

**BOARD OF DIRECTORS 2023**

JOSH POWELL, CHAIR  
MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
RICO E. MEDINA  
RAY MUELLER  
PETER RATTO

APRIL CHAN  
GENERAL MANAGER/CEO



## Agenda

### Board of Directors Meeting

**July 12, 2023, 2:00 pm**

### **San Mateo County Transit District**

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Avenue, San Carlos, CA

Members of the public also may attend the meeting via teleconference at:

Burlingame City Hall  
Conference Room A  
501 Primrose Road, Burlingame, CA

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** 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.

***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. Wearing of masks is recommended but not required.

**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

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

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.

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

**Wednesday, July 12, 2023**

**2:00 pm**

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Consent Calendar

3.a. Approval of Minutes of the Board of Directors Meeting of June 7, 2023 Motion

3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending May 31, 2023 Motion

3.c. Authorize Agreement for Affordable Housing and Sustainable Community Grant Funding for Zero Emission Expansion Buses and Route 281 Enhanced Service Resolution

4. Public Comment for Items Not on the Agenda

*Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.*

5. Report of the Chair Informational

6. Report of the General Manager/CEO Informational

7. Board Member Requests/Comments

8. Recess to Committee Meetings

8.a. Community Relations Committee / Committee of the Whole  
*M. Chuang (Chair), R. Mueller, P. Ratto*

- 8.a.1. Call to Order
- 8.a.2. Approval of Minutes of the Community Relations Committee Meeting of June 7, 2023 Motion
- 8.a.3. Accessible Services Update Informational
- 8.a.4. Paratransit Coordinating Council Update Informational
- 8.a.5. Citizens Advisory Committee Update Informational
- 8.a.6. Quarterly Report | Quarter 3 Fiscal Year 2023 Informational
- 8.a.7. Monthly Performance Report | May 2023 Informational
- 8.a.8. Adjourn
- 8.b. Finance Committee / Committee of the Whole  
*J. Gee (Chair), M. Chuang, M. Fraser*
  - 8.b.1. Call to Order
  - 8.b.2. Approval of Minutes of the Finance Committee Meeting of June 7, 2023 Motion
  - 8.b.3. Adopt Salary Ordinance No. 109 and Authorize Additions, Modifications, and Deletions of Positions on the Tables of Position Classifications Motion
  - 8.b.4. Authorize Expansion of Scope of the South Base Battery Electric Bus Infrastructure Project Procurement Motion
  - 8.b.5. Headquarters Facility Update Informational
  - 8.b.6. Adjourn
- 8.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole  
*D. Canepa (Chair), R. Medina, P. Ratto*
  - 8.c.1. Call to Order
  - 8.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 7, 2023 Motion

- |        |   |               |
|--------|---|---------------|
| 8.c.3. | SamTrans Adaptation and Resilience Plan Update  | Informational |
| 8.c.4. | Adjourn   |               |
| 8.d.   | Legislative Committee / Committee of the Whole<br><i>R. Mueller (Chair), R. Medina</i>  |               |
| 8.d.1. | Call to Order   |               |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of<br>June 7, 2023   | Motion        |
| 8.d.3. | State and Federal Legislative Update  | Informational |
| 8.d.4. | Adjourn   |               |
| 9.     | Reconvene Board of Directors Meeting  |               |
| 10.    | Matters for Board Consideration: Community Relations Committee  |               |
| 10.a.  | Accessible Services Update  | Informational |
| 10.b.  | Paratransit Coordinating Council Update   | Informational |
| 10.c.  | Citizens Advisory Committee Update  | Informational |
| 10.d.  | Quarterly Report   Quarter 3 Fiscal Year 2023   | Informational |
| 10.e.  | Monthly Performance Report   May 2023   | Informational |
| 11.    | Matters for Board Consideration: Finance Committee  |               |
| 11.a.  | Authorizing Reclassifications, Title Changes, Modification, and<br>Addition of Positions to the Table of Position Classifications | Ordinance     |
| 11.b.  | Authorizing Expansion of Scope of the South Base Battery Electric Bus<br>Infrastructure Project Procurement                       | Resolution    |
| 11.c.  | Headquarters Facility Update  | Informational |
| 12.    | Matters for Board Consideration: Strategic Planning, Development, and<br>Sustainability Committee                                 |               |
| 12.a.  | SamTrans Adaptation and Resilience Plan Update  | Informational |

13. Matters for Board Consideration: Legislative Committee

13.a. State and Federal Legislative Update Informational

14. Communications to the Board of Directors Informational

15. Date/Time of Next Regular Meeting - Wednesday, August 2, 2023 at 2:00 pm

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

16. General Counsel Report

17. Adjourn

## Information for the Public

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

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

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

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

### **Location of Meeting**

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

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

### **Public Comment**

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Prior to the meeting's call to order, 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>.

Public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to two minutes and one per person PER AGENDA ITEM. Each online commenter will be automatically notified when they are unmuted to speak. The Board Chair shall 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 (District)  
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Board of Directors Meeting**

**June 7, 2023**

**Members Present:** M. Chuang, M. Fraser (Vice Chair), R. Medina, R. Mueller, J. Powell  
**(In Person)** (Chair), P. Ratto

**Members Present:** None  
**(Via Teleconference)**

**Members Absent:** D. Canepa, J. Gee

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

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

Chair Josh Powell called the meeting to order at 2:03 pm and requested that Director Ray Mueller lead the Pledge of Allegiance.

**2. Roll Call**

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

**3. Consent Calendar**

**3.a. Approval of Minutes of the Board of Directors Meeting of May 3, 2023**

**3.b. Acceptance of Statement of Revenues and Expenses for the Period Ending April 30, 2023**

**3.c. Acceptance of Capital Projects Quarterly Status Report for 3<sup>rd</sup> Quarter Fiscal Year 2023**

**3.d. Acceptance of Quarterly Fuel Hedge Update**

**3.e. Authorize Execution of Contracts and Amendments for Information Technology Licenses, Maintenance Services and Professional Services, and for Technology-related Products and Services Through Piggyback Contracts and Cooperative Purchasing Programs – *Approved by Resolution No. 2023-31***

**3.f. Authorize the Filing of an Application to Receive Transit Performance Initiative Program Funds for the El Camino Real Mid-County Transit and Multimodal Corridor Plan – *Approved by Resolution No. 2023-32***

Motion/Second: Medina/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

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

There were no comments.

#### **5. Report of the Chair**

##### **5.a. Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month and Reaffirming a Commitment to Diversity, Equity, Access, and Inclusion – Approved by Resolution No. 2023-33**

Randol White, Public Information Officer, summarized the resolution for the record.

