-6130
Project Manager:	Jeffrey Shu	Engineer, Project Manager	650-703-6103

**Resolution No. 2022-**

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

\* \* \*

**Awarding a Contract to Bhogal Brothers Construction, Inc. for the SamTrans North Base Bus  
Maintenance Facility Charger Replacement Project for a  
Total Not-to-exceed Amount of \$290,000**

**Whereas**, the Board of Directors (Board) of the San Mateo County Transit District (District) approved its Innovative Clean Transit Rollout Plan (Plan) on December 2, 2020; and

**Whereas**, the District, as part of this Plan, purchased 17 Battery Electric Buses (BEBs), which will be delivered to North Base by the second quarter of calendar year 2023; and

**Whereas**, infrastructure improvements at North Base are required to operate the new BEBs, including installing power distribution infrastructure, power cable networks, and new BEB chargers and dispensers; and

**Whereas**, on July 29, 2022 the District issued an Invitation for Bids (IFB) 22-S-C-045 for the SamTrans North Base Bus Maintenance Facility Charger Replacement Project (Project) as part of these infrastructure improvements; and

**Whereas**, the District received four bids in response to the IFB; and

**Whereas**, staff and legal counsel have reviewed these bids and determined that Bhogal Brothers Construction, Inc. of Hayward, California (Bhogal Brothers) submitted the lowest responsive and responsible bid; and

**Whereas**, staff determined that Bhogal Brothers' bid complies with the requirements of the solicitation documents; and

**Whereas**, Bhogal Brothers is a certified Small Business Enterprise; and

**Whereas**, staff determined that Bhogal Brothers' prices are fair and reasonable; and

**Whereas,** staff recommends that the Board award a construction contract to Bhogal Brothers to complete the Project for a total not-to-exceed amount of \$290,000; and

**Whereas,** staff recommends that the Board authorize an additional 20% percent in contract contingency authority for potential changes associated with integration of new charging equipment with the existing electrical system.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Bhogal Brothers Construction, Inc. to provide construction services for new power distribution infrastructure, power cable networks, and new Battery Electric Bus chargers and dispensers at the SamTrans North Base Bus Maintenance Facility for a not-to-exceed amount of \$290,000; and

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

**Be It Further Resolved** that the Board hereby authorizes the Acting General Manager/CEO or designee to exercise contract contingency authority in a cumulative amount of up to 20 percent of the Board-authorized contract amount.

Regularly passed and adopted this 12<sup>th</sup> day of October, 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: Dora Seamans, Executive Officer/District Secretary  
Subject: **Approval of the 2023 Board of Directors Meeting Calendar**

**Action**

Staff recommends the Board approve the attached meeting calendar for 2023.

**Significance**

The Board of Directors' committee and regular meetings are scheduled for the first Wednesday of each month at 2:00 pm.

**Budget Impact**

There is no impact on the budget.

Prepared by: Dora Seamans, Executive Officer/District Secretary 650-508-6242



## Board/Committee Meeting Calendar 2023

Wednesday – 2:00 PM
January 4
February 1
March 1
April 5
May 3
June 7
July 5
August 2
September 6
October 4
November 1
December 6

The Board/Committee meets the first Wednesday of the month unless otherwise noted.

Board meetings (including Community Relations; Finance; Strategic Planning, Development, and Sustainability; and Legislative Committees), will now be conducted in a hybrid format (virtually via Zoom and in person at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA, unless otherwise stated). Individual members of the public may participate in person if they comply with the District's current workplace safety policies, unless otherwise stated at <https://www.samtrans.com/meetings>.

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: Carter Mau, Acting General Manager/CEO  
From: Dora Seamans , Executive Officer/ District Secretary      Juliet Nogales-DeGuzman, Director, Human Resources  
Subject: **Update to District's Conflict of Interest Code**

**Action**

Staff proposes that the Board of Directors (Board) adopt the Conflict of Interest Code, Attachment A, which has been revised to reflect current staff positions and responsibilities.

**Significance**

The California Political Reform Act, at Government Code Section 87306.5, requires public agencies to review their Conflict of Interest Codes every even-numbered year to ensure they are up to date and meet current legal requirements. Staff and legal counsel have reviewed the District's Code and have determined that it should be updated to reflect current job titles and responsibilities of positions listed in the Appendix to the Code as "Designated Positions." These positions are required to file an annual "Form 700" as required by the Fair Political Practices Commission.

Once the Conflict of Interest Code has been amended, it will be sent to the County of San Mateo Board of Supervisors for approval.

**Budget Impact**

There is no impact to the budget.

**Background**

1. The list of Designated Positions has been updated to include the following new positions, which are involved in the making of decisions or participate in the making of decisions that could foreseeably have a material effect on employees' financial interests, as defined in the Political Reform Act:

Business Intelligence Analyst III  
Chief People Officer  
Deputy Chief, Communications  
Deputy Director, Capital Program Delivery  
Deputy Director, Transit Oriented Development (TOD) & Real Estate  
Deputy District Secretary

Director, Accounting  
Director, Bus Maintenance  
Director, Capital Program Management  
Director, Financial Planning and Analysis  
EEO Program Administrator  
Facilities Project Engineer  
Maintenance Contract Administrator  
Manager, Fare Programs Operations  
Manager, Government and Community Affairs  
Manager, Grants and Fund Programming  
Manager, Marketing Outreach  
Manager, Third Party Projects  
Procurement Administrator I  
Project Controls Administrator  
Project Controls Analyst  
Real Estate Administrator

2. The list of Designated Positions also has been updated to reflect changes to the disclosure categories for the following positions due to changes in job descriptions:

Director, Bus Transportation  
Manager, Engineering  
Manager, Facilities Maintenance  
Manager, Programming and Monitoring

3. The list of Designated Positions also has been updated to reflect changes to titles of the following positions. (Former positions are listed in parentheses):

Chief Information and Technology Officer (Director, Information Technology and Telecommunications)  
Director, Engineering (Director, Engineering and Maintenance)  
Employee Relations Administrator (Assistant Manager, Employee Relations)  
Executive Officer, District Secretary (Executive Officer, District Secretary, Executive Administration)  
Manager, Creative Services (Manager, Marketing and Creative Services)  
Manager, Financial Reporting (Manager, Financial Reporting and General Ledger)  
Manager, Human Relations (Manager, Employee Services)  
Manager, Revenue Management (Manager, Fare Revenue)  
Manager, Stations and Communications (Manager, Stations and Access)  
Title VI Social Equity Administrator (Title VI Administrator)

Attachment A: Conflict of Interest Code

Prepared by:	Dora Seamans	Executive Officer/District Secretary	650-508-6242
	Juliet Nogales-DeGuzman	Director, Human Resources	650-508-6236

**Resolution No. 2022-**

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

\* \* \*

**Adopting the Amended Conflict of Interest Code**

**Whereas**, pursuant to Resolution No. 1976-81, dated November 23, 1976, the San Mateo County Transit District (District) adopted a Conflict of Interest Code (Code) as required by the Political Reform Act of 1974; and

**Whereas**, California Government Code Section 87306.5 requires the District review its Code every even-numbered year and revise it if necessary; and

**Whereas**, legal counsel and staff have reviewed the current Code, last amended in 2020, and have determined the Code and its Appendices, listing the designated positions who must disclose their economic interests on an annual basis and disclosure categories for such positions, should be updated to reflect current staffing positions and organization; and

**Whereas**, legal counsel and staff recommend adopting the amendments as reflected in the attached Code.

**Now, Therefore, Be It Resolved** by the Board of Directors of the San Mateo County Transit District the amended Conflict of Interest Code is hereby adopted, in the form presented to the Board of Directors; and

**Be It Further Resolved** the District Secretary is directed to transmit a copy of the amended Conflict of Interest Code to the San Mateo County Board of Supervisors for its review and approval, and to make any revisions that may be required by the County for approval of the Code.

Regularly passed and adopted this 12th day of October, 2022, by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

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District Secretary

**CONFLICT OF INTEREST CODE  
SAN MATEO COUNTY TRANSIT DISTRICT**

Adopted on November 23, 1976 by Resolution No. 1976-81

Approved by the San Mateo County Board of Supervisors on August 15, 1978

Amended on November 16, 1992 by Resolution No. 1992-102

Amended on September 14, 1994 by Resolution No. 1994-73

Amended on September 16, 1996 by Resolution No. 1996-53

Amended on September 22, 1998 by Resolution No. 1998-66

Amended on October 12, 2000 by Resolution No. 2000-78

Amended on November 13, 2002 by Resolution No. 2002-72

Amended on October 20, 2004 by Resolution No. 2004-38

Amended on October 11, 2006 by Resolution No. 2006-41

Amended on November 12, 2008 by Resolution No. 2008-64

Amended on November 10, 2010 by Resolution No. 2010-70

Amended on November 14, 2012 by Resolution No. 2012-50

Amended on November 5, 2014 by Resolution No. 2014-47

Amended on November 2, 2016 by Resolution No. 2016-55

Amended on December 5, 2018 by Resolution No. 2018-58

Amended on August 5, 2020 by Resolution No. 2020-34

Amended on October 12, 2022 by Resolution No. 2022-\_\_

## **SAN MATEO COUNTY TRANSIT DISTRICT**

### **CONFLICT OF INTEREST CODE**

The Political Reform Act of 1974 (Government Code Sections 81000 et seq.) requires State and local government agencies to adopt and promulgate Conflict of Interest Codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. Section 18730), which contains the terms of a standard Conflict of Interest Code and can be incorporated by reference in an agency's code.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments duly adopted by the Fair Political Practice Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the San Mateo County Transit District (District).

Individuals holding designated positions shall file statements of economic interests with the District, which will make the statements available for public inspection and reproduction. (Gov. Code Section 81008.) The District Secretary, on behalf of the District, shall make and retain a copy of the statements and forward the originals to the San Mateo County Board of Supervisors, which shall be the filing officer.

**APPENDIX A: DESIGNATED POSITIONS**

<b><u>Designated Positions</u></b>	<b><u>Disclosure Categories</u></b>
Accessibility Coordinator	5
ADA Coordinator	5
Assistant Manager, Transit Operations Training	5
Business Intelligence Analyst III	3, 5
Chief Communications Officer	1, 2, 3
Chief Information and Technology Officer	2
Chief Officer, Planning, Grants, Real Estate, and Transportation Authority	1, 2, 3
Chief Operating Officer, Bus	1, 2, 3
Chief Operating Officer, Rail	1, 2, 3
Chief People Officer	3, 5
Contract Administrator	2
DBE Administrator	2, 3
Deputy Chief, Communications	1, 2, 3
Deputy Director, Capital Program Delivery	1, 2, 3
Deputy Director, Intelligent Transportation Systems (ITS)	2
Deputy Director, Quality Assurance & Standards	1, 2
Deputy Director, Safety and Security	2, 3
Deputy Director, Transit Oriented Development (TOD) & Real Estate	1, 2
Deputy District Secretary	1, 2, 3
Deputy General Manager/CEO	1, 2, 3
Director, Accounting	2
Director, Budgets and Financial Analysis	2
Director, Bus Maintenance	2
Director, Bus Transportation	1, 5
Director, Capital Program Delivery	1, 2, 3
Director, Capital Program Management	1, 2, 3
Director, Contracts and Procurement	1, 2
Director, Engineering	1, 2, 3
Director, Facilities	2
Director, Financial Planning and Analysis	2
Director, Government and Community Affairs	2
Director, Grants and Fund Management	5
Director, Human Resources	3, 5
Director, Maintenance	2
Director, Marketing and Market Research	4
Director, Planning	1, 4
Director, Real Estate and Development	1, 5
Director, Safety and Security	2, 3

<u>Designated Positions</u>	<u>Disclosure Categories</u>
Distribution Coordinator	5
EEO Program Administrator	3, 5
Engineer II	1, 5
Engineer III	1, 2
Employee Relations Administrator	3
Executive Officer, District Secretary	1, 2, 3
Facilities Project Engineer	2
Government and Community Relations Coordinator	5
Insurance and Claims Administrator	3, 5
Labor Compliance Administrator	3
Maintenance Contract Administrator	2
Manager, Accessible Transit Services	3, 5
Manager, Budgets	5
Manager, Bus Contracts	5
Manager, Bus Maintenance	5
Manager, Bus Transportation	2
Manager, Capital Projects and Environmental Planning	1, 2
Manager, Civil Rights Programs	3, 5
Manager, Communications	2
Manager, Creative Services	4
Manager, Customer Service	5
Manager, Digital Communications	2
Manager, Employee Relations	3, 5
Manager, Engineering	1, 2
Manager, Facilities Maintenance	2
Manager, Fare Programs Operations	1, 2, 4
Manager, Financial Planning and Analysis	3, 5
Manager, Financial Reporting	5
Manager, Government and Community Affairs	2
Manager, Grants and Capital Accounting	5
Manager, Grants and Fund Programming	5
Manager, Human Resources	3, 5
Manager, Information Technology and Telecommunications	2
Manager, Market Research and Development	4
Manager, Marketing Outreach	4
Manager, Materials and Inventory Control	5
Manager, Operations Planning, Bus	1, 4
Manager, Procurement	1, 2
Manager, Programming and Monitoring	5
Manager, Real Estate - Capital Project Support	1, 5
Manager, Revenue Management	5
Manager, Safety and Security	2, 3
Manager, Standards and Procedures	5

<u>Designated Positions</u>	<u>Disclosure Categories</u>
Manager, Stations and Communications	5
Manager, Technology Research and Development	2
Manager, Third Party Projects	1, 2
Manager, Transit Operations Training	5
Manager, Transit Oriented Development	1, 5
Manager, Treasury Operations	5
Planning Administrator	1, 4
Planning Analyst II	1, 4
Planning Analyst III	1, 4
Procurement Administrator I	2
Procurement Administrator II	2
Procurement Administrator III	2
Procurement Specialist	2
Project Controls Administrator	5
Project Controls Analyst	5
Project Manager	5
Real Estate Administrator	1, 5
Safety Coordinator	5
Scheduling Analyst III	4
Senior Project Manager	2
Title VI Social Equity Administrator	3
Consultants/New Positions	*

\*Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The General Manager/CEO may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The General Manager/CEO determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Gov. Code Section 81008.)

**Officials Who Manage Public Investments**

The following positions are NOT covered by the conflict-of-interest code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

- General Manager/CEO
- Board of Directors

Chief Financial Officer/Treasurer  
Deputy Chief Financial Officer  
Director, Treasury

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

**APPENDIX B: DISCLOSURE CATEGORIES**

- Category 1. Interests in real property located within the District and/or within a two-mile radius of any land owned or used by the District.
- Category 2. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, material, machinery, or equipment utilized by the District or in projects funded by the District. Such sources include, but are not limited to, buses, insurance and information technology, telecommunications, public utilities, consultants, transportation companies, and manufacturers.
- Category 3. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources that have filed a claim with or against the District within the last two years or have a claim pending with or against the District.
- Category 4. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide services in the marketing, advertising, transit or environmental planning sectors.
- Category 5. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide supplies, services, material, machinery, or equipment utilized by the designated position's division.