Motion/Second: Medina/Chuang

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

##### **5.b. Report from District Headquarters Ad Hoc Committee Meeting of May 5, 2023**

Director Peter Ratto said in June, they would prepare a report to bring back before the Board in July.

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

##### **6.a. General Manager/CEO Report – May 31, 2023**

April Chan, General Manager/CEO, noted that they had a successful Roadeo event on June 3, which was attended by some members of the Board and the executive team and many members of staff with their families. She noted that Reimagine SamTrans is rolling out new on-demand microtransit service in Half Moon Bay and East Palo Alto beginning June 18.

Ms. Chan introduced Joshua Mello, the new Executive Officer, Planning and Development.

##### **6.b. Update on Implementation of Caltrain Governance Memorandum of Understanding**

Jim Wagstaffe, Special Counsel, Wagstaffe, von Loewenfeldt, Busch & Radwick LLP, provided the presentation on the history of SamTrans' involvement with Caltrain's governance.

Chair Powell said he was pleased that the District is giving Caltrain what they need to continue to operate successfully and noted the importance of retaining a good relationship.

Director Rico Medina thanked his colleagues on both the SamTrans and Caltrain Boards and staff for their time and effort in coming to agreements.

Director Mueller expressed his appreciation for Director Jeff Gee's involvement, as JPB Board Chair, in resolving matters during a recent Caltrain meeting.

##### **6.c. Reimagine SamTrans Implementation Update**

Millie Tolleson, Acting Director of Planning, and Jonathan Steketee, Manager, Operations Planning, provided the presentation on the continued rollout of the Reimagine SamTrans service changes beginning June 18. She noted the new microtransit service would be free for the first six weeks or so.

Director Marina Fraser said that Ride Plus on-demand service was anticipated to be very successful in the Half Moon Bay and East Palo Alto communities.

Director Marie Chuang asked if the app would let the user know if the requested ride was within the service area. She also asked if there would be outreach to users to let them know how the app works, if the app would track user engagement, and how to make users feel more at ease with it.

Ms. Tolleson said that customers can visit the website to see the Ride Plus zones. She said once they input their ride, the app will let them know if the destination is within the zone or not, or they can also call Customer Service. Mr. Steketee said fares would be separate from the app and that customers can use cash or Clipper to pay their fare. Regarding the app, he said there would be a survey that customers could respond to regarding their trip with the option to reply anonymously.

Director Rico Medina complimented staff on its outreach and coordination with the schools. Mr. Steketee said they had received the bell schedules from all the schools and another reminder would be sent out soon.

Director Mueller asked if the app collected addresses from users who live outside the zone, with the goal of expanding the zone to those who are interested in service outside the current zones. Mr. Steketee said he would take that into consideration for improving the app.

Director Peter Ratto said the service was a boon for people who cannot use a fixed route but with the same fare.

Chair Powell said he was pleased that the app captured a number of metrics.

Public Comment:

Adina Levin, TEAMC (Transportation Equity Allied Movement Coalition), Friends of Caltrain, said she was pleased to preview the Ride Plus bus at a recent TEAMC meeting. She said she hoped the service would help people connect to service across the Bay. She said one suggestion from the meeting was for the app to be able to provide trip planning alternatives.

**7. Board Member Requests/Comments**

There were no requests or comments.

**8. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:56 pm.

**9. Reconvene Board of Directors Meeting**

Chair Powell reconvened the Board meeting at 4:09 pm.

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

Director Marie Chuang led the Board in voting on the following item:

**10.a. Appointment of Judith Lamarre, Representing Bus Riders, to the Citizens Advisory Committee**

Motion/Second: Chuang/Powell

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

Director Chuang reported on the following items:

- 10.b. Accessible Services Update**
- 10.c. Paratransit Coordinating Council Update**
- 10.d. Citizens Advisory Committee Update**
- 10.e. Monthly Performance Report | April 2023**

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

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

- 11.a. Awarding Contracts to Stantec Architecture Inc. and STV Incorporated for On-call General Engineering Consultant (GEC) Design Services for an Aggregate Total Not-to-exceed Amount of \$15 Million for a Six-year Base Term and up to Two One-year Option Terms – Approved by Resolution No. 2023-34**
- 11.b. Adopting Fiscal Years 2024 and 2025 Operating Budgets in the Amounts of \$264,461,894 and \$273,278,060, Respectively, and Fiscal Years 2024 and 2025 Capital Budgets in the Amounts of \$187,925,555 and \$67,099,514, Respectively – Approved by Resolution No. 2023-35**
- 11.c. Adopting Revisions to the District Procurement Policy – Approved by Resolution No. 2023-36**

Motion/Second: Ratto/Fraser

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

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

Director Peter Ratto reported on the following item:

- 12.a. Fare Programs Informational Update: Clipper Next Generation, Clipper BayPass Pilot Program, and Redwood City / Sequoia Union High School Districts Youth Unlimited Pass Program**

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

- 12.b. Amending the Fare Structure to Extend Participation in the Clipper START Regional Means-based Fare Program and Make Other Minor Revisions – Approved by Resolution No. 2023-37**

Motion/Second: Powell/Fraser

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

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

Director Ray Mueller led the Board in voting on the following item:

#### **13.a. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 1377 (Friedman)**

Motion/Second: Medina/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

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

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

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

Chair Powell announced the time and location of the next meeting as Wednesday, July 12, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

### **16. General Counsel Report**

Ms. Cassman said she had no report.

### **17. Adjourn**

The meeting adjourned at 4:15 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. 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: April Chan, General Manager/CEO  
From: Kate Steiner, Chief Financial Officer  
Subject: **Acceptance of Statement of Revenues and Expenses for the Period  
Ending May 31, 2023**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending May 31, 2023 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through May 31, 2023. 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 an easy comparison of current year-to-date actuals to information for the prior year-to-date actuals, including dollar and percentage variances.

**Annual Forecast:** The annual forecast was derived by examining actual revenue and expense trends through May 2023, and then analyzing trends and reviewing details with cost center managers. The Agency budget for FY 2023 was approved with a projected deficit of \$19.0 million, using a draw from Prior Years' Surplus to cover the balance. During this year, several items have changed significantly, such that the Agency is now projected to end the year with a surplus of \$5.8 million, a change of \$24.8 million from the approved budget.

The large variance is based on:

- 1) Revenue increases of \$30.7 million;
- 2) Expense savings of \$5.9 million;
- 3) Reduction of \$3.2 million in the amount required to fund reserves to their minimum levels (three months or 25% of the budgeted operating expenditures on the Operating Reserve and up to 35% of the annual sales tax revenues or the largest decrease in a two year period over the past twenty years on the Sales Tax Stabilization Fund); partially offset by
- 4) Allocation of \$15.0 million to Future Capital Fund due to the significant capital needs of the agency.