**Resolution No. 2022-**

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

\* \* \*

**Honoring Filipino American History Month**

**Whereas**, the San Mateo County Transit District (District) pays tribute to the many contributions of Filipino Americans who make up one of the largest Asian American ethnic groups in the United States today; and

**Whereas**, the month of October is an appropriate time to reflect on Philippine history and culture to provide all Americans with the opportunity to hear about and appreciate the many contributions of Filipino Americans; and

**Whereas**, during World War II, more than 260,000 Filipino and Filipino American soldiers answered the call to action and bravely served under the American flag; and

**Whereas**, the Filipino Veterans of World War II Congressional Gold Medal Act unanimously passed through Congress and was signed into law in December 2016; and

**Whereas**, a 2021 rider survey showed that Filipinos help make up 21% of SamTrans' ridership; and

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

**Now, Therefore, Be It Resolved** that the San Mateo County Transit District Board of Directors does hereby recognize October as Filipino American History Month and celebrate the countless contributions that Filipino Americans have made in the United States.

Regularly passed and adopted this 12<sup>th</sup> day of October, 2022 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary

BOARD OF DIRECTORS 2022

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

CARTER MAU  
 ACTING GENERAL MANAGER/CEO



## Memorandum

**Date:** October 5, 2022  
**To:** SamTrans Board of Directors  
**From:** Carter Mau, Acting General Manager/CEO  
**Subject:** General Manager/CEO Report

### Ridership Recovery

SamTrans ridership for July 2022 was 72.0 percent of its ridership compared to July 2019 (pre-pandemic). The SamTrans ridership recovery rate of 72.0 percent compares favorably against local peer agencies and with out-of-state bus agencies.

	Total Trips July 2019	Total Trips July 2022	July 2022 Recovery Rate	FY 2022 Recovery Rate
<b>SamTrans</b>	811,830	584,258	72.0%	65.2%
<b>AC Transit</b>	4,309,923	na	na	54.5%
<b>SFMTA</b>	17,607,549	9,755,573	55.4%	53.5%
<b>VTA</b>	2,161,815	1,380,462	63.9%	53.9%
<b>Dallas</b>	3,070,551	1,808,236	58.9%	60.2%
<b>Seattle - King</b>	10,366,176	5,477,413	52.8%	48.0%
<b>Chicago</b>	19,903,916	11,554,428	58.1%	55.6%
<b>Atlanta</b>	4,367,498	2,512,589	57.5%	53.9%
<b>New York MTA</b>	58,613,604	39,118,566	66.7%	62.3%
<b>National Bus</b>	369,257,081	242,221,961	65.6%	59.7%
<b>Caltrain</b>	1,672,672	442,955	26.5%	20.1%
<b>BART Extension</b>	1,182,731	452,754	38.3%	29.8%
<b>National Rail</b>	410,875,323	231,087,547	63.5%	54.0%

### **August Runbook Adjustments**

The Board will receive an update on the August runbook implementation at the October meeting. The update will include information on preliminary ridership post-implementation, OTP, customer feedback, revisions to school-oriented routes, and adjustments being made for the November runbook.

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

All 10 candidates that started Class 175 graduated on August 24. Class 176 will start on October 12, tentatively with 12 trainees. And finally, Class 177 is scheduled to start November 30 with a hiring goal of 15.

Through September SamTrans has a total of 274 operators to support Reimagine SamTrans. Full implementation of Reimagine SamTrans will require 328 Bus Operator. Staff is working on a number of strategies, which will be highlighted as part of the Reimagine SamTrans update to be presented at the October Board meeting to increase the operator headcount needed.

### **Safety Campaign**

September 2022 Safety Campaign focuses on new operators as well as any existing operators who may need a refresher or a reminder to practice safe driving. Base Managers and Supervisors are holding safety talks with Operators that have 1-2 years of service and will provide additional training as needed.

### **MTC Update**

Staff will provide a full update on a number of regional initiatives at the November 2022 Board meeting, and will likely include a regular, quarterly update on MTC matters going forward. Topics will include a number of efforts currently underway, and these efforts have full and active participation from the region's transit agencies. Topics to be updated will include MTC's adoption of the Major Project Advancement Policy, MTC Zero Emission Bus Study, potential regional transportation funding measure, and latest deliberations regarding the Network Management Business Case that emerged from the earlier MTC Blue Ribbon Task Force work that started in 2020.

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

From: Carter Mau, Acting General Manager/CEO

Subject: **Authorization to Amend the Special Legal Counsel Services Agreement with Wagstaffe, von Loewenfeldt, Busch & Radwick, LLP**

**Action**

The Acting General Manager/CEO recommends that the Board authorize amendment of the agreement between the San Mateo County Transit District (District) and the law firm of Wagstaffe, von Loewenfeldt, Busch & Radwick, LLP (WVBR) for special counsel services related to the District's rights under the foundational documents that govern the Peninsula Corridor Joint Powers Board (JPB) and the Memorandum of Understanding (MOU) entered into in August 2022 between the JPB, the District and the other two JPB member agencies (Santa Clara Valley Transportation Authority (VTA) and the City & County of San Francisco (CCSF)).

**Significance**

Under the General Manager/CEO's contract authority, the District engaged WVBR in June 2019 to provide legal services at a cost not to exceed \$75,000. The General Manager/CEO later amended this agreement to increase the total not-to-exceed amount to \$150,000, which amount was consistent with the upper limit of his contract authority. On September 2, 2020, the Board of Directors (Board) authorized an increase in the WVBR contract budget by \$100,000, for a new total of \$250,000. This amount has proven to be insufficient given the extensive work required for negotiation of the above-referenced MOU, plus work still to be performed for implementation of the MOU.

At this time, Staff recommends the Board authorize the Acting General Manager/CEO to increase the total WVBR contract limit by an additional \$600,000.

The WVBR engagement provides the District with access to legal counsel to advise on issues that should not be addressed by the District's General Counsel, who previously served as General Counsel to the JPB, and continues to support the JPB as special counsel on certain matters. More specifically, the special counsel services provided by WVBR focus on the District's rights and obligations as a member agency of the JPB and on issues flowing out of the governance-related work the JPB conducted as part of the Organizational Assessment within the Caltrain Business Plan, including the recently-approved governance MOU.

**Budget Impact**

The Board has budgeted \$500,000 for the subject special legal services through Fiscal Year 2023. To date, however, costs have exceeded this budgeted amount by approximately \$150,000. Staff will propose additional budget authority for this contract as part of the mid-year budget update to ensure sufficient budget capacity for the requested action.

## **Background**

The District first engaged special counsel during the JPB's Organizational Assessment conducted as part of the Caltrain Business Plan process, which resulted in a report containing research, analysis and recommendations across a spectrum of organizational areas including service delivery, internal organization and governance.

During that process, the District engaged special counsel to help it better understand its rights and responsibilities as both a member agency and the Managing Agency of the JPB. WVBR represented the District through that process and in subsequent negotiation of the above-referenced MOU. The MOU provides for a separate Caltrain Executive Director to report directly to the JPB's Board of Directors, and five new positions that will report directly to the Caltrain Executive Director, though the District will continue to provide a wide range of shared services to the JPB. The MOU states that, in exchange for the District's agreement to assign some of its rights as Caltrain's Managing Agency to the JPB, and for the District relinquishing certain real property interests related to Caltrain, the District must be repaid \$19.8 million for its initial investment in Caltrain, along with an additional \$15.2 million as compensation for the delay in payment of the \$19.8 million.

The District will need continued legal guidance from special counsel as work proceeds to carry out the various commitments made in the MOU.



BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## Agenda

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

### San Mateo County Transit District

**Wednesday, October 12, 2022 – 2:30 pm**

- |        |                                                                                       |               |
|--------|---------------------------------------------------------------------------------------|---------------|
| 9.a.1. | Call to Order                                                                         |               |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of September 7, 2022 | Motion        |
| 9.a.3. | Accessible Services Update                                                            | Informational |
| 9.a.4. | Paratransit Coordinating Council Update                                               | Informational |
| 9.a.5. | Citizens Advisory Committee Update                                                    | Informational |
| 9.a.6. | Quarterly Dashboard Report – April-June 2022                                          | Informational |
| 9.a.7. | Monthly Performance Report   August 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**

**September 7, 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, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: C. Groom, D. Pine

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

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

Committee Chair Rose Guilbault called the meeting to order at 2:27 pm.

**9.a.2 Approval of Minutes of Committee Meeting of August 3, 2022**

Motion/Second: Fraser/Medina

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

Noes: None

Absent: Groom, Pine

**9.a.3 Accessible Services Update for September 7, 2022**

Tina Dubost, Manager, Accessible Transit Services, said that later in the month, the District would be promoting the District's paratransit services at the *San Mateo Daily Journal's* Senior Showcase.

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

Mike Levinson said they are planning an appreciation event for drivers and staff of Redi-Wheels. He said they had recently authorized a contract for the IVR (interactive voice response) system through Trapeze. He also promoted membership on the PCC.

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

Meredith Park, CAC Vice Chair, provided a summary of the August 31 meeting, which included an update on Operator Restroom Access Improvement project, exceptional service by bus operators, and approval of the Youth Unlimited program.

**9.a.6. Mobility Management Report: Annual Summary**

David Olmeda, Chief Operating Officer, Bus, provided the presentation with an overall review of service that included statistics on bus service, ridership, and key performance.

Chair Ratto noted that he had recently taken the bus from San Mateo to Millbrae BART, noting that it was full and there was standing room only.

**9.a.7 Monthly Performance Report | July 2022**

Ana Rivas, Director of Bus Transportation, provided a brief summary of July performance, noting that there was a small increase in ridership recovery. She also recognized the Bus Operations employees of the month.

**9.a.8 Adjourn**

The meeting adjourned at 2:47 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 Operations Officer, Bus  
Subject: **Accessible Services Update**

**Action**

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

**Significance**

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PCC.

The PCC and the PAL meet monthly (except for August).

The PAL and PCC did not meet in August. No minutes are attached.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

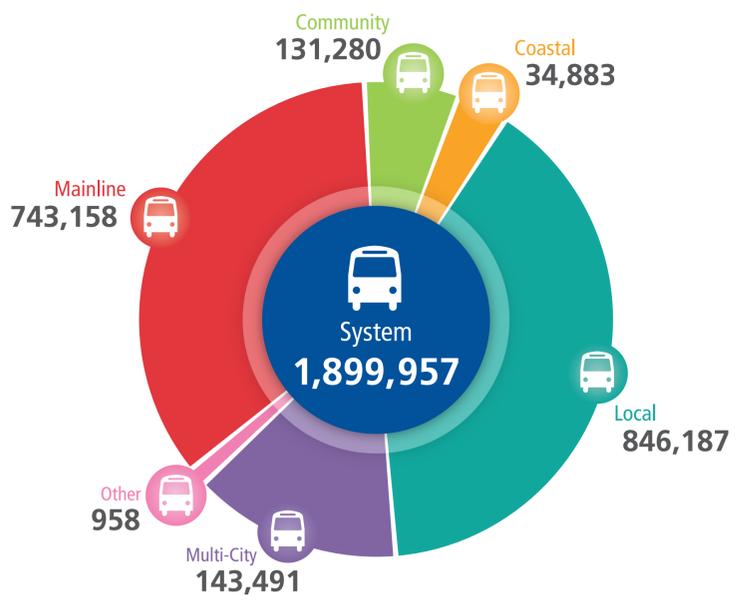
Prepared by: Lynn Spicer	Accessibility Coordinator	650-508-6475
Tina Dubost	Manager Accessible Transit Services	650-508-6247



# FY22 SamTrans Service Statistics

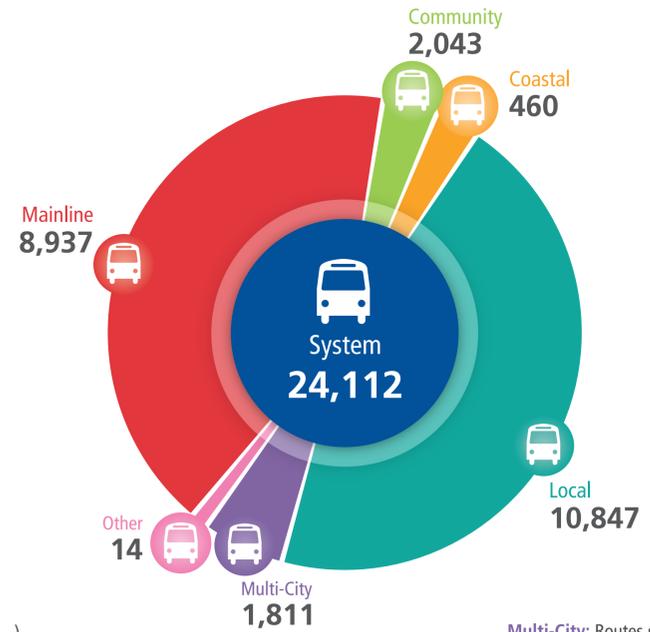
## Quarterly Report (April-June)

### TOTAL PASSENGERS



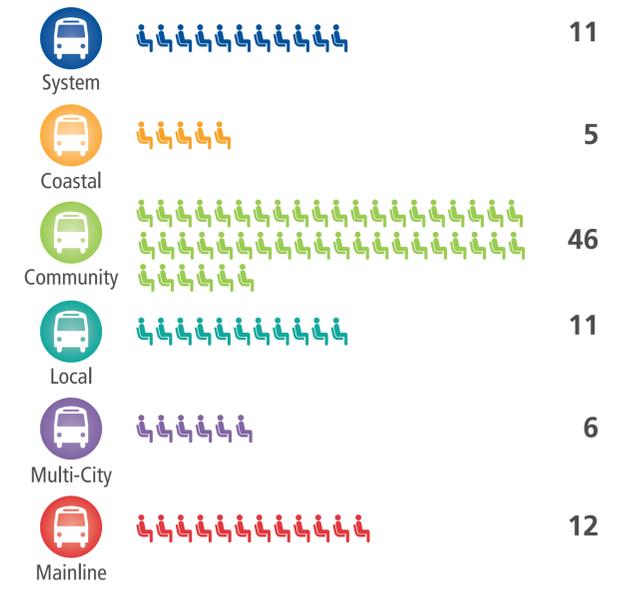
**Coastal:** Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 17, 294, etc...)  
**Community:** Infrequent, community-specific routes which do not operate during off-peak hours. (Route 24, 38, 49, 60, etc...)  
**Local:** Routes designed to carry passengers between major passenger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