**Forecast Revenues:** Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 18) are forecasted to be \$30.7 million higher than budget, \$13.9 million of which is due to Sales Tax revenues (page 1, line 6, 10, & 11). The latest projections for sales tax continue to reflect a strong recovery from the pandemic. Local TDA and STA Funds (page 1, line 2) are projected to be \$8.0 million higher than budget due to the STA Caltrain ROW repayment.

Investment Income (page 1, line 12) is projected to be \$6.5 million higher than budget due to continued rising interest rates to combat inflation. Rental Income (page 2, line 14) is projected to be \$1.6 million higher than budget, driven by rental of the Headquarters' 1<sup>st</sup> floor and the basement leases. Finally, although much smaller than the other increases, Passenger Fares (page 1, line 1) are expected to be higher than budget by \$0.8 million due to continued improving ridership.

**Forecast Expenses:** Total Operating Expense (page 1, line 27) are forecast to be \$5.9 million lower than budget, with almost all of the savings in Contracted Urban Bus Service (CUB) (page 3, line 34). The CUB costs are lower than budget by \$2.8 million, driven by the impact of service DNO (Did Not Operate) in the first half of FY 2023. Additionally, Professional Services (page 3, line 7) are projected to end the year \$1.3 million lower than budget mainly due to the timing of Microtransit operations. There are also several other items with projected decreases:

- 1) Technical Services (page 3, line 8): \$1.1 million favorable to budget due to reductions in IT contracts and lower spend as of May'23 YTD;
- 2) \$0.6 million lower Shuttle Service (page 4, line 61) due to 3 suspended shuttles through Dec'22 and no Norfolk / 2nd Oyster Point BART vehicles in FY 2023.
- 3) \$1.8 million lower Coastside and ADA services (page 3, line 35 & 36, page 4, line 48-50) reflects additional budget transfer for increased costs from contract amendments and increased rates/admin fees/ridership.

These savings are partially offset by

- 1) \$1.6 million higher Insurance Claims (page 3, line 22 & 42) due to more incidents in FY 2023;
- 2) \$0.6 million higher Bus Parts and Materials (page 3, line 12) due to increased service levels/demands and aging fleet

**Forecast Contribution to Reserves:** The FY 2023 Budget included a total of \$56.9 million to fund three reserve funds: an Operating Reserve (page 1, line 38), Sales Tax Stabilization Reserve (page 1, line 39) and Pension (page 1, line 40). Staff is proposing to reallocate the amount of funding proposed in the budget for the Operating Reserve, based on further analysis of the intent of the Operating Reserve Policy. At the end of FY 2023, the Operating Reserve is projected to have \$55.0M, which is slightly more than the \$52.6M currently required by the District Policy (25% of operating expenses required for the FY2025 Adopted Budget). The Sales Tax Stabilization Fund is projected to have \$61.7M at the end of FY 2023, which in alignment with option (a) of the District Policy (either (a) 35% of annual sales tax revenue or (b) the largest decrease in a two year period over the past twenty years) with FY 2025 Adopted sales tax revenue as the highest sales tax revenue over the past twenty years. After the reallocation of the FY 2023 budget from one reserve to the other, the total funds required for to fund the two reserves through FY 2025, are forecast to be \$3.2 million lower than budget.

**Forecast Contribution to Future Capital Fund:** Staff recommends to allocate \$15.0 million from the projected operating surplus to Future Capital Fund (page 1, line 45) to meet the significant capital needs of the agency.

**Year to Date Revenues:** As of May year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$43.9 million higher than the prior year. This is primarily driven by the increases in Passenger Fares (page 1, line 1), Local TDA and STA Funds (page 1, line 2), District Sales Tax (page 1, line 10), Measure W Sales Tax (page 1, line 11), Investment Income (page 1, line 12), and Other Interest, Rent & Other Income (page 1, line 13). The Local TDA and STA Funds (page 1, line 2) significantly increased due to the repayment of \$8.0 million in STA funds related to the acquisition of the Caltrain right of way. The increases are partially offset by the decreases in CARES ACT and CRRSSAA and ARPA (page1, line 4).

**Year to Date Expenses:** As of May year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$45.0 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 22), A.D.A. Programs (page 1, line 23), Other Multi-Modal Programs (page 1, line 24), 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 May 2023.