### AVERAGE WEEKDAY RIDERSHIP

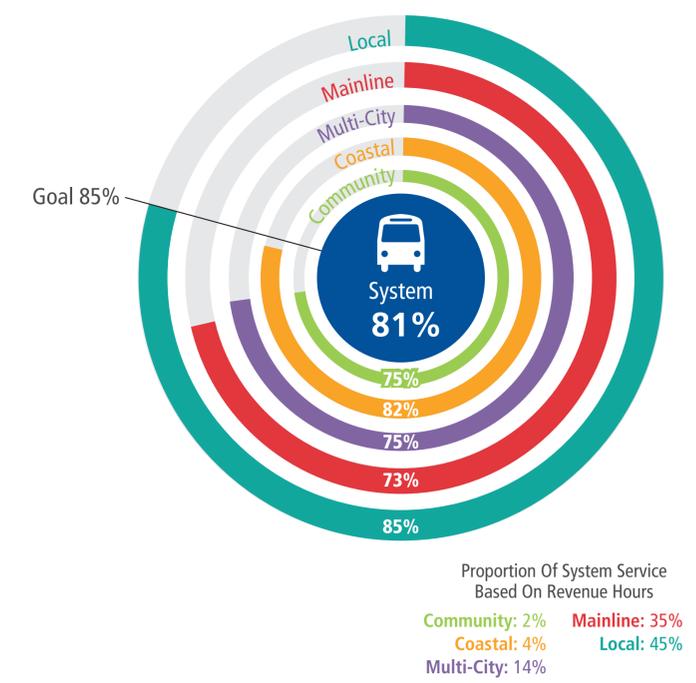


**Multi-City:** Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)  
**Mainline:** Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)  
**Other:** Trippers, standby routes,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

### WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



### WEEKDAY ON-TIME PERFORMANCE



### TOTAL MILES TRAVELED



### PREVENTABLE ACCIDENTS



### MILES BETWEEN PREVENTABLE ACCIDENTS



### SERVICE CALLS



### MILES BETWEEN SERVICE CALLS



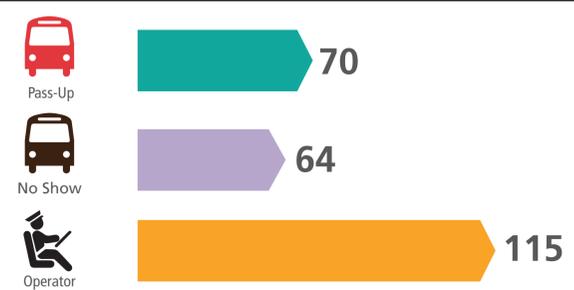
### DID NOT OPERATE



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



### TOP 3 COMPLAINTS



### COMPLAINTS/100,000 Boardings



### FAREBOX RECOVERY RATIO





# FY22 Q4 Dashboard & FY23 Quarterly Report Update

Item #9.a.6  
10/12/2022



Operations Planning | October 12, 2022

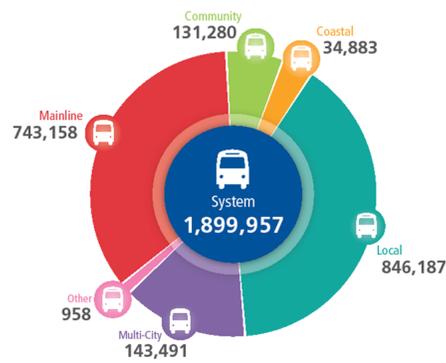
# FY22 SamTrans Service Statistics

## Quarterly Report (April-June)

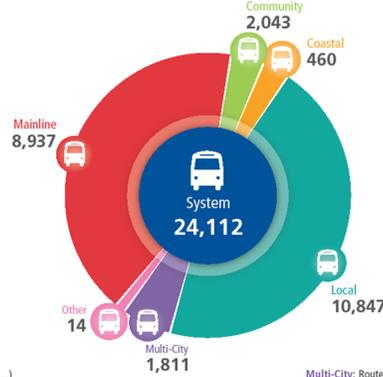


# FY22 Q4 Dashboard

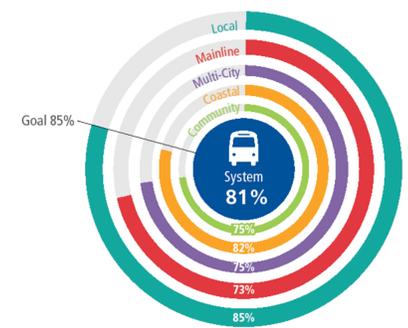
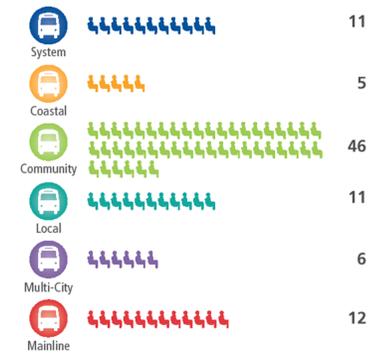
### TOTAL PASSENGERS      AVERAGE WEEKDAY RIDERSHIP      WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR      WEEKDAY ON-TIME PERFORMANCE



**Coastal:** Routes serving the coast community—from Half Moon Bay to Pacifica. (Routes 17, 294, etc...)  
**Community:** Infrequent, community-specific routes which do not operate during off-peak hours. (Route 24, 38, 49, 60, etc...)  
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**Multi-City:** Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)  
**Mainline:** Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)  
**Other:** Trippers, standby routes, and bus bridges. OTP and Passengers/VRH are not tracked for this category.

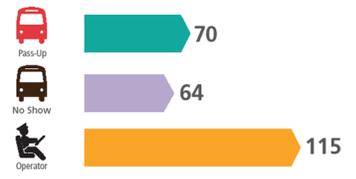


Proportion Of System Service Based On Revenue Hours  
 Community: 2%    Mainline: 35%  
 Coastal: 4%    Local: 45%  
 Multi-City: 14%

### TOTAL MILES TRAVELED      PREVENTABLE ACCIDENTS      MILES BETWEEN PREVENTABLE ACCIDENTS      SERVICE CALLS      MILES BETWEEN SERVICE CALLS



### DID NOT OPERATE      DID NOT OPERATE/100,000 Bus Trips      TOP 3 COMPLAINTS      COMPLAINTS/100,000 Boardings      FAREBOX RECOVERY RATIO



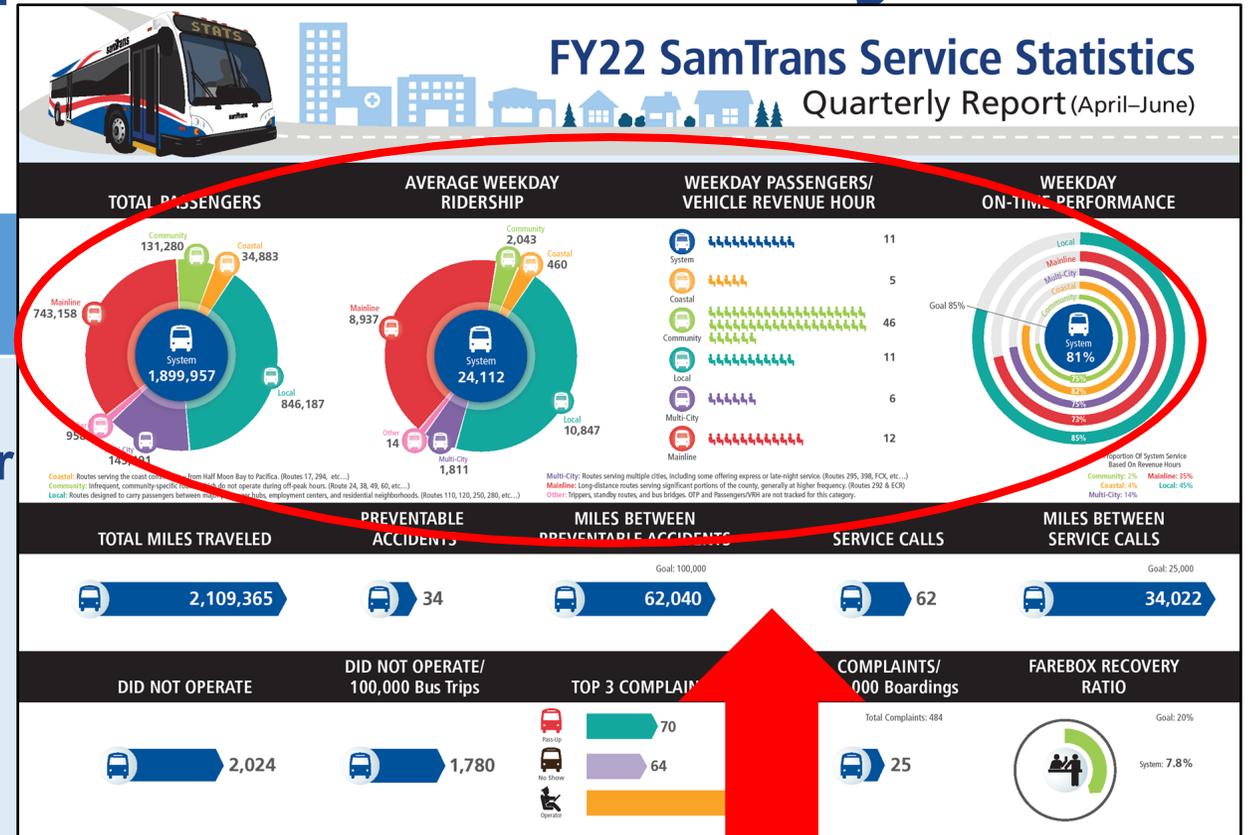
# FY23 Service Statistics and Metrics Report Updates

1. Updated Quarterly Dashboard

2. New Quarterly Report

# Overview of Updated Quarterly Dashboard

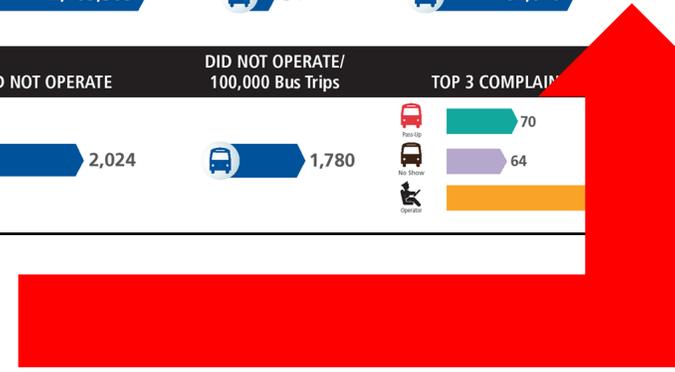
## Quarterly Dashboard (Updated)



• New data collection/service evaluation category will include:



- Equity
- Fleet
- Workforce
- Customer Experience



• Routes will be broken down by the **Service Policy Framework** Categories: Frequent, Local, Community, Express & Limited, School-Oriented, Owl

# Service Monitoring and Developing Key Performance Indicators

- New Reimagine route categories and changing ridership post-pandemic make it difficult to rely on former KPIs.
- Staff is developing the KPI/performance goals/benchmarks now, while adjusting for operating conditions and new services that may take several months to stabilize.
  - This allow staff to use actual performance to benchmark success (riders per hour/trip/mile, etc.).
  - Lowest performing routes in each route category would be targeted for improvements and/or modifications.
  - Routes serving equity priority areas would be given special consideration and/or be exempt.

# New Quarterly Report

- Accompanying the new Dashboard will be a short staff report with more detailed information and trend analysis within each performance category.
- Is a transparent and pro-active approach to service planning and an industry best practice.
- Allows for a regular check-in with the Board on service performance and runbook planning.



# Thank You!

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: David Olmeda, Chief Operations                      April Chan, Acting Deputy General  
Officer, Bus                                                              Manager/CEO  
Subject: **Monthly Performance Report | August 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 28.2 percent in the month of August 2022 compared to August 2021. Similarly, the total monthly ridership increased by 29.6 percent comparing August 2022 to August 2021.

The total ridership recovery rate for the three modes is 61.5 percent for August 2022 compared to August 2019. For SamTrans fixed-route bus service the recovery is 73.7 percent.

Reimagine SamTrans Phase 1 was implemented in August. Usually, when a large service change is implemented the system ridership sees a temporary decline. However, with this implementation, the system saw an immediate ridership gains. This is in part due to the free fare promotion for two weeks, but overall is good news and bodes well for the service changes.

**Caltrain:** Average weekday ridership increased by 104.6 percent in the month of August 2022 compared to August 2021. Caltrain total monthly ridership increased by 97.6 percent comparing August 2022 to August 2021.

The average weekday ridership for Caltrain in the month of August 2022 is 27.7 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 August 2022, there were 11 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 1.53 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 25 service calls in August 2022. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.87 service calls per 25,000 miles.
- On-Time-Performance (OTP) for August 2022 was below SamTrans' OTP goal of 85.0 percent at 72.6 percent. Staff continues to monitor on-time performance and are finalizing schedule adjustments to take effect on November 6<sup>th</sup>, 2022.
- In August 2022, there were 123 DNOs (trips that did not operate) – 104 more than in July 2022.

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

**RIDERSHIP (ALL MODES)**

**SAMTRANS | Average Weekday Ridership**

Mode	Aug-20	Aug-21	Aug-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Bus	11,872	20,221	25,588	26.5%	11,738	18,569	23,557	26.9%
Paratransit	363	526	637	21.1%	380	515	622	20.8%
Shuttles	1,359	1,212	1,919	58.3%	1,435	1,173	1,815	54.8%
<b>Total</b>	<b>13,594</b>	<b>21,959</b>	<b>28,144</b>	<b>28.2%</b>	<b>13,552</b>	<b>20,256</b>	<b>25,994</b>	<b>28.3%</b>

**SAMTRANS | Total Ridership**

Mode	Aug-20	Aug-21	Aug-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Bus	330,997	545,059	698,344	28.1%	665,766	1,017,418	1,282,602	26.1%
Paratransit	9,646	13,886	17,279	24.4%	20,143	27,087	32,508	20.0%
Shuttles	28,684	26,792	43,718	63.2%	62,455	50,786	77,309	52.2%
<b>Total</b>	<b>369,327</b>	<b>585,737</b>	<b>759,341</b>	<b>29.6%</b>	<b>748,364</b>	<b>1,095,291</b>	<b>1,392,419</b>	<b>27.1%</b>

**CALTRAIN | Average Weekday Ridership**

Mode	Aug-20	Aug-21	Aug-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Caltrain	3,517	9,096	18,609	104.6%	3,468	8,909	17,771	99.5%

**CALTRAIN | Total Ridership**

Mode	Aug-20	Aug-21	Aug-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Caltrain	90,538	250,434	494,783	97.6%	182,241	497,336	937,738	88.6%

**OTHER MODES in San Mateo County | Average Weekday Ridership**

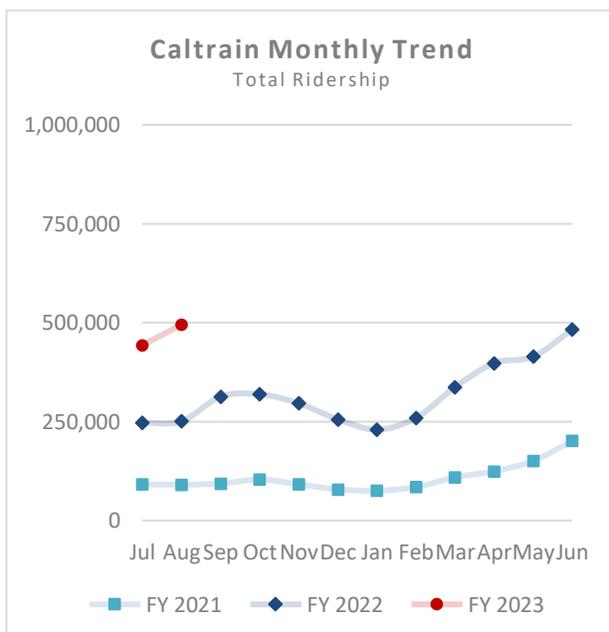
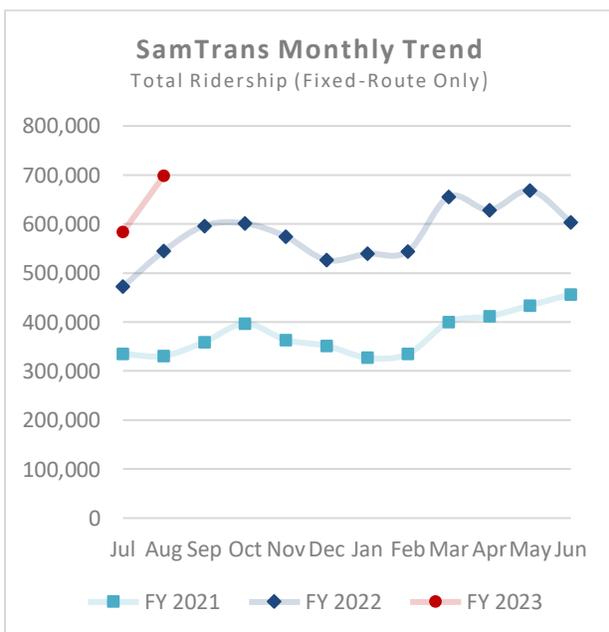
Mode	Aug-20	Aug-21	Aug-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Dumbarton	60	52	80	54.0%	59	50	82	61.8%
BART (San Mateo County)	4,230	10,380	17,541	69.0%	4,257	10,030	17,265	72.1%

**OTHER MODES in San Mateo County | Total Ridership**

Mode	Aug-20	Aug-21	Aug-22	%Δ <sup>1</sup>	YTD FY20	YTD FY21	YTD FY22	%Δ <sup>2</sup>
Dumbarton	1,261	1,140	1,834	60.9%	2,611	2,179	3,542	62.6%
BART (San Mateo County)	109,659	284,482	492,760	73.2%	223,621	548,388	945,514	72.4%

**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**

<b>SAMTRANS (BUS)   Fare Usage</b>			
<b>Fare Type</b>	<b>Aug-20</b>	<b>Aug-21</b>	<b>Aug-22</b>
Adult	117,655	319,416	554,807
Eligible Discount	9,621	152,513	95,814
Youth	46,113	72,972	47,564
--- Youth Unlimited Pass	-	-	6,781
<b>Total</b>	<b>173,389</b>	<b>544,901</b>	<b>698,185</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:** SamTrans offered free fares from August 7, 2022 till August 20, 2022. In 2020, fare collection was suspended through August 15, 2020. **During the free fare period, Youth and Eligible Discount fares may have been counted as Adult Fare.**

**KEY PERFORMANCE INDICATORS**

<b>SAMTRANS (BUS)   Operations Key Performance Indicators</b>			
<b>KPI</b>	<b>Aug-20</b>	<b>Aug-21</b>	<b>Aug-22</b>
On-Time Performance	86.6%	82.9%	72.6%
Preventable Accidents	13	11	8
Service Calls	24	20	25
Trips Scheduled	30,297	38,254	38,294
Did Not Operate DNOs	1	506	123

**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.

<b>SAMTRANS (BUS)   Fleet Key Performance Indicators</b>			
<b>KPI</b>	<b>Aug-20</b>	<b>Aug-21</b>	<b>Aug-22</b>
Revenue Hours (Sched.)	41,513	47,932	46,324
Revenue Miles (Sched.)	437,766	524,688	50,856
Total Fleet Miles (Actual)	625,095	725,962	719,098

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 89,887 Miles between Preventable Accidents this month.

<b>PARATRANSIT   Operations Key Performance Indicators</b>			
<b>KPI</b>	<b>Aug-20</b>	<b>Aug-21</b>	<b>Aug-22</b>
On-Time Performance (RW)	97.1%	94.8%	92.4%
On-Time Performance (RC)	96.0%	96.7%	94.0%
Preventable Accidents (RW)	0	3	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	1	0
Service Calls (RC)	0	0	0

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 28,764 Miles between Service Calls this month.

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

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

RW = Redi-Wheels

RC = RediCoast

<b>PARATRANSIT   Fleet Key Performance Indicators</b>			
<b>KPI</b>	<b>Aug-20</b>	<b>Aug-21</b>	<b>Aug-22</b>
Revenue Miles (RW)	77,968	113,200	144,563
Revenue Miles (RC)	12,515	15,370	15,886
Fleet Miles (RW)	90,105	127,023	160,125
Fleet Miles (RC)	14,824	21,181	19,323

**PRE-PANDEMIC RIDERSHIP COMPARISON**

SAMTRANS   Average Weekday Ridership					
Mode	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Bus	37,394	11,872	20,221	25,588	68.4%
Paratransit	1,134	363	526	637	56.2%
Shuttles	11,840	1,359	1,212	1,919	16.2%
<b>Total</b>	<b>50,368</b>	<b>13,594</b>	<b>21,959</b>	<b>28,144</b>	<b>55.9%</b>

SAMTRANS   Total Ridership					
Mode	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Bus	946,995	330,997	545,059	698,344	73.7%
Paratransit	28,918	9,646	13,886	17,279	59.8%
Shuttles	258,469	28,684	26,792	43,718	16.9%
<b>Total</b>	<b>1,234,382</b>	<b>369,327</b>	<b>585,737</b>	<b>759,341</b>	<b>61.5%</b>

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 (FY2020). For example, SamTrans Bus Average Weekday Ridership hit 68.4 percent of pre-pandemic levels (2019) for this month of August 2022.

CALTRAIN   Average Weekday Ridership					
Mode	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Caltrain	71,557	3,517	9,096	18,609	26.0%

CALTRAIN   Total Ridership					
Mode	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Caltrain	1,703,334	90,538	250,434	494,783	29.0%

OTHER MODES in San Mateo County   Average Weekday Ridership					
Mode	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Dumbarton	143	60	52	80	55.7%
BART (San Mateo County)	47,573	4,230	10,380	17,541	36.9%

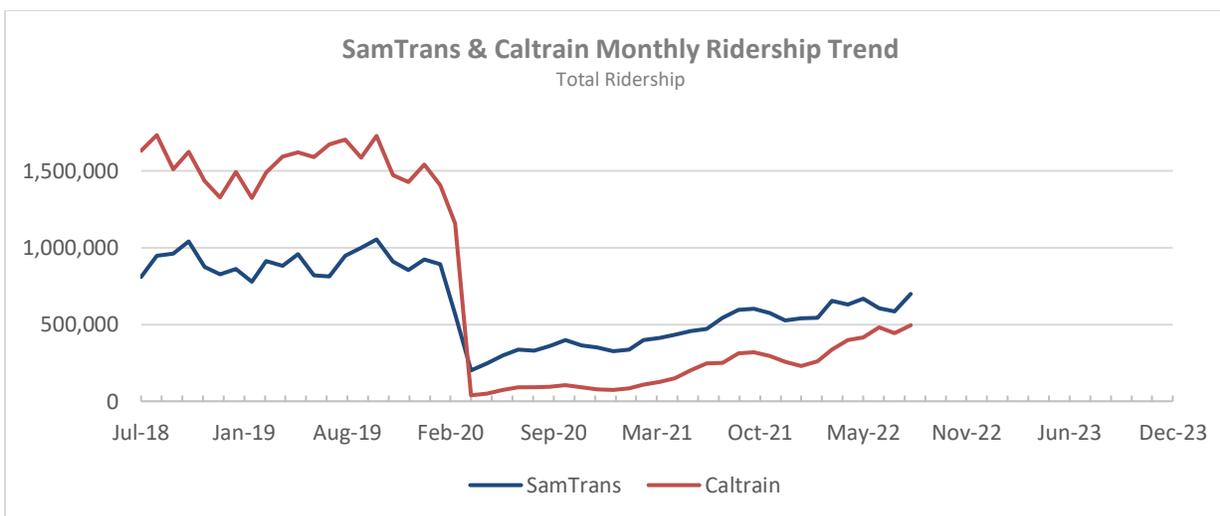
OTHER MODES in San Mateo County   Total Ridership					
Mode	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Dumbarton	3,149	1,261	1,140	1,834	58.2%
BART (San Mateo County)	1,218,908	109,659	284,482	492,760	40.4%

**PRE-PANDEMIC FARES COMPARISON**

SAMTRANS (BUS)   Fare Usage					
Fare Type	Aug-19	Aug-20	Aug-21	Aug-22	% <sup>3</sup>
Adult	521,657	117,655	319,416	554,807	106.4%
Youth	166,485	9,621	72,972	95,814	57.6%
Eligible Discount	258,407	46,113	152,513	47,564	18.4%
<b>Total</b>	<b>946,549</b>	<b>-</b>	<b>544,901</b>	<b>698,185</b>	<b>73.8%</b>

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020).

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Aug-20	Aug-21	Aug-22
Complaints	72	135	109
Accessibility	8	12	15
Compliments	12	14	12
Service Requests	31	84	232
<b>Reports Total</b>	<b>123</b>	<b>245</b>	<b>368</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 July (157) to August (368).

**COMMUNICATIONS & MARKETING**

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

- Press Release: "SamTrans Offers Connections to Outside Lands"
- Press Release: "SamTrans Board of Directors Authorizes Repayment of Caltrain Right of Way Funds from Metropolitan Transportation Commission"
- Press Release: "SamTrans Completes Transit Signal Prioritization Pilot Project in East Palo Alto"
- Press Release: "SamTrans to Operate Sunday Schedule for Labor Day"
- Reimagine SamTrans Implementation
- Get2School Campaign
- Bus Operator Recruitment "Drive with Us"
- 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 **Reimagine SamTrans Implementation** schedule and service change that took effect on August 7<sup>th</sup>, and the Bus Operator Recruitment "**Drive with Us**" campaign.

August 2022 Highlights:

- Schedule and service changes, August 7<sup>th</sup>
- Hiring / "Drive with US"
- Free fares from August 7<sup>th</sup> through August 20<sup>th</sup>

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



BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## Agenda

### Finance Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, October 12, 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 September 7, 2022 | Motion        |
| 9.b.3  | Information About Pension Prefunding Trusts                               | Informational |
| 9.b.4. | 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**

**September 7, 2022**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom, D. Pine

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

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

Committee Chair Marina Fraser called the meeting to order at 2:47 pm.

**9.b.2 Approval of Minutes of Committee Meeting of August 3, 2022**

Motion/Second: Powell/Gee

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

Noes: None

Absent: Groom, Pine

**9.b.3 Authorize the Execution of the 2022 Amended and Restated Clipper Memorandum of Understanding**

Bruce Thompson, Fare Operations Manager, provided the presentation, noting that there is currently a total of 22 agencies participating in Clipper throughout the region.

Director Charles Stone asked what the technology requirements and costs for implementation would be. Mr. Thompson said that all of the agencies in collaboration with MTC (Metropolitan Transportation Commission) are working together to define what the system will look like. He added that there should not be any incremental associated costs because they are contractually based, and that it is still to be decided how to allocate those costs back to the agencies.

*Director Charles Stone left the meeting at 3:02 pm.*

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: Groom, Pine, Stone

*Director Charles Stone joined the meeting at 3:04 pm.*

**9.b.4 Approval of Disadvantaged Business Enterprise Overall Goal for Federal Fiscal Years 2023-2025 for Federal Transit Administration-assisted Contracts**

Wendy Lau, Manager, Office of Civil Rights, provided the presentation, which included agency goals, past use of federal funding, and anticipated projects and contracting opportunities.

Motion/Second: Medina/Gee

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

Noes: None

Absent: Groom, Pine

**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**

April Chan, Acting Deputy General Manager/CEO, provided an overall update on the project, noting that staff is working with the City of San Carlos where the headquarters building is located. Brian Fitzpatrick, Director, Real Estate & Development, provided the presentation, which included an update on workforce housing assistance, working with the County of San Mateo, and developing a preferred alternative.

Motion/Second: Stone/Guilbault

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

Noes: None

Absent: Groom, Pine

**9.b.6 Adjourn**

The meeting adjourned at 3:19 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: Finance Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: Grace Martinez, Acting Chief Financial Officer  
Subject: **Information About Pension Prefunding Trusts**

**Action**

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

**Significance**

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

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

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

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

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

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

**Budget Impact**

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

**Background**

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

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

Prepared By: Jennifer Ye

Director, Accounting

650-622-7890



BARTEL  
ASSOCIATES, LLC

## SAN MATEO COUNTY TRANSIT DISTRICT

### CalPERS and OPEB District Unfunded Obligations

**Doug Pryor**  
Senior Actuarial Consultant  
Bartel Associates, LLC

August 3, 2022

## OPEB

### Background

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

**Trust**

- CERBT portfolio target asset allocations (adopted March 2022)