Prepared By: Soe Aung Accountant III 650-622-8020

Jeannie Chen Acting, Director of Accounting 650-508-6259

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2023  
MAY 2023

% OF YEAR ELAPSED: 91.7%

	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	8,102,208	10,178,010	2,075,803	25.6%	9,739,000	10,500,000	761,000
2 Local TDA and STA Funds	45,232,155	68,431,056	23,198,901	51.3%	65,886,455	73,886,455	8,000,000
3 Pass through to Other Agencies	547,591	547,591	-	-	597,375	597,375	-
4 CARES ACT and CRRSAA and ARPA	15,633,362	11,882,760	(3,750,602)	(24.0%)	11,882,760	11,882,760	-
5 Operating Grants	2,596,570	2,503,036	(93,534)	(3.6%)	3,931,070	3,931,070	-
6 SMCTA Measure A	3,538,170	4,328,944	790,774	22.3%	4,330,880	4,691,800	360,920
7 AB434 Funds, TA Funded Shuttle & Other	368,998	189,335	(179,663)	(48.7%)	114,300	114,300	-
8 <b>Subtotal - Operating Revenues</b>	<b>76,019,053</b>	<b>98,060,732</b>	<b>22,041,679</b>	<b>29.0%</b>	<b>96,481,840</b>	<b>105,603,760</b>	<b>9,121,920</b>
<b>Other Revenue Sources</b>							
9 District Sales Tax	100,903,262	104,168,920	3,265,658	3.2%	108,272,000	117,295,000	9,023,000
11 Measure W Sales Tax	50,363,424	52,003,839	1,640,415	3.3%	54,136,000	58,647,500	4,511,500
12 Investment Income	2,155,629	9,118,668	6,963,039	323.0%	2,840,000	9,300,000	6,460,000
13 Other Interest, Rent & Other Income	5,713,836	11,198,607	5,484,771	96.0%	9,249,477	10,846,077	1,596,600
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	23,269,692	27,763,114	4,493,422	19.3%	47,076,041	47,076,041	-
15							
16 <b>Subtotal - Other Revenues</b>	<b>182,405,843</b>	<b>204,253,148</b>	<b>21,847,305</b>	<b>12.0%</b>	<b>221,573,518</b>	<b>243,164,618</b>	<b>21,591,100</b>
17 <b>Total Revenues</b>	<b>258,424,896</b>	<b>302,313,880</b>	<b>43,888,984</b>	<b>17.0%</b>	<b>318,055,358</b>	<b>348,768,378</b>	<b>30,713,020</b>
18 <b>Total Sources of Funds</b>	<b>258,424,896</b>	<b>302,313,880</b>	<b>43,888,984</b>	<b>17.0%</b>	<b>318,055,358</b>	<b>348,768,378</b>	<b>30,713,020</b>
19							
<b>USES OF FUNDS</b>							
20							
21 PCJPB, SMCTA & SAMTR Capital W&B	23,269,692	27,763,114	4,493,422	19.3%	47,076,041	47,076,041	-
22 Motor Bus	112,341,508	131,167,497	18,825,989	16.8%	157,959,135	153,879,772	(4,079,363)
23 A. D. A. Programs	15,356,601	17,664,738	2,308,136	15.0%	20,246,969	19,156,669	(1,090,300)
24 Other Multi-Modal Programs	1,759,687	4,659,361	2,899,674	164.8%	5,941,200	5,308,054	(633,146)
25 Pass through to Other Agencies	547,591	547,591	-	-	597,375	597,375	-
26 Land Transfer Interest Expense	86,445	-	(86,445)	(100.0%)	95,411	-	(95,411)
27 <b>Total Operating Expense</b>	<b>153,361,525</b>	<b>181,802,301</b>	<b>28,440,776</b>	<b>18.5%</b>	<b>231,916,131</b>	<b>226,017,911</b>	<b>(5,898,220)</b>
28							
29 <b>Total Operating Surplus / (Deficit)</b>	<b>105,063,371</b>	<b>120,511,579</b>	<b>15,448,208</b>	<b>14.7%</b>	<b>86,139,227</b>	<b>122,750,467</b>	<b>36,611,240</b>
30							
31 District Sales Tax Capital	3,338,688	5,066,783	1,728,095	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	6,243,161	21,574,656	15,331,495	245.6%	23,535,988	23,535,988	-
33 Reserves for Future Capital Allocation	-	-	-	-	-	-	-
34 <b>Sales Tax Allocation - Capital Program</b>	<b>9,581,849</b>	<b>26,641,439</b>	<b>17,059,590</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>7,711,624</b>	<b>7,240,824</b>	<b>(470,800)</b>	<b>(6.1%)</b>	<b>19,144,578</b>	<b>19,144,578</b>	<b>-</b>
37							
38 <b>Operating Reserve</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27,814,124</b>	<b>2,000,000</b>	<b>(25,814,124)</b>
39 <b>Sales Tax Stabilization Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,120,400</b>	<b>30,779,130</b>	<b>22,658,730</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>170,654,998</b>	<b>215,684,564</b>	<b>45,029,566</b>	<b>26.4%</b>	<b>337,058,621</b>	<b>328,005,007</b>	<b>(9,053,614)</b>
43							
44 <b>SURPLUS/(DEFICIT)</b>	<b>87,769,898</b>	<b>86,629,316</b>	<b>(1,140,582)</b>	<b>(1.3%)</b>	<b>(19,003,263)</b>	<b>20,763,371</b>	<b>39,766,634</b>
45 <b>Future Capital Fund</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,000,000</b>	<b>15,000,000</b>
46 <b>Draw from Prior Years' Surplus</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19,003,263</b>	<b>-</b>	<b>(19,003,263)</b>
47 <b>ADJUSTED SURPLUS/(DEFICIT)</b>	<b>87,769,898</b>	<b>86,629,316</b>	<b>(1,140,582)</b>	<b>(1.3%)</b>	<b>-</b>	<b>5,763,371</b>	<b>5,763,371</b>

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 MAY 2023							
% OF YEAR ELAPSED: 91.7%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	7,714,682	9,697,023	1,982,340	25.7%	9,309,000	10,000,000	691,000
2							
3 LOCAL (TDA) TRANSIT FUND	32,148,439	48,609,000	16,460,561	51.2%	53,028,002	53,028,002	-
4							
5 STATE TRANSIT ASSISTANCE	9,744,948	16,372,401	6,627,453	68.0%	9,095,193	17,095,193	8,000,000
6							
7 OPERATING GRANTS	432,487	537,550	105,063	24.3%	1,341,421	1,341,421	-
8							
9 DISTRICT SALES TAX REVENUE	57,502,997	41,656,473	(15,846,523)	(27.6%)	79,723,660	58,426,702	(21,296,958)
10							
11 INVESTMENT INTEREST INCOME	1,802,799	8,700,140	6,897,341	382.6%	2,475,000	8,771,849	6,296,849
12							
13 <b>OTHER REVENUE SOURCES:</b>							
14 Rental Income	1,308,328	3,321,422	2,013,094	153.9%	1,555,354	3,155,354	1,600,000
15 Advertising Income	764,098	1,243,267	479,169	62.7%	1,246,099	1,246,099	-
16 Other Income	922,731	1,030,222	107,491	11.6%	185,406	815,152	629,746
17 <b>TOTAL OTHER REVENUES</b>	<b>2,995,157</b>	<b>5,594,910</b>	<b>2,599,753</b>	<b>86.8%</b>	<b>2,986,859</b>	<b>5,216,605</b>	<b>2,229,746</b>
18							
19 <b>TOTAL MOTOR BUS</b>	<b>112,341,508</b>	<b>131,167,497</b>	<b>18,825,989</b>	<b>16.8%</b>	<b>157,959,135</b>	<b>153,879,772</b>	<b>(4,079,363)</b>
20							
21 <b>AMERICAN DISABILITIES ACT:</b>							
22 Passenger Fares Redi-Wheels	387,525	480,988	93,462	24.1%	430,000	540,000	110,000
23 Local TDA 4.5 Redi-Wheels	1,692,032	2,558,369	866,337	51.2%	2,790,948	2,790,948	-
24 Local STA - Paratransit	1,646,737	891,286	(755,451)	(45.9%)	972,312	972,312	-
25 Operating Grants	2,164,083	1,965,486	(198,597)	(9.2%)	2,589,649	2,589,649	-
26 Sales Tax Revenue - ADA	4,281,077	6,067,784	1,786,707	41.7%	7,568,180	5,877,948	(1,690,232)
27 Interest Income - Paratransit Fund	352,830	418,527	65,697	18.6%	365,000	494,012	129,012
28 SMCTA Measure A Redi-Wheels	3,538,170	4,328,944	790,774	22.3%	4,330,880	4,691,800	360,920
29 Measure M Paratransit	1,294,147	953,354	(340,794)	(26.3%)	1,200,000	1,200,000	-
30 <b>TOTAL ADA PROGRAMS</b>	<b>15,356,601</b>	<b>17,664,738</b>	<b>2,308,137</b>	<b>15.0%</b>	<b>20,246,969</b>	<b>19,156,669</b>	<b>(1,090,300)</b>
31							
32 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
33							
34 AB434 Funds-SamTrans Shuttle	368,998	189,335	(179,663)	(48.7%)	114,300	114,300	-
35 Employer SamTrans Shuttle Funds	1,149,968	3,985,694	2,835,726	246.6%	4,880,200	4,247,054	(633,146)
36 Dumbarton Rental Income	502,736	664,649	161,913	32.2%	182,418	182,418	-
37 Sales Tax Revenue - Gen. Operating Asst.	(262,015)	(180,317)	81,698	31.2%	764,282	764,282	-
38							
39 <b>TOTAL MULTIMODAL</b>	<b>1,759,687</b>	<b>4,659,361</b>	<b>2,899,674</b>	<b>164.8%</b>	<b>5,941,200</b>	<b>5,308,054</b>	<b>(633,146)</b>
40							
41 <b>TOTAL REVENUES</b>	<b>129,457,797</b>	<b>153,491,596</b>	<b>24,033,799</b>	<b>18.6%</b>	<b>184,147,304</b>	<b>178,344,495</b>	<b>(5,802,809)</b>