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

- District in Strategy 1



August 3, 2022



**Funded Status**  
(amounts in 000's)

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



August 3, 2022



**Background**

■ Benefits

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

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

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

■ District trust with CalPERS

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



August 3, 2022



**Trust**

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



August 3, 2022



**Funded Status**

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



August 3, 2022



**OPEB vs. CALPERS**

**Comparison**

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

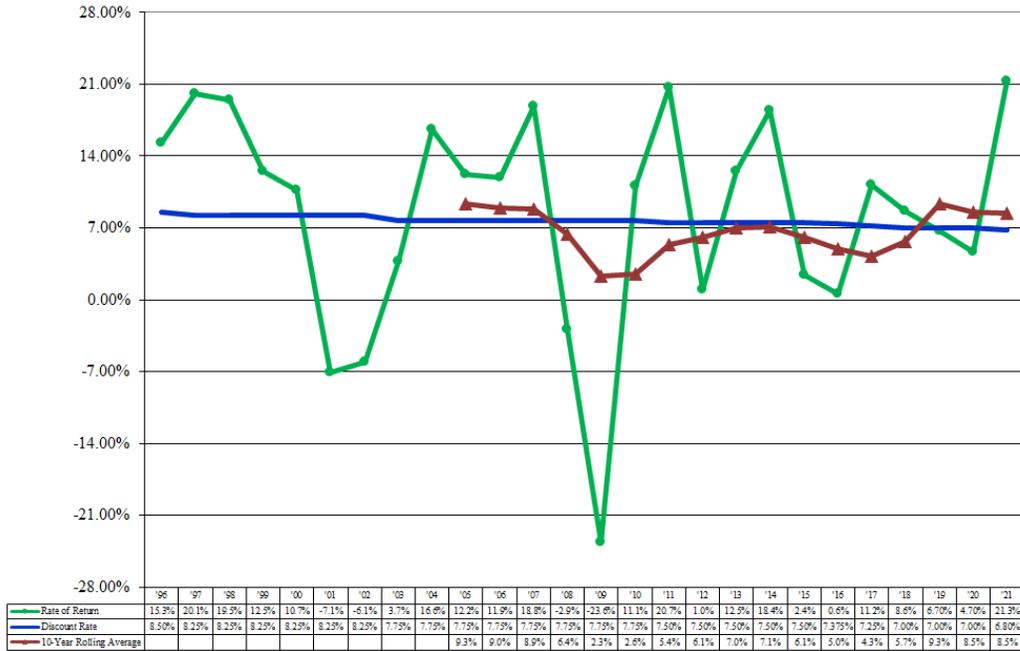


August 3, 2022



**CalPERS Historical Returns**

Annual Return on Market Value of Assets

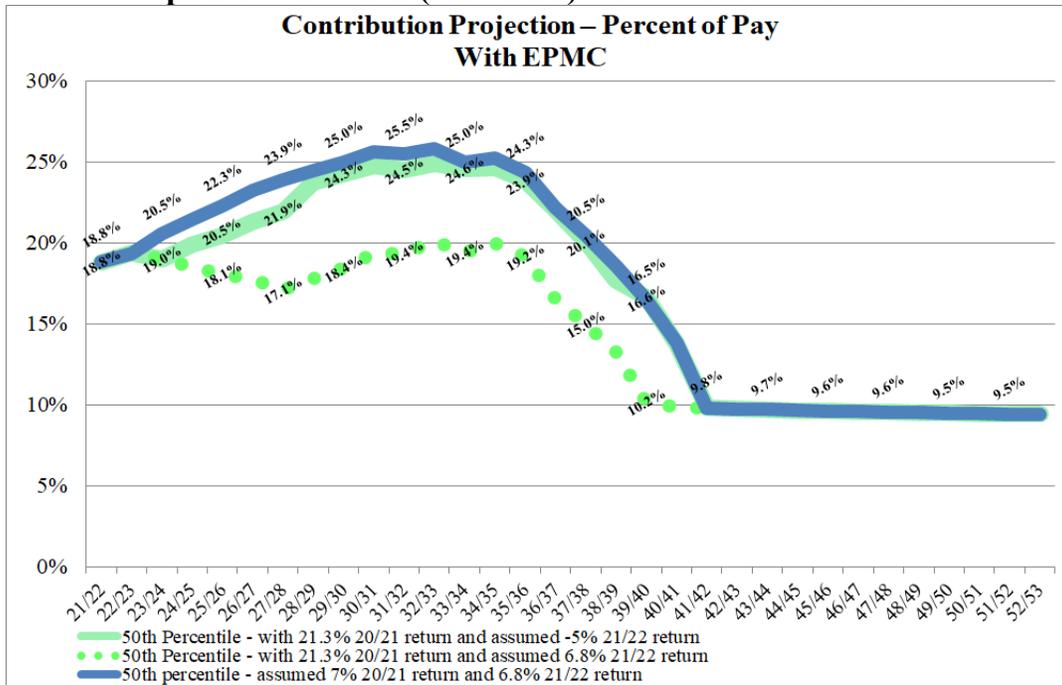


August 3, 2022



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

Contribution Projection – Percent of Pay  
With EPMC



August 3, 2022



**Section 115 Supplemental Pension Trust**

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



August 3, 2022

10

**Section 115 Supplemental Pension Trust**

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



August 3, 2022

137<sup>11</sup>

**Comparison**

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



August 3, 2022



**Section 115 Trust Parameters**

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



August 3, 2022



Appendix B

**List of Participants in California Employers' Pension Prefunding Trust**

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

# IRC Section 115 Pension Supplemental Trust

Board of Directors  
October 12, 2022

# Presentation Outline

---

- Need for a financially sustainable strategy for dealing with unfunded pension and OPEB obligations
- Benefits of Pension Supplemental Trust
- Financial Impact
- Next Steps

# Purpose and Need

---

- District needs a **sustainable strategy** to address **unfunded** pension and OPEB obligations.
- District's **unfunded obligations** at the end of Fiscal Year 2022 is **over \$100m.**
- Committee on Retirement and Benefits Administration: “...**the appropriate way** to attain reasonable assurance that benefits will remain sustainable is **for a government to accumulate resources for future benefit payments in a systematic and disciplined manner** during the active service life of the benefiting employees”

# Background: District Unfunded Obligations

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

→ \$13.3 million  
→ \$22.0 million

# What is Pension Supplemental Trust?

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- A special **irrevocable trust** fund.
  - Reimburse District for CalPERS contributions
  - Make payments directly to CalPERS
- Allows public employers to **prefund** their future pension costs.
- Accumulates assets over time to help manager long-term pension costs.
- This is done outside of CalPERS

# Benefits of Pension Supplemental Trust

---

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

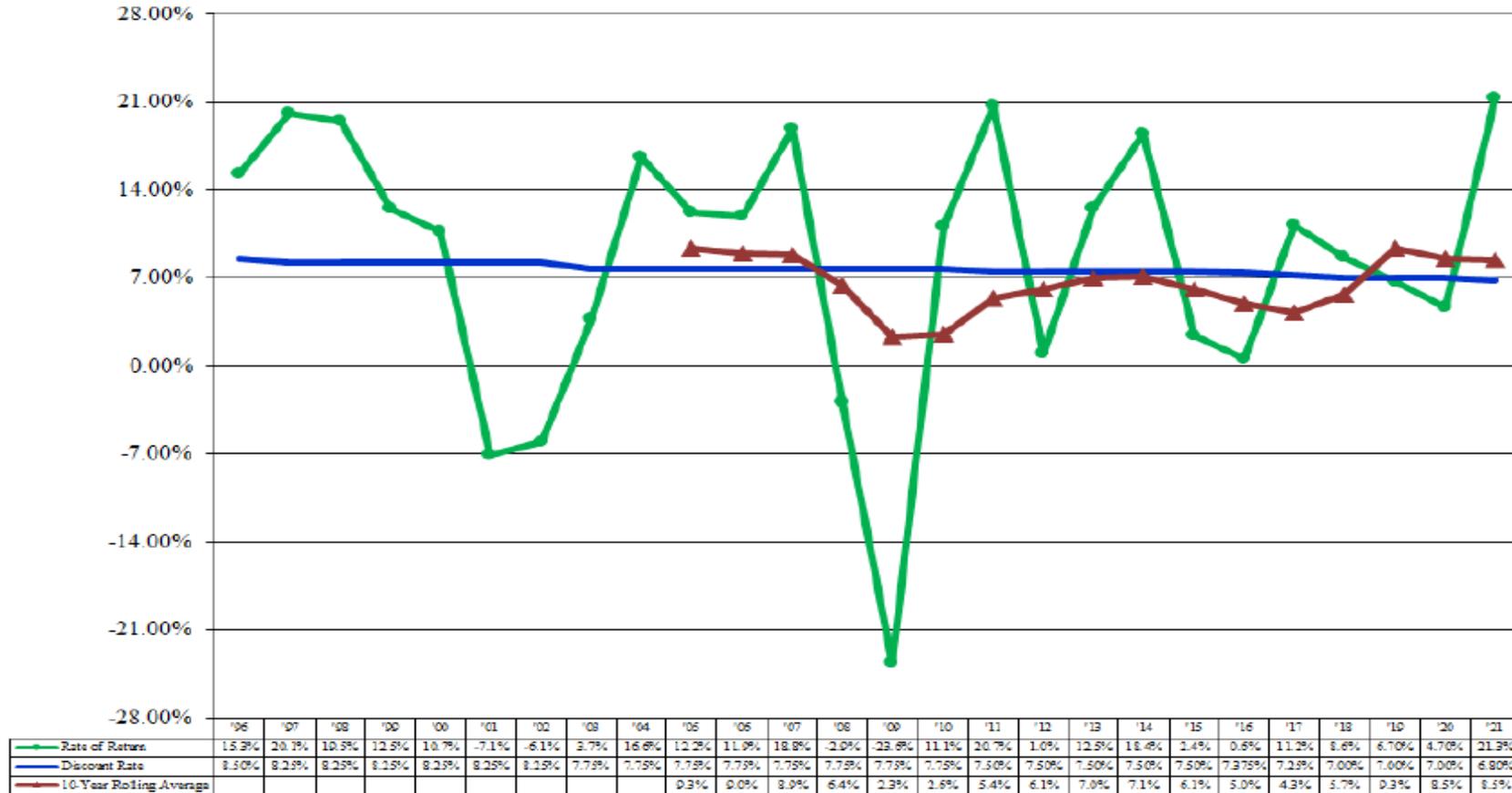
# Benefits of Pension Supplemental Trust

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- **Over 200 trusts established, mostly since 2015**
  - **Trust providers: PARS, PFM, Keenan, and CalPERS**
  
- **Some Local Agencies with Pension Supplemental Trust**
  - **BART**
  - **MTC**
  - **Livermore/Amador Valley Transit Authority**
  - **San Mateo County Law Library**
  - **Santa Clara County Housing Authority**
  - **Santa Cruz County Regional Transportation Commission**
  - **Transportation Authority of Marin**
  - **Town of Los Gatos**

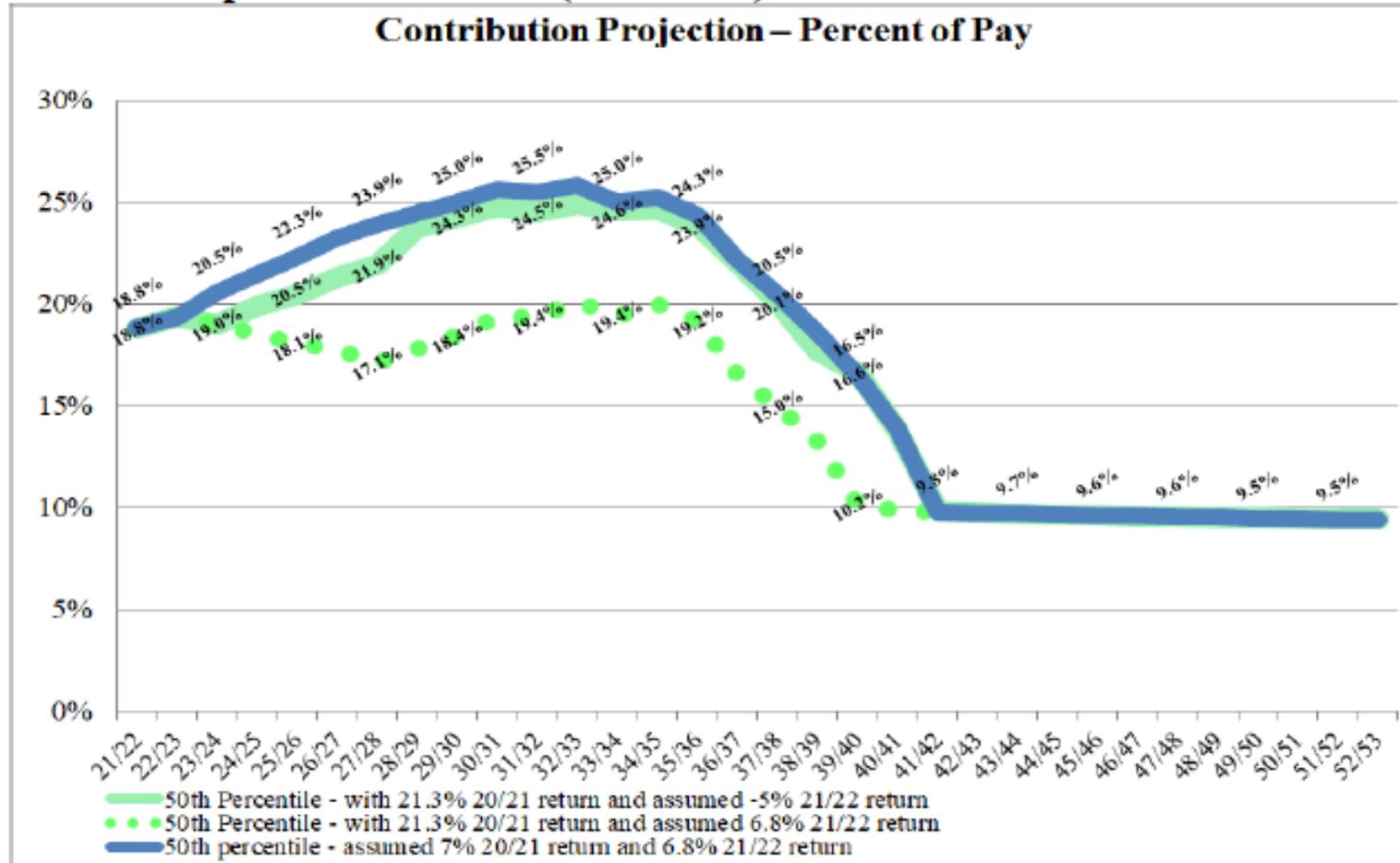
# Benefits of Pension Supplemental Trust