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2023  
MAY 2023

% OF YEAR ELAPSED: 91.7%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR	CURRENT	\$	%			\$
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET	FORECAST	VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	58,104,729	70,207,691	12,102,962	20.8%	80,455,163	80,455,163	-
2							
3 Services:							
4 Board of Directors	125,381	103,501	(21,880)	(17.5%)	118,733	118,733	-
5 Contracted Vehicle Maintenance	998,602	882,072	(116,529)	(11.7%)	1,252,376	1,252,376	-
6 Property Maintenance	1,556,219	1,708,169	151,950	9.8%	2,020,714	1,866,714	(154,000)
7 Professional Services	4,678,092	4,164,480	(513,613)	(11.0%)	7,231,919	5,981,919	(1,250,000)
8 Technical Services	6,874,821	8,053,637	1,178,815	17.1%	11,540,170	10,400,000	(1,140,170)
9 Other Services	2,743,258	3,169,535	426,278	15.5%	5,666,269	5,545,244	(121,025)
10 Materials & Supply:							
11 Fuel and Lubricants*	3,832,433	4,702,632	870,199	22.7%	5,817,626	5,817,626	-
12 Bus Parts and Materials	2,137,479	2,922,561	785,083	36.7%	2,483,496	3,108,496	625,000
13 Uniforms and Driver Expense	577,549	358,467	(219,083)	(37.9%)	799,140	676,471	(122,669)
14 Timetables and Tickets	75,044	59,145	(15,899)	(21.2%)	175,633	175,633	-
15 Office Supplies / Printing	400,853	493,269	92,416	23.1%	402,243	535,796	133,553
16 Other Materials and Supply	109,527	185,732	76,205	69.6%	132,550	214,741	82,191
17							
18 Utilities:							
19 Telephone	554,691	627,305	72,615	13.1%	669,200	669,200	-
20 Other Utilities	1,233,780	1,358,341	124,562	10.1%	1,676,400	1,676,400	-
21 Insurance	2,754,432	2,925,160	170,728	6.2%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	1,084,877	1,202,945	118,068	10.9%	600,000	1,171,918	571,918
23 Workers' Compensation	2,948,559	3,261,543	312,984	10.6%	3,790,476	3,790,476	-
24 Taxes and License Fees	926,366	616,298	(310,068)	(33.5%)	668,846	668,846	-
25 Leases and Rentals	65,217	72,350	7,133	10.9%	81,900	81,900	-
26 Promotional and Legal Advertising	298,073	736,966	438,893	147.2%	1,299,786	1,161,536	(138,250)
27 Training and Business Travel	151,048	268,352	117,304	77.7%	790,790	690,440	(100,350)
28 Dues and Membership	144,806	132,221	(12,585)	(8.7%)	250,032	250,032	-
29 Postage and Other	110,315	140,798	30,483	27.6%	207,492	207,492	-
30							
31 <b>Total District Operated Buses</b>	<b>92,486,147</b>	<b>108,353,169</b>	<b>15,867,022</b>	<b>17.2%</b>	<b>131,161,899</b>	<b>129,548,097</b>	<b>(1,613,802)</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	16,508,184	17,207,685	699,500	4.2%	21,347,800	18,500,000	(2,847,800)
35 Coastside Services	1,502,696	1,740,356	237,660	15.8%	2,450,000	1,805,000	(645,000)
36 Redi Coast Non-ADA	164,731	222,224	57,493	34.9%	322,900	212,000	(110,900)
37 La Honda - Pescadero	26,775	39,900	13,125	49.0%	52,600	52,600	-
38 SamCoast - Pescadero	127,628	167,472	39,844	31.2%	158,000	158,000	-
39 CUB Related Wages & Benefits	369,530	522,124	152,594	41.3%	605,512	605,512	-
40 CUB Related Other Support	88,347	215,506	127,159	143.9%	140,760	204,931	64,171
41 CUB Insurance	1,255,604	1,397,472	141,868	11.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(188,135)	1,301,589	1,489,724	791.8%	200,000	1,273,968	1,073,968
43 <b>Total Contracted Bus Service</b>	<b>19,855,361</b>	<b>22,814,328</b>	<b>2,958,967</b>	<b>14.9%</b>	<b>26,797,236</b>	<b>24,331,675</b>	<b>(2,465,561)</b>
44							
45 <b>TOTAL MOTOR BUS</b>	<b>112,341,508</b>	<b>131,167,497</b>	<b>18,825,989</b>	<b>16.8%</b>	<b>157,959,135</b>	<b>153,879,772</b>	<b>(4,079,363)</b>

\* Fuel and Lubricants costs were reduced by a realized gain of \$540,629 from the fuel hedge program.

OPERATING EXPENSES  
FISCAL YEAR 2023  
MAY 2023

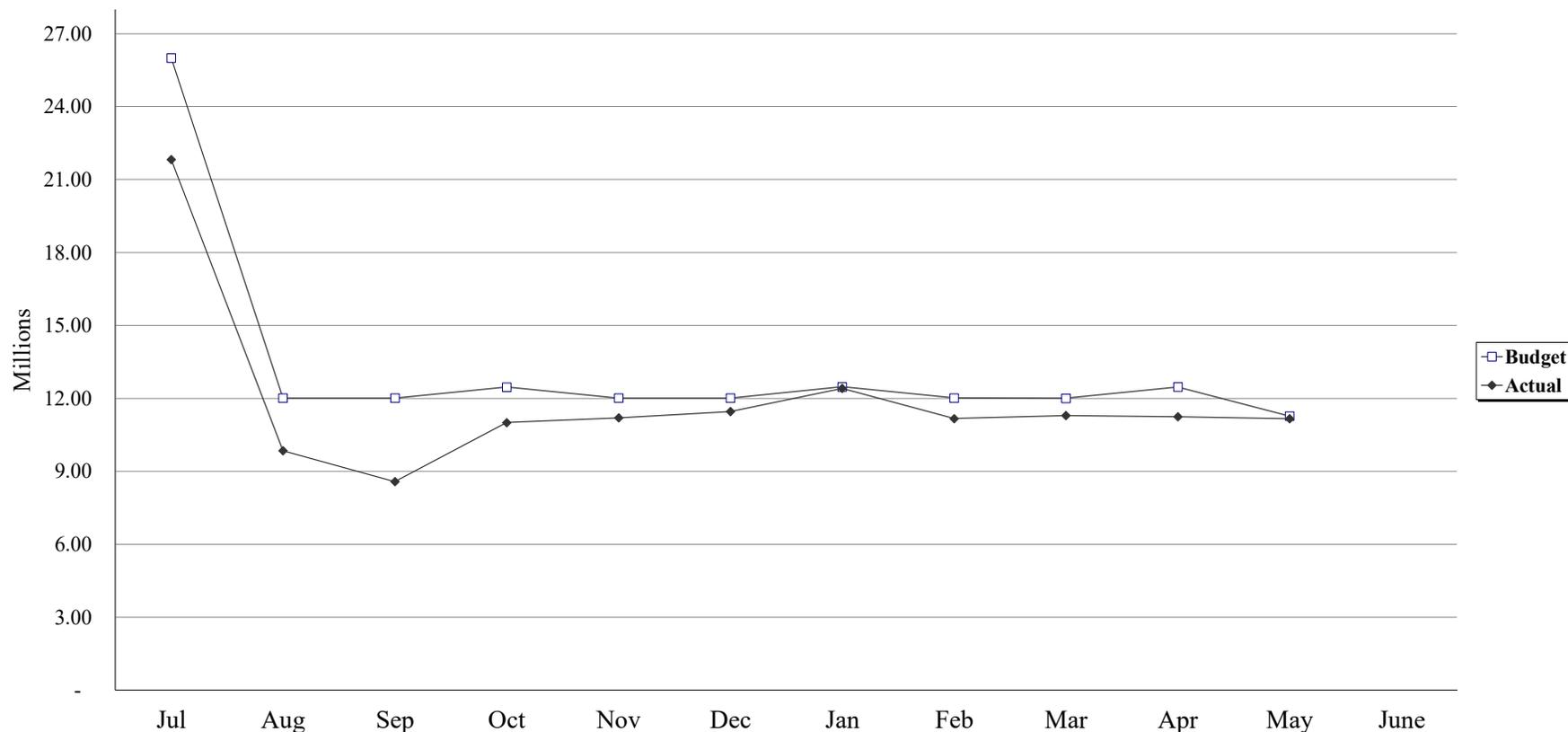
% OF YEAR ELAPSED: 91.7%

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	7,179,400	7,908,480	729,080	10.2%	8,435,000	8,285,000	(150,000)
49 ADA Sedans / Taxi Service	2,087,968	2,382,957	294,989	14.1%	2,557,000	2,457,000	(100,000)
50 Coastside ADA	1,245,033	1,848,250	603,217	48.4%	2,590,700	1,828,400	(762,300)
51 ADA Related Wages & Benefits	2,316,239	2,614,580	298,341	12.9%	2,947,711	2,947,711	-
52 ADA Related Other Support	1,555,832	1,734,056	178,224	11.5%	2,328,014	2,250,014	(78,000)
53 ADA Insurance	1,056,526	1,175,814	119,288	11.3%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	(84,397)	600	84,997	(100.7%)	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	15,356,601	17,664,738	2,308,136	15.0%	20,246,969	19,156,669	(1,090,300)
57							
58							
59 MULTI-MODAL TRANSIT PROGRAMS							
60							
61 SamTrans Shuttle Service	1,517,660	4,209,028	2,691,368	177.3%	5,287,500	4,654,354	(633,146)
62 Shuttle Related Wages & Benefits	62,513	231,603	169,089	270.5%	256,282	256,282	-
63 Dumbarton M.O.W.	35,831	39,190	3,359	9.4%	182,418	182,418	-
64 Maintenance Multimodal Facilities	143,683	179,541	35,857	25.0%	215,000	215,000	-
65							
66 TOTAL MULTI-MODAL PROGRAMS	1,759,687	4,659,361	2,899,674	482.2%	5,941,200	5,308,054	(633,146)
67							
68							
69 TOTAL OPERATING EXPENSES	129,457,797	153,491,596	24,033,799	18.6%	184,147,304	178,344,495	(5,802,809)