**CalPERS Historical Returns**  
**Annual Return on Market Value of Assets**



# Benefits of Pension Supplemental Trust

**Impact of 20/21 and (estimated) 21/22 Investment Returns**  
**Contribution Projection – Percent of Pay**



# Benefits of Pension Supplemental Trust

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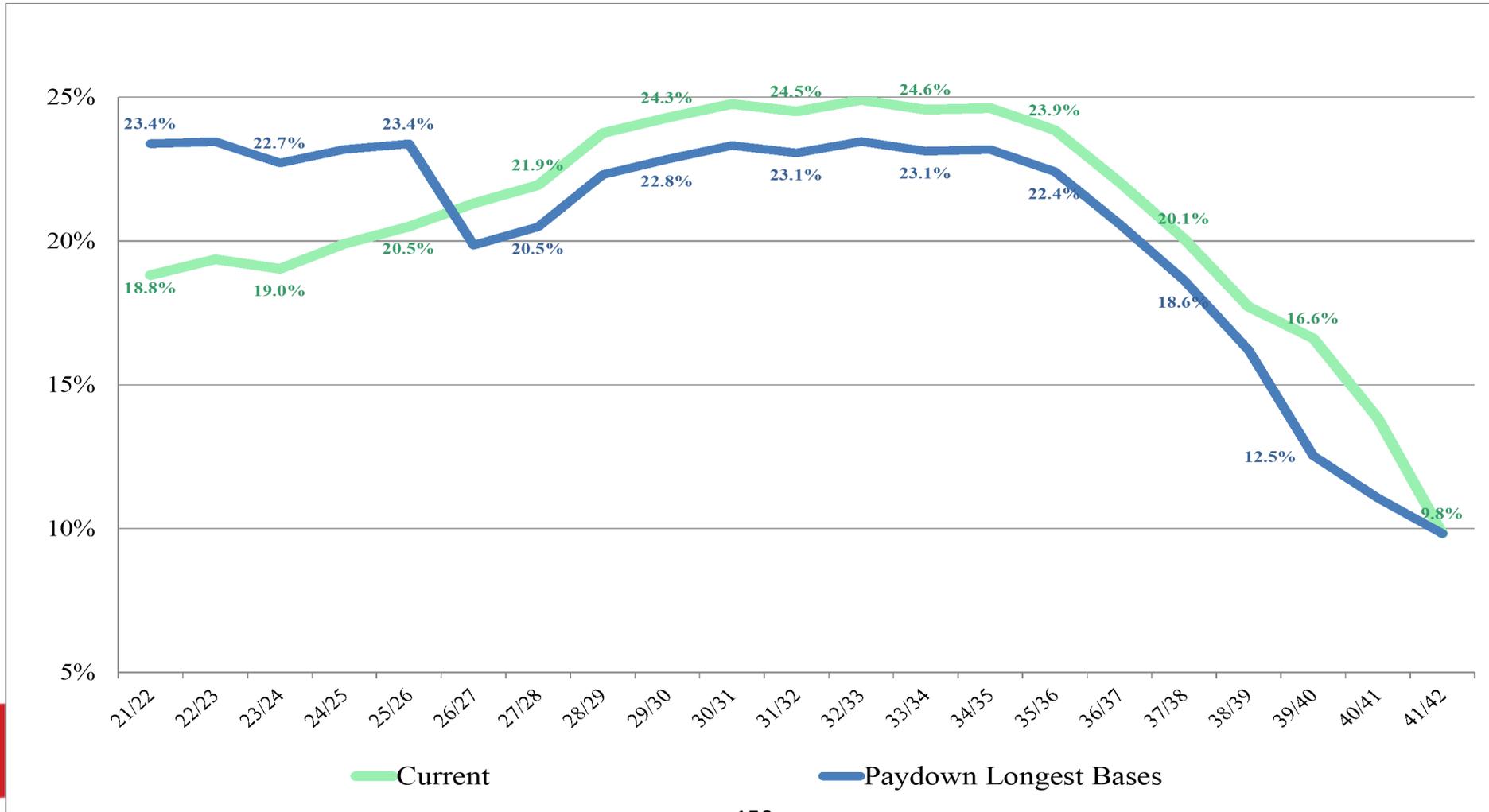
Item #9.b.3.  
10/12/2022

## Additional Payments Illustration

- Following illustrates additional 5 years of \$3 million annual contributions to CalPERS/Supplemental Trust starting June 30, 2022, total \$15 million.
- Longest Bases: 2016 Gain/Loss (26 years remaining, respectively)

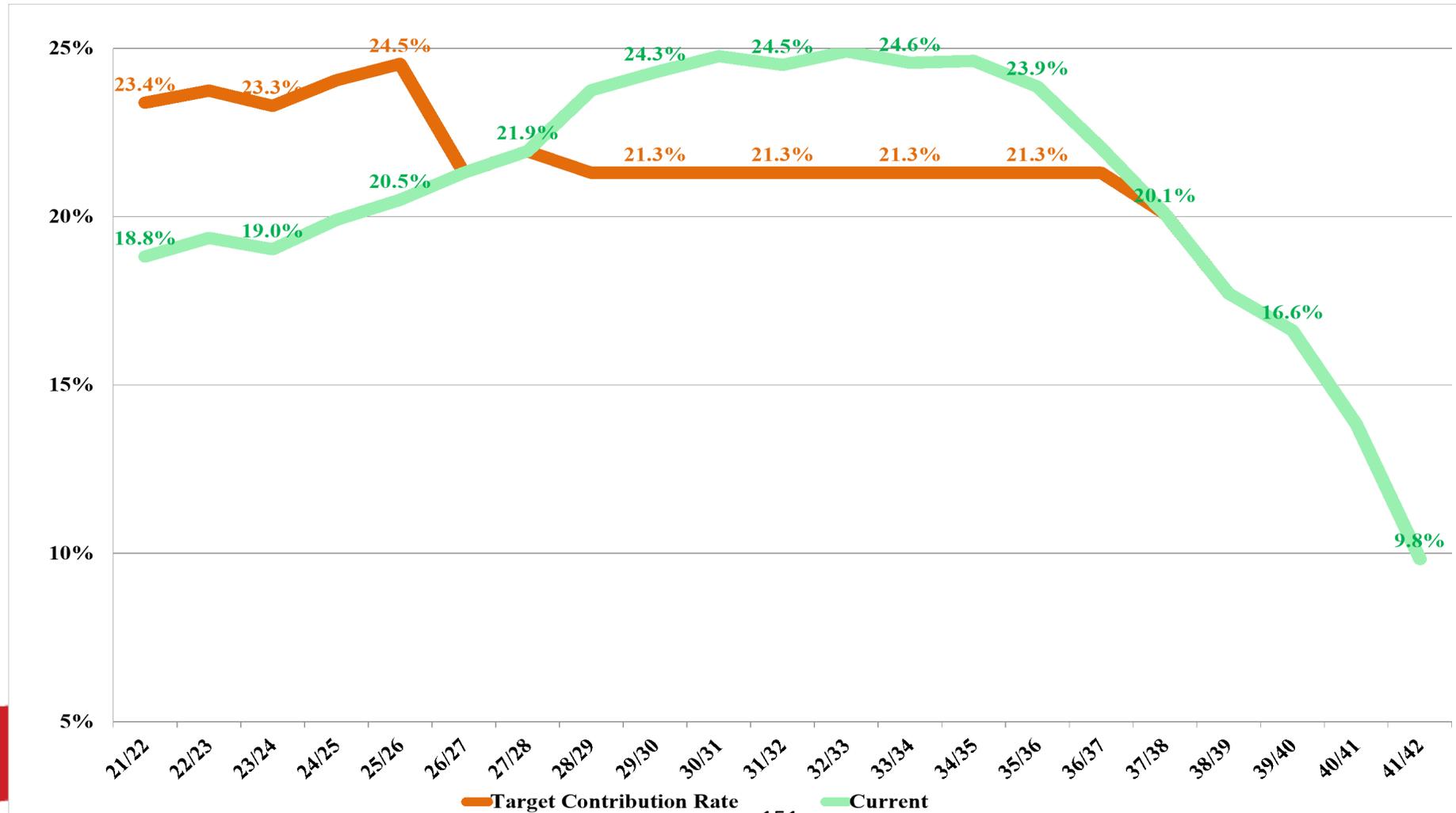
# Benefits of Pension Supplemental Trust

**Payments to CalPERS**  
**Contribution Rate Projection**



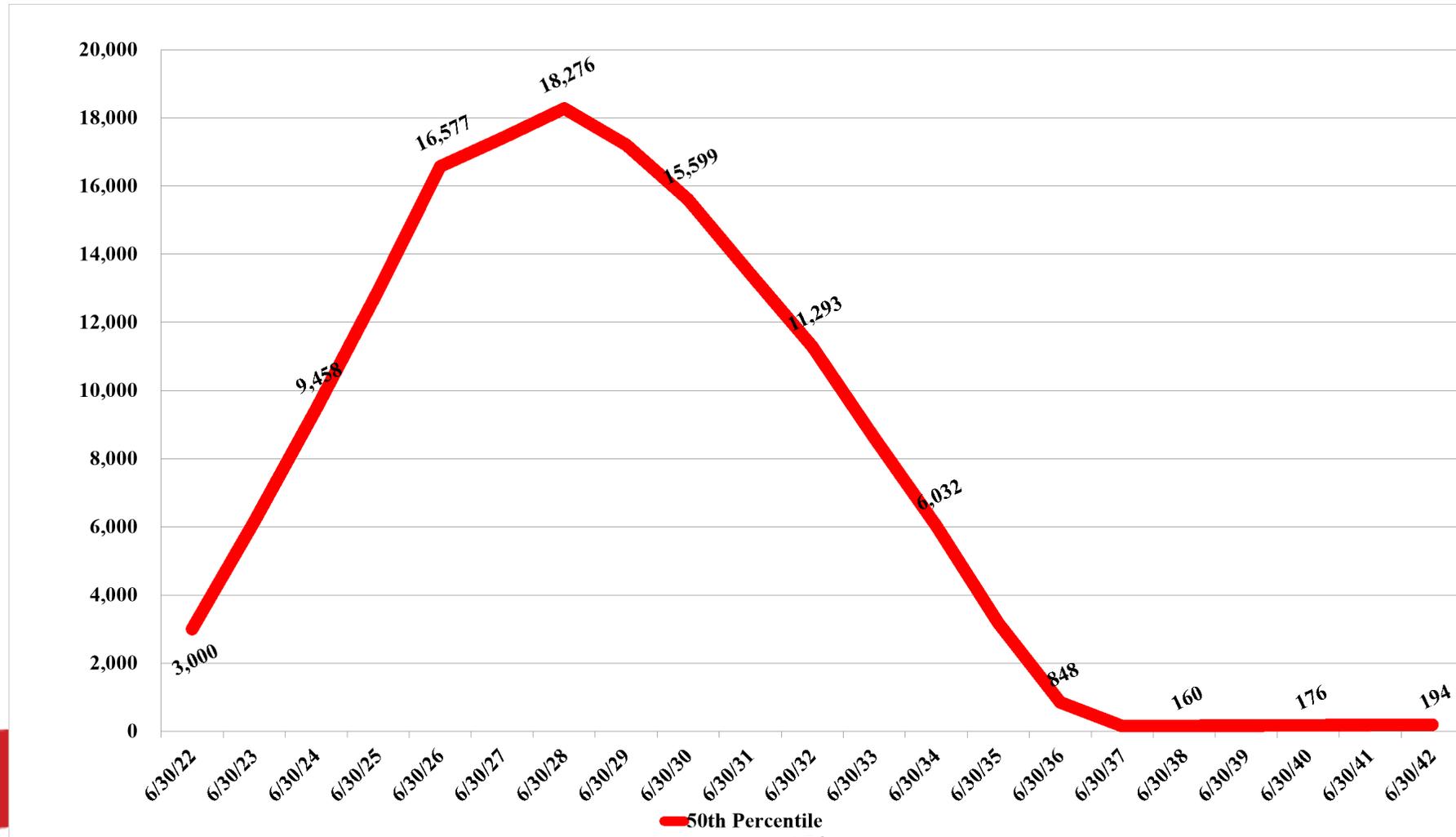
# Benefits of Pension Supplemental Trust

**Payments to Supplemental Trust  
Contribution Rate Projection**



# Benefits of Pension Supplemental Trust

**Payments to Supplemental Trust**  
**Supplemental Trust Balance (\$000's)**



# CERBT Account Summary: OPEB

As of April 22, 2022	Strategy 1
Initial contribution <small>(5/4/2009)</small>	\$600,000
Additional contributions	\$27,450,152
Disbursements	\$0
CERBT expenses	(\$146,435)
Investment earnings	\$11,625,797
Total assets	\$39,529,514
Money-weighted annualized net rate of return <small>(5/4/2009 – 4/22/2022 = 13 Years)</small>	7.61%

# Budget Impact

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- Initial contribution up to \$21 million could be funded by the District's funds included in the Fiscal 2023 Adopted Budget
- Subsequent contribution will be made in accordance with the Policy about the Pension Supplemental Trust to be approved by the Board

# Next Steps

---

- Obtain Board feedback
- Staff will return with final recommendation which could include the following:
  - Solicit / RFP for Trust providers
  - Obtain Board approval to set up Pension Supplemental Trust
  - Create a policy about the contributions to the Pension Supplemental Trust
  - Set-up the Pension Supplemental Trust



BOARD OF DIRECTORS 2022

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

CARTER MAU  
ACTING GENERAL MANAGER/CEO

## Agenda

### Strategic Planning, Development, and Sustainability Committee Committee of the Whole

#### San Mateo County Transit District

**Wednesday, October 12, 2022 – 3:00 pm**

or immediately following the Finance Committee meeting

- |        |                                                                                                                  |               |
|--------|------------------------------------------------------------------------------------------------------------------|---------------|
| 9.c.1. | Call to Order                                                                                                    |               |
| 9.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 6, 2022 | Motion        |
| 9.c.3. | Reimagine SamTrans Implementation Update                                                                         | Informational |
| 9.c.4. | Adjourn                                                                                                          |               |

Committee Members: Carole Groom (Chair), Jeff Gee, Dave Pine

Note:

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

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

**Minutes of Strategic Planning, Development,  
And Sustainability Committee Meeting / Committee of the Whole**

**July 6, 2022**

Committee Members Present: C. Groom (Chair), J. Gee, D. Pine

Committee Members Absent: None

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

Other Board Members Absent: C. Stone

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

**8.c.1 Call to Order**

Committee Chair Carole Groom called the meeting to order at 3:06 pm.

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

Motion/Second: Guilbault/Pine

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

Noes: None

Absent: Stone

**8.c.3 Amendment of Fare Structure to Include Youth Unlimited Pass and All-Agency Regional Pass Pilot, and to Make Other Minor Revisions**

Bruce Thompson, Business Intelligence Analyst, presented the staff report.

Motion/Second: Gee/Medina

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

Noes: None

Absent: Stone

**8.c.4 Adjourn**

The meeting adjourned at 3:11 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee  
Through: Carter Mau, Acting General Manager/CEO  
From: April Chan, Acting Deputy General Manager/CEO  
Subject: **Reimagine SamTrans Implementation Update**

**Action**

There is no action associated with this informational update.

**Significance**

Implementation of the first phase of the approved *Reimagine SamTrans* network began on August 7, 2022. An update on the implementation activities, including complaints and compliments, system performance, immediate revisions made or to-be-made, and an outlook for the November and February runbooks, as well as microtransit, will be presented at the October Board meeting.

**Budget Impact**

There is no budget impact associated with this information update.

**Background**

The *Reimagine SamTrans* plan was approved by the Board in March 2022 and includes a new bus network that is more efficient, more frequent, and introduces new routes and microtransit service to San Mateo County. The new network is an expansion of bus service and will be implemented in phases in fiscal years 2023 and 2024 as the District staffs up its operator workforce.

The first phase of implementation began on August 7, 2022 and it represented the most significant and complicated phase of the network change. The implementation also is the largest service change since the 2012/13 SamTrans' Service Plan (SSP). The August 7 runbook included: route consolidations, segment or route eliminations, route number changes, frequency changes, and expanding the SamTrans service area into Oyster Point. Annual adjustments to the schedules of all the school-oriented routes to match the schedule the bell information received by the schools also occurred during this period.

Since the Board approved the *Reimagine SamTrans* plan in early 2022, an internal project management team managed and led the implementation activities in order to ensure a seamless and smooth transition to the new routes and route schedules. Major tasks included

updating all the on-street signage, online materials, operator training on new and modified routes, creating and printing schedules, and customer education and outreach. As the August 7<sup>th</sup> date approached, the outreach plan launched and staff ambassadors, with support from a team of contracted bilingual ambassadors, went out in the field to communicate and educate riders on the upcoming service change. The outreach plan concluded approximately two weeks following implementation.

Prepared By: Christy Wegener, Director, Planning

650-508-6278



# Reimagine SamTrans Implementation Update

Item #9.c.3.  
10/12/2022



SamTrans Board of Directors  
October 12<sup>th</sup> 2022

# Presentation Agenda

- Phase 1 implementation
  - Phase 1 highlights
  - Accomplishments and challenges
- New route network
  - Customer feedback
  - Revisions
  - Performance
- Future service changes
  - Full Reimagine Implementation
  - Upcoming runbooks
  - Microtransit
- Questions



# Reimagine: Phase 1 Implementation



# Phase 1: Highlights

Service Implemented Date: **August 7, 2022**

- Adjusted route alignment, the span of service, and/or frequency on 12 routes.
- Expanded days of service, and/or service area on 6 routes.
- Streamlined service by eliminating and/or consolidating 11 routes.
- Consolidation of all school-oriented routes.
- Nearly every route had a schedule adjustment.



# Accomplishments

- ✓ Great awareness amongst operators of Reimagine changes.
- ✓ On-street team of bilingual ambassadors and core group of employees communicated Reimagine changes to the riders.
- ✓ Customer Service extended hours of operation to assist with rider information and route options.
- ✓ Large scale multi-lingual marketing campaign across multiple print and digital platforms.
- ✓ Individualized responses to complaints; complaints tapered off quickly.
- ✓ General appreciation from customers in the field.
- ✓ Service to new areas, including Oyster Point.



# Challenges / Lessons Learned

- ✓ Biggest service change in 10 years; touched nearly every route in the system.
  - ✓ High volume of changes along with staffing levels led to some communication materials not ready on day one including printed timetables and system map
  - ✓ High volume of changes led to not all bus stop flags installed on day one
  - ✓ Future: Build in more time and resources
- ✓ Inaccurate information: MTC error led to incorrect GTFS feed on day one; Schools inaccurate or missing bell-time information led to some school-oriented routes not being timed correctly.
  - ✓ Future: Additional coordination



# Reimagine: New Route Network



# New Route Network: Sample of Customer Feedback

- **Route 260**
  - Residents complained they weren't aware of the change to the route.
  - Students in western Belmont no longer had a bus to school.
- **Route 295**
  - Complaints about new bus stops on Alameda de las Pulgas.
  - Compliments for new service on Jefferson Ave.
- **Route 85, 86, & 87**
  - Complaints about loss of school-oriented service in Portola Valley.
- **Route ECR**
  - Compliments from bus operators for shortening the route in Daly City.
- **Route 130/130B**
  - Compliments on the extension of service into Oyster Point.
- **Route 256**
  - Customers expressed dislike with the elimination of service on Hillsdale Blvd. to Beach Park Blvd.



# New Route Network: Revisions

- Revisions to the service or schedule can be made in-between runbooks within the terms of the CBA.
- Several school-oriented route issues were the result of missing or incorrect bell times received from schools, as well as worsening traffic.
  - Eight school-oriented routes received schedule adjustments over the course of three service revisions (August 21, September 11, and September 25). Temporary signs for some routes and communications through schools to inform students of changes.
  - Route 62 was extended to western Belmont effective September 4 to replace service lost by the 260 changes.
- Other school-oriented route adjustments will be made in November.
  - Four school-oriented routes will receive schedule adjustments.

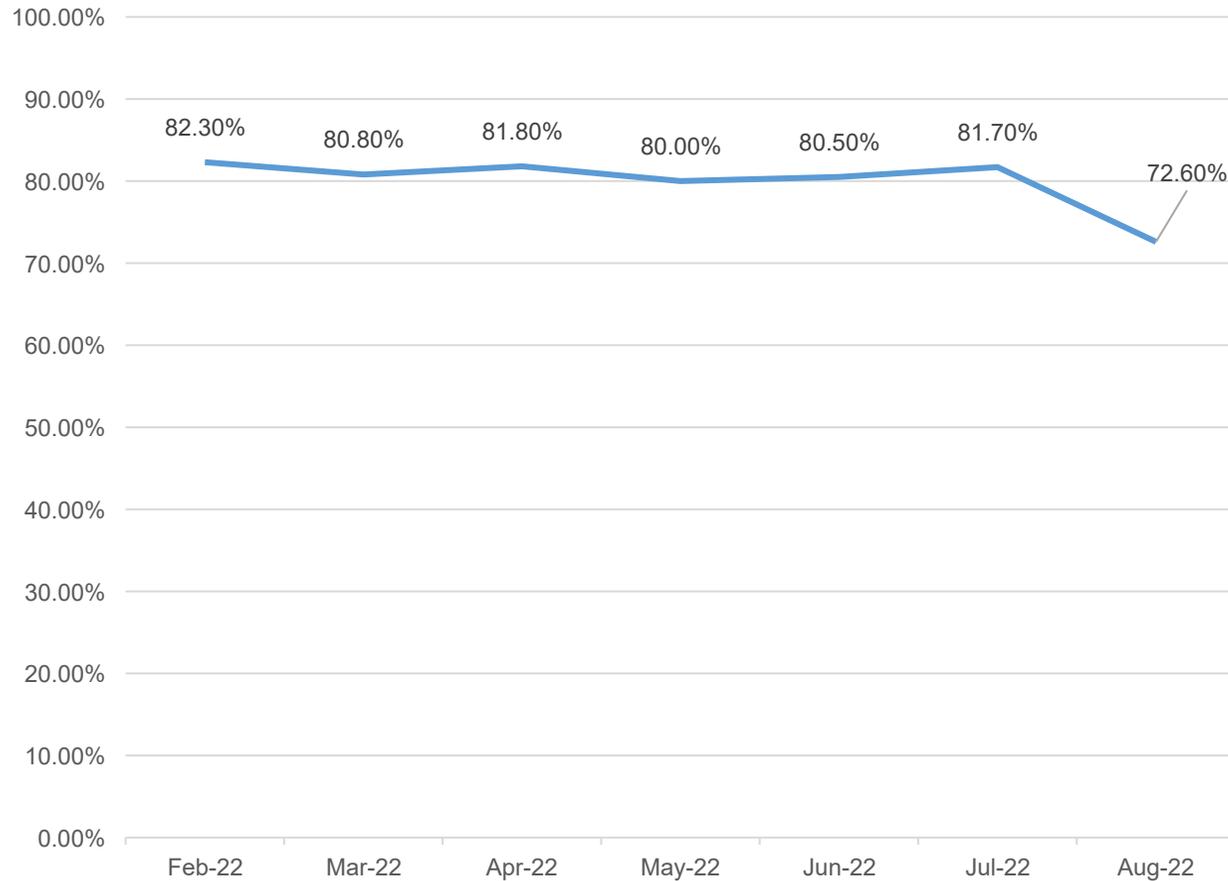


# New Route Network: Ridership

- **Ridership has increased post-Reimagine implementation**
  - Total ridership increased by 89,849 rides (18.4%) in a 4-week period following the implementation of Reimagine.
  - Average weekday ridership increased by 4,201 rides (18.5%) post-Reimagine implementation.
  - This increase is for a time period after free fares were offered and does not include school-orientated routes' ridership.
- Routes with the largest increases in ridership include **110, 250, 251, 278, and 295**



# New Route Network: On-Time Performance



- Still continuing to address traffic fluctuations due to the changing transportation landscape.
- Schedule adjustments to several routes are included in the November runbook.
- Future planning projects will look at how to speed up buses.



# Future Service Changes Upcoming Runbooks



# Reimagine Service Awaiting Implementation

- **Launch Route or Service**

- Routes EPX 124, 249
- Microtransit in Half Moon Bay and East Palo Alto

- **Resume Route**

- 118, 276

- **Increase Frequency**

- ECR, FCX, 110, 120, 121, 141, 250, 260, 276, 278, 281, 296

- **Increase Hours of Service**

- 130, 130B, 250, 260, 278, 281, 295

- **Realignment of Route**

- 281

- **Reduce Frequency**

- 280

- **Elimination of Route**

- 398



# Full Reimagine Implementation

- Staffing challenges remain. Looking at new approaches to increase operator headcount, including recruitment and retention.
- Full implementation of Reimagine SamTrans is dependent on reaching necessary bus operator headcount.
- As workforce numbers improve, more significant service enhancements from final Reimagine network will be planned for future runbooks.



# November 2022 Runbook

- Shift work back to MV/CUB (they will be +9 operators by November).
- Address OTP for several routes currently <70%.
- Modify school-oriented services.
- Add later service span on two routes (121 & 141) to better serve colleges (included in final Reimagine SamTrans approved network).



# February 2023 Runbook

- Potential for a more substantial set of service changes.
  - This would include implementation the next phase of the Reimagine-approved route changes, including restoring service to routes still operating at less than pre-pandemic levels.



# Full Reimagine Implementation Increasing Staffing

- Cross departmental initiatives have been launched to increase the number of operators at the District.
- Marketing Campaign is being launched including media ads, bus wraps, and social media messaging.
- Strong push to attend job fairs and building community relationships in Redwood City, San Mateo and Palo Alto.
- Increased the training rate from \$25 to \$27.
- Reduce the time between class starts from 12 to 8 weeks allowing candidates to get into paid training quicker.



# Microtransit

- Staff is currently working to procure contracted turn-key microtransit service in two zones.
  - Half Moon Bay and East Palo Alto.
- Service will be available for point-to-point trips within each service zone.
- Recommendation for **contract award is expected by January 2023.**
- Current schedule is **to implement service by June 2023.**



# QUESTIONS?



## THANK YOU



**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, October 12, 2022 – 3:15 pm**

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

- |        |                                                                               |               |
|--------|-------------------------------------------------------------------------------|---------------|
| 9.d.1. | Call to Order                                                                 |               |
| 9.d.2. | Approval of Minutes of the Legislative Committee Meeting of September 7, 2022 | Motion        |
| 9.d.3. | State and Federal Legislative Update                                          | Informational |
| 9.d.4. | Adjourn                                                                       |               |

**Committee Members: Rico E. Medina (Chair), Carole Groom, Charles Stone**

Note:

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

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

**Minutes of Legislative Committee /  
Committee of the Whole**

**September 7, 2022**

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

Committee Members Absent: C. Groom

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

Other Board Members Absent: D. Pine

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

**9.c.1 Call to Order**

Committee Chair Rico Medina called the meeting to order at 3:19 pm.

**9.c.2 Approval of Minutes of Committee Meeting of August 3, 2022**

Motion/Second: Guilbault/Fraser

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

Noes: None

Absent: Groom, Pine

**9.c.3 State and Federal Legislative Update**

Casey Fromson, Chief Communications Officer, said on the federal side, they are still working on the appropriations process and that a CR (continuing resolution) is expected before the end of the year. She said at the state level, that the Governor has until September 30 to sign bills. She noted that the state lobbyists would be joining the October Board meeting and the federal lobbyists would be joining the December Board meeting.

Jessica Epstein, Manager, Government and Community Affairs, briefly summarized the bills that the District is currently tracking.

**9.c.4 Adjourn**

The meeting adjourned at 3:26 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 Affairs Manager	650-400-6451
	Michaela Petrik	Government and Community Affairs Officer	650-730-4951

## **SamTrans Federal Report As of September 14, 2022**

### ***CONGRESSIONAL UPDATE***

#### **President Signs into Law the Reconciliation/Inflation Reduction Act**

- On August 16, President Biden signed into law the Inflation Reduction Act (H.R. 5736), a \$739 billion reconciliation package that includes tax, healthcare, transportation, environmental justice, and climate provisions. This comprehensive legislation results from many months of negotiations among Democrats to advance some of President Biden's highest policy priorities.
- The legislation provides approximately \$370 billion in new climate and energy tax incentives. Among the new provisions are tax credits for the purchase of electric vehicles (EV).
- Transportation provisions in the bill include:
  - \$3 billion for an Environmental and Climate Justice Block Grant program to provide grants for projects in disadvantaged communities to address disproportionate environmental and public health harms related to pollution and climate change.
  - \$3 billion for a Neighborhood Access and Equity 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.
  - \$100 million for an Environmental Review Implementation program to facilitate the development and review of documents for the environmental review process for proposed transportation projects for state, local governments, and metropolitan planning organizations.
- Federal agencies have significant authority overseeing the programs in the bill; implementation will include the promulgation of many new rules and creation of many new programs. Holland & Knight's summary of the Inflation Reduction Act can be viewed [here](#).

#### **FY 2023 Appropriations Update**

- Lawmakers returned from the August recess intent on passing a continuing resolution (CR) to keep the government funded after the end of the fiscal year, September 30. In anticipation of a short-term funding deal, the White House released a [request](#) for several funding priorities to be included in the CR.

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

- The document provides language and funding requests for several Department of Transportation (DOT) programs including giving DOT authority to extend the availability of funding awarded for BUILD grants for one additional year. Without this provision, specific projects may lose access to financing at the end of the fiscal year.
- Passing a CR is the top priority for members before they recess for the midterm elections. Congress may need to pass a second CR after the election if lawmakers continue to be without an agreement on FY 2023 appropriations bills.

## *Administration Update*

### **FTA Announces Bus Awards**

- On August 16, the Federal Transit Administration (FTA) [announced](#) the award recipients for the Bus and Bus Facilities and Low- and No-Emission Vehicle grant programs. FTA received 550 applications across both programs and selected 150 projects worth approximately \$1.66 billion. A comprehensive list of award recipients can be found using this [link](#).
- The Bus and Bus Facilities and Low- and No-Emission Vehicle programs are used to purchase battery-electric busses and invest in bus facilities. The Infrastructure Investment and Jobs Act (IIJA) provided approximately \$5.5 billion for the Low-No Program and \$2 billion for the Bus and Bus Facilities Program over five years.
- SamTrans submitted a grant application but did not receive an award. Holland & Knight is working to schedule a debrief for staff with the FTA.

### **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.
- [Reconnecting Communities Pilot Discretionary Grant Program](#). \$195 million available. All applications due by October 13, 2022.
- [Consolidated Rail Infrastructure and Safety Improvements Grant Program](#). \$1.4 billion available. All applications due by December 1, 2022.



September 12, 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 – October 2022**

---

### **General Update**

In the early morning hours of September 1, the Legislature adjourned the second year of the 2021-22 Legislative Session. There was a flurry of action in the final days of session, with the Legislature approving a sweeping climate & energy bill package, passing legislation that will make it easier to build housing in commercial zones, and putting the finishing touches on the Fiscal Year 2022-23 State Budget. The current session will formally close on November 30, with the 2023-24 Legislative Session beginning December 5. When the new session begins, there will be a lot of new faces in Sacramento due to legislator retirements, term limits, and redistricting. San Mateo County will see a new Assembly Member and a new Congressional Member. The official 2023-24 legislative calendar will be released this fall.

This year, the SamTrans Board has taken positions on several bills of importance, while monitoring many others. Below, we provide an update on the final legislative action of several high priority bills. For any bills sent to the Governor after August 20, the Governor has until September 30 to act.