## SAN MATEO COUNTY TRANSIT DISTRICT

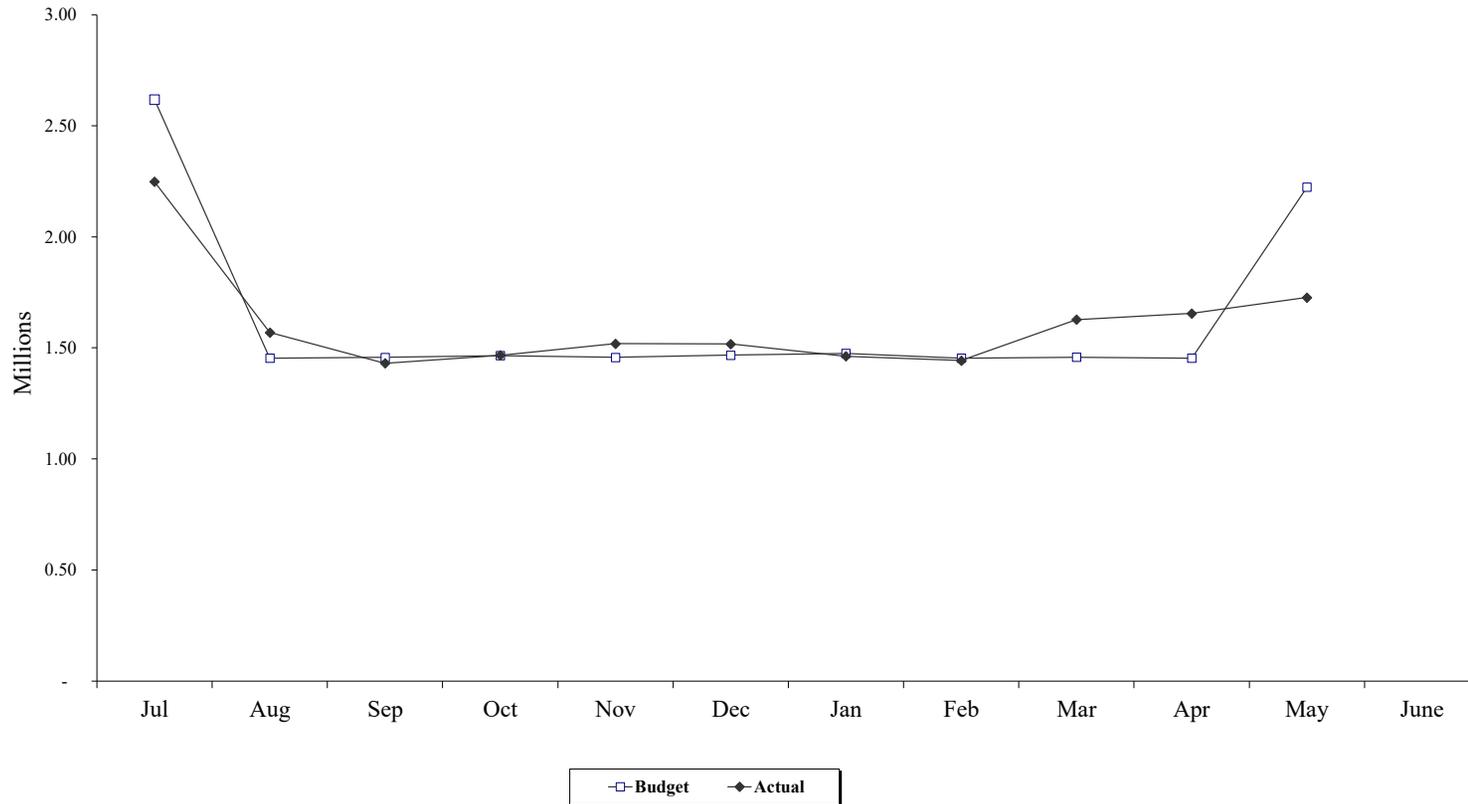
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2023



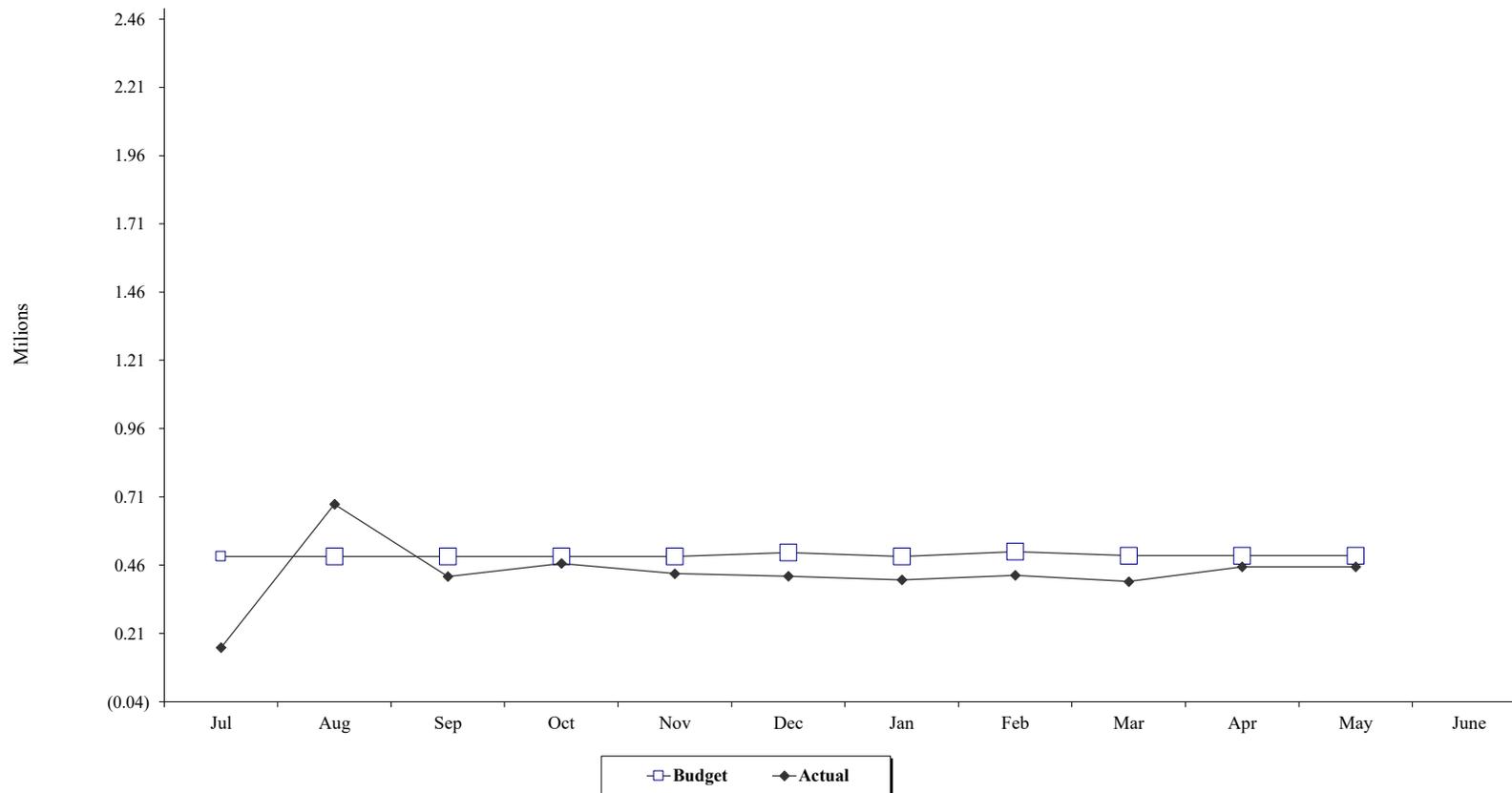
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	25,998,477	12,010,496	12,006,708	12,464,158	12,007,068	12,010,331	12,471,549	12,016,401	12,005,328	12,466,433	11,276,118	
<b>Actual</b>	21,818,382	9,845,874	8,573,523	11,005,352	11,196,251	11,453,519	12,411,184	11,166,355	11,291,241	11,244,921	11,160,894	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	25,998,477	38,008,973	50,015,681	62,479,839	74,486,907	86,497,238	98,968,787	110,985,188	122,990,516	135,456,949	146,733,067	
<b>Actual</b>	21,818,382	31,664,256	40,237,779	51,243,131	62,439,382	73,892,902	86,304,086	97,470,441	108,761,682	120,006,603	131,167,497	
<b>Variance - F(U)</b>	4,180,095	6,344,717	9,777,902	11,236,708	12,047,525	12,604,336	12,664,701	13,514,747	14,228,834	15,450,346	15,565,570	
<b>Variance %</b>	16.1%	16.7%	19.5%	18.0%	16.2%	14.6%	12.8%	12.2%	11.6%	11.4%	10.6%	