### **Additional Action on Zero-Emission Transportation**

In the final days of the Session, several additional budget bills came into print, including AB 179 (Ting), which amends earlier budget bills. AB 179 is known as a Budget Bill Jr. because it amends the main budget bill that was passed back in June. AB 179 (Ting) and AB 211 (Ting) – the Public Resources trailer bill – implement \$3.2 billion in funding for zero-emission vehicles and infrastructure. This funding builds on the \$2.4 billion previously appropriated this year in SB 154 (Skinner) and AB 178 (Ting) for zero-emission vehicles, inclusive of zero-emission trucks, buses, and off-road equipment and advanced technology demonstrations and pilot commercial deployment projects, and infrastructure.

This includes the following investments:

- **\$53 million** for the California Air Resources Board for “emerging opportunities,” inclusive of zero-emission aviation, locomotive, and marine vehicles;
- **\$54 million** for the California Energy Commission for the charging and refueling infrastructure necessary to deploy the “emerging opportunities” vehicle types noted above;
- **\$99 million** for the California Energy Commission for charging and hydrogen refueling infrastructure necessary to deploy zero-emission clean, trucks, buses, and off-road equipment; and,

- **\$60 million** for the California Air Resources Board for zero-emission commercial harborcraft.

AB 211 also includes commitments for additional outyear investments in zero-emission vehicles, as follows:

- **\$1.25 billion** in the Fiscal Year 2023-24;
- **\$781 million** in the Fiscal Year 2024-25; and,
- **\$384 million** in the Fiscal Year 2025-26.

These outyear investments will require budget action in future years to implement the funding and to define its intended uses.

#### **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, \$50 million remains in the public transit bus set-aside, which was established to provide dedicated funding to transit agencies. See additional details [here](#).

#### **Bills With Positions**

##### **SB 922 (Wiener) CEQA: Exemptions: Transportation-Related Projects – SUPPORT**

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. ***This bill is on the Governor's Desk awaiting action.***

##### **SB 942 (Newman) LCTOP: Free or Reduced Fare Transit Program – SUPPORT**

This bill would provide California public transit agencies with the flexibility to use Low Carbon Transit Operations Program funds for free or reduced-fare transit programs on an ongoing basis. This flexibility will ensure the long-term sustainability and benefits of free youth ridership programs that expand access to public transit and create lifelong riders. ***This bill is on the Governor's Desk awaiting action.***

##### **AB 1919 (Holden) Youth Free Transit – SUPPORT**

This bill has been substantially amended and would now create the Youth Transit Pass Pilot Program, an elective program offering free youth transit passes to students. Transit agencies can partner with educational institutions to apply for grants for free fare programs, and grant funds to be used to maintain, subsidize, or expand an existing fare free program. Previously, the bill, as introduced, would have required all agencies in the state to provide free transit passes to individuals 25 years of age and under as a precondition for accessing state funding. ***This bill was VETOED by the Governor.***

**AB 2622 (Mullin) Sales Tax Exemption for Transit Buses – SUPPORT**

This bill would extend the sunset date from January 1, 2024 to January 1, 2026 on the state sales and use tax exemption for zero-emission buses (ZEBs) purchased by California public transit agencies. This bill is likely to be amended to shorten the sunset. ***This bill was SIGNED by the Governor.***

**Other Bills**

**SB 917 (Becker) Seamless Transit Transformation Act – WATCH**

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.***

**AB 1951 (Grayson) Sales and Use Tax: Exemptions: Manufacturing – WATCH**

This bill would expand, for a five-year period, the existing partial sales and use tax (SUT) exemption for manufacturing and research and development by making it a full exemption. ***This bill was VETOED by the Governor.***

**AB 2441 (Kalra) Autonomous Transit Vehicles – WATCH**

This bill would require a public transit agencies 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 agencies, 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 subjects that include creating plans to train and prepare the affected workforce to fill new positions created by a new service or product. ***This bill is on the Governor's Desk awaiting action.***

**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. The California Air Resources Board is expected to approve the Fiscal Year 2022-23 Funding Plan for Clean Transportation Incentives in November 2022.

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:**

***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 fall 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 9/20/22

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 117</a> <a href="#">Boerner Horvath D</a>  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> <a href="#">Ting D</a>  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 179</a> <a href="#">Ting D</a>  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 and other existing laws.	Watch
<a href="#">AB 180</a> <a href="#">Ting D</a>  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

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 194</a> Committee on Budget  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
<a href="#">AB 211</a> Committee on Budget  Public resources trailer bill.	On the Governor’s desk.	Existing law provides that a violation of specified provisions relating to pest control operations is a misdemeanor punishable by, among other things, a fine of not less than \$500 nor more than \$5,000. This bill would increase the fine to not less than \$5,000 nor more than \$50,000. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 371</a> <a href="#">Jones-Sawyer D</a>  Shared mobility devices: insurance and tracking.	On the Governor’s desk.	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.	Watch

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 455</a> <a href="#">Wicks D</a></p> <p>San Francisco-Oakland Bay Bridge: bus speed and reliability performance targets.</p>	<p>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 9/20/22**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 859</a> <a href="#">Irwin</a> D</p> <p>Mobility devices: 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> <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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1001</a> <a href="#">Garcia, Cristina D</a></p> <p>Environment: mitigation measures for air 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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1017</a> <a href="#">Quirk-Silva D</a></p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>This 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> <a href="#">Daly D</a></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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1049</a> <a href="#">Davies</a> R</p> <p>Public Transportation Account: loan repayment.</p>	<p>This 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> <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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1110</a> <a href="#">Rivas, Robert D</a></p> <p>Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.</p>	<p>This bill is dead.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1226</a> <a href="#">McCarty</a> D</p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>This 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> <a href="#">Nguyen</a> R</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> <a href="#">Kiley</a> R</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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1644</a> <a href="#">Flora</a> R</p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p>	<p>Signed by Governor Newsom.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1680</a> <a href="#">Lee D</a></p> <p>Transportation: prohibition orders.</p>	<p>Signed by Governor Newsom.</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>

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1778</a> <a href="#">Garcia, Cristina</a> D</p> <p>State transportation funding: freeway 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> <a href="#">Friedman</a> D</p> <p>Vehicles: bicycle omnibus bill.</p>	<p>Signed by Governor Newsom.</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 9/20/22

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

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1938</a> <a href="#">Friedman</a> D</p> <p>Traffic safety: speed limits.</p>	<p>Signed by Governor Newsom.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1944</a> <a href="#">Lee D</a></p> <p>Local government: open and public meetings.</p>	<p>This bill is dead.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2022</p>

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1949</a> <a href="#">Low D</a></p> <p>Employees: bereavement leave.</p>	<p>On the Governor’s desk.</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>

**San Mateo County Transit District  
State Legislative Matrix 9/20/22**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1951</a> <a href="#">Grayson D</a></p> <p>Sales and use tax: exemptions: manufacturing.</p>	<p>Vetoed by Governor Newsom.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person for purchases not exceeding \$200,000,000, for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified; qualified tangible personal property purchased for use by a qualified person to be used primarily in research and development, as provided; qualified tangible personal property purchased for use by a qualified person to be used primarily to maintain, repair, measure, or test any qualified tangible personal property, as provided; and qualified tangible personal property purchased by a contractor purchasing that property for use in the performance of a construction contract for the qualified person, that will use that property as an integral part of specified processes. Existing law, on and after January 1, 2018, and before July 1, 2030, additionally exempts from those taxes the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased for use by a qualified person to be used primarily in the generation or production, as defined, or storage and distribution, as defined, of electric power. This bill would, on and after January 1, 2023, and before January 1, 2028, make this a full exemption for purchases not exceeding \$200,000,000. The bill would repeal these provisions on January 1, 2028, and would revert to the above-described partial exemption on that date. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1993</a> <a href="#">Wicks</a> D</p> <p>Employment: COVID-19 vaccination requirements.</p>	<p>This bill is dead.</p>	<p>Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to the enforcement of civil rights laws with respect to housing and employment. This bill would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1975</a> <a href="#">Nazarian</a> D</p> <p>Local government: bus shelters.</p>	<p>This bill is dead.</p>	<p>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.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2097</a> <a href="#">Friedman</a> D</p> <p>Residential, commercial, or other development types: parking requirements.</p>	<p>On the Governor’s desk.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2197</a> <a href="#">Mullin D</a>  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 March 2022
<a href="#">AB 2206</a> <a href="#">Lee D</a>  Nonattainment basins: employee parking: parking cash-out program.	On the Governor’s desk.	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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2237</a> <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 9/20/22**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2357</a> <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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2410</a> <a href="#">Chen</a> R</p> <p>Local educational agencies: home-to-school transportation.</p>	<p>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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2419</a> <a href="#">Bryan D</a></p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>	<p>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> <a href="#">Friedman D</a></p> <p>Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.</p>	<p>On the Governor’s desk.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2441</a> <a href="#">Kalra D</a></p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>On the Governor's desk.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2449</a> <a href="#">Rubio, Blanca D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>Signed by Governor Newsom.</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 9/20/22

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> <a href="#">Jones-Sawyer D</a></p> <p>Public contracts: protests: joint labor- management committee.</p>	<p>This bill is dead.</p>	<p>Existing law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Existing law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Existing law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Existing law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a written protest to a contract that is not to be awarded to the lowest bidder. If, prior to making the award, a joint labor-management committee files a protest with the department against the awarding of the contract on the ground that the lowest responsible bidder does not meet the specifications set forth under the definition of responsible, the bill would require that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2556</a> <a href="#">O'Donnell D</a></p> <p>Local public employee organizations.</p>	<p>On the Governor's desk.</p>	<p>The Meyers-Miliias-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> <a href="#">Ting D</a></p> <p>Vehicle registration and toll charges.</p>	<p>On the Governor's desk.</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 9/20/22

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

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2647</a> <a href="#">Levine D</a></p> <p>Local government: open meetings.</p>	<p>On the Governor’s desk.</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> <a href="#">Gabriel D</a></p> <p>Information Practices Act of 1977.</p>	<p>On the Governor’s desk.</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> <a href="#">Reyes D</a></p> <p>COVID-19: exposure.</p>	<p>On the Governor’s desk.</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> <a href="#">McCarty D</a></p> <p>Transportation electrification: electrical distribution grid upgrades.</p>	<p>Signed by Governor Newsom.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2703</a> <a href="#">Muratsuchi D</a></p> <p>Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance.</p>	<p>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> <a href="#">Aguiar-Curry</a> D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This measure is dead.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February 2021</p>
<p><a href="#">SB 18</a> <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> <a href="#">Portantino</a> D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>On the Governor’s desk.</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> <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> 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> <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> Committee on Budget and Fiscal Review  Transportation.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law requires the Department of Transportation to advance funds to a public entity eligible for those funds for a guideway project when specified conditions exist, including, among others, that the California Transportation Commission has allocated the funds pursuant to specified provisions of law. If, upon completion of the project, the advance, together with specified interest on the advance, exceeds that portion of the actual reimburseable costs for which the public entity has not been reimbursed, existing law requires the public entity to repay the excess to the state for deposit in an account from which the advance was made. Existing law requires the department to submit a report to the Legislature if the department encounters any substantial problems in carrying out the funding advance program. This bill would revise and recast the funding advance program to authorize, instead of require, the department to advance funds for a transit or passenger rail project or project component when specified conditions exist. The bill would authorize the department to adopt guidelines to advance funds under these provisions. The bill would revise the conditions that are required to be met before the department may advance funds by, among other things, authorizing the funds to be advanced if the commission has allocated funds pursuant to the Transit and Intercity Rail Capital Program. The bill would require the lead applicant agency or the recipient agency to repay the amount of the funds advanced plus a specified amount of interest to the state if the department, the Transportation Agency, or any other state agency charged with monitoring the stewardship of public funds makes a certain finding with regard to the use of funds available to the project. If the lead applicant agency or the recipient agency fails to repay the state, the bill would authorize the agency that makes the finding to request the Controller, Treasurer, or any other authorized state agency to demand a transfer of an amount equal to the amount paid to the recipient agency to be paid to the state or to withhold payment from future apportionments or any other funds to the recipient agency. The bill would delete the requirement for the department to submit the above-described report to the Legislature. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 542</a> <a href="#">Limón D</a></p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>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> <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>

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		<p>used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 674</a> <a href="#">Durazo</a> D</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>On the Governor's desk.</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, except as specified, 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> <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> <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> <a href="#">Umberg D</a>  Surplus land.	This bill is dead.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law requires, after the disposing agency has received a notice of interest from an entity desiring to purchase or lease the land on terms that comply with existing law, that the disposing agency and the entity enter into good faith negotiations to determine a mutually satisfactory sales price and terms or lease terms. This bill would require, if, after the disposing agency and an entity desiring to purchase or lease the land have entered into an exclusive negotiating agreement, the determined value of the sales price and terms or lease terms exceeds (\$25,000,000), that the disposing agency post prominently on its internet website the terms of the proposed disposition of the surplus land for not less than 90 days before entering a legally binding agreement to dispose of the land. By adding to the duties of local officials with respect to the disposal of surplus land, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 852</a> <a href="#">Dodd D</a></p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 867</a> <a href="#">Laird D</a></p> <p>Sea level rise planning: database.</p>	<p>On the Governor’s desk.</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>

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 878</a> <a href="#">Skinner D</a></p> <p>School transportation.</p>	<p>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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 917</a> <a href="#">Becker</a> D</p> <p>Seamless Transit Transformation Act.</p>	<p>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> <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 April 2022</p>

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 932</a> <a href="#">Portantino</a> D</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</p>	<p>On the Governor’s desk.</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> <a href="#">Newman</a> D</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>On the Governor’s desk.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program’s requirements.</p>	<p>Supported March 2022</p>

## San Mateo County Transit District State Legislative Matrix 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1049</a> <a href="#">Dodd D</a></p> <p>Transportation Resilience Program.</p>	<p>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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1078</a> <a href="#">Allen D</a></p> <p>Sea Level Rise Revolving Loan Pilot Program.</p>	<p>On the Governor’s desk.</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 9/20/22**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1100</a> <a href="#">Cortese D</a></p> <p>Open meetings: orderly conduct.</p>	<p>Signed by Governor Newsom.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1121</a> <a href="#">Gonzalez</a> D</p> <p>State and local transportation system: needs assessment.</p>	<p>On the Governor's desk.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.</p>	<p>Watch</p>
<p><a href="#">SB 1156</a> <a href="#">Grove</a> R</p> <p>Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.</p>	<p>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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1161</a> <a href="#">Min D</a></p> <p>Transit districts: street harassment initiatives.</p>	<p>Signed by Governor Newsom.</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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1168</a> <a href="#">Cortese D</a></p> <p>Public employees' retirement: beneficiary payment.</p>	<p>Signed by Governor Newsom.</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> <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 9/20/22

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1230</a> <a href="#">Limón</a> D</p> <p>Zero-emission and near-zero emission vehicle incentive programs: requirements.</p>	<p>Signed by Governor Newsom.</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> <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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1410</a> <a href="#">Caballero</a> D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>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>