**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>												
<b>Budget</b>	2,618,125	1,454,381	1,457,281	1,465,281	1,457,381	1,467,281	1,475,231	1,454,381	1,457,781	1,454,381	2,223,731	
<b>Actual</b>	2,248,116	1,568,907	1,430,922	1,466,196	1,519,028	1,517,065	1,462,229	1,442,824	1,627,347	1,655,246	1,726,857	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	2,618,125	4,072,506	5,529,787	6,995,068	8,452,449	9,919,730	11,394,961	12,849,342	14,307,123	15,761,504	17,985,235	
<b>Actual</b>	2,248,116	3,817,023	5,247,946	6,714,142	8,233,169	9,750,234	11,212,463	12,655,287	14,282,634	15,937,881	17,664,738	
<b>Variance - F(U)</b>	370,008	255,482	281,840	280,926	219,280	169,496	182,497	194,055	24,489	(176,378)	320,496	
<b>Variance %</b>	14.1%	6.3%	5.1%	4.0%	2.6%	1.7%	1.6%	1.5%	0.2%	-1.1%	1.8%	

### 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>												
<b>Budget</b>	491,809	491,309	491,309	491,309	491,309	506,309	491,309	509,309	494,309	494,309	494,309	
<b>Actual</b>	158,050	683,102	418,126	465,795	428,828	419,131	405,792	422,373	399,615	453,969	404,581	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	491,809	983,118	1,474,427	1,965,736	2,457,045	2,963,354	3,454,663	3,963,972	4,458,281	4,952,590	5,446,899	
<b>Actual</b>	158,050	841,152	1,259,278	1,725,072	2,153,900	2,573,031	2,978,823	3,401,196	3,800,812	4,254,780	4,659,361	
<b>Variance - F(U)</b>	333,759	141,966	215,149	240,664	303,145	390,323	475,840	562,776	657,469	697,810	787,538	
<b>Variance %</b>	67.9%	14.4%	14.6%	12.2%	12.3%	13.2%	13.8%	14.2%	14.7%	14.1%	14.5%	

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF MAY 31, 2023**

	<u>5/31/2023</u>
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u></b>	
Bank of America Checking	\$ 121,609,107
Bank of America Checking (Restricted)	12,572,264
CAMP	176,664,468
LAIF	5,190,990
ICD Investment (Market values)**	1,000,734
<b><u>INVESTMENT FUNDS</u></b>	
Investment Portfolio (Market Values+ Accrued interest)*	203,465,886
MMF - US Bank Custodian Account	11,617,866
<b>TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT</b>	4,139,566
<b>TOTAL</b>	<b><u><u>\$ 536,260,880</u></u></b>

\* Fund Managed by PFM Investment Advisor

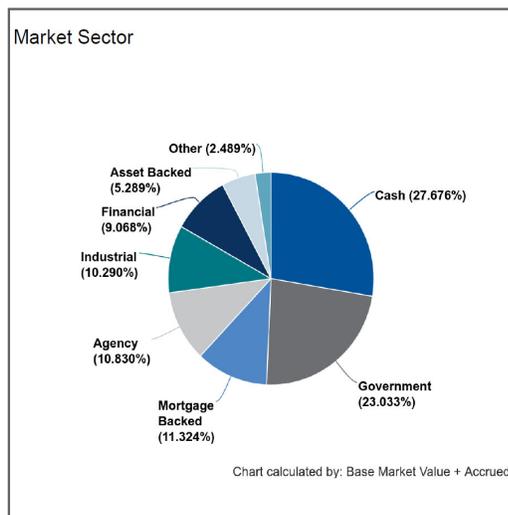
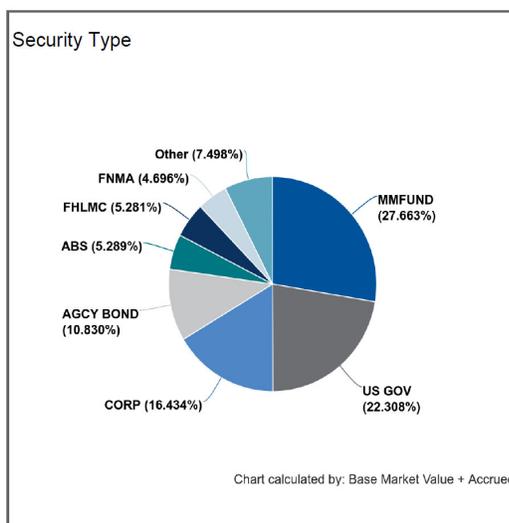
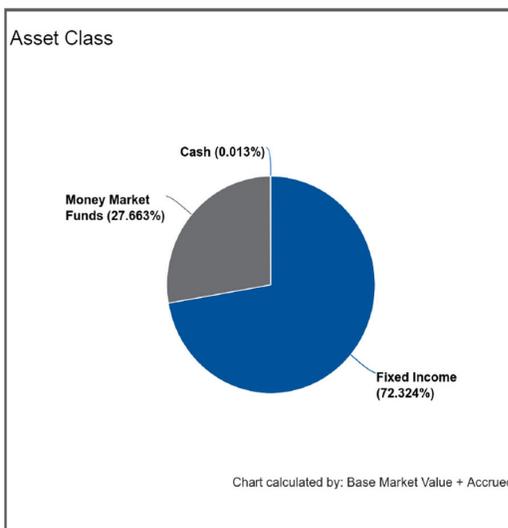
\*\* Institutional Cash Distributors, LLC is an independent portal that helps organizations make short-term investments simple, safe, and efficient.

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	36,352.19
MMFund	17,809,589.42
Fixed Income	203,429,533.78
Duration	1.887
Convexity	0.045
WAL	1.593
Years to Final Maturity	2.274
Years to Effective Maturity	2.142
Yield	4.857
Book Yield	1.557
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	26.748%
(SM - LAIF) State of California	23.177%
United States	22.308%
Federal Home Loan Mortgage Corporation	13.775%
Federal National Mortgage Association	7.740%
U.S. Bancorp Asset Management, Inc.	4.130%
The Toronto-Dominion Bank	1.073%
Berkshire Hathaway Inc.	1.048%
---	100.000%

Footnotes: 1,2

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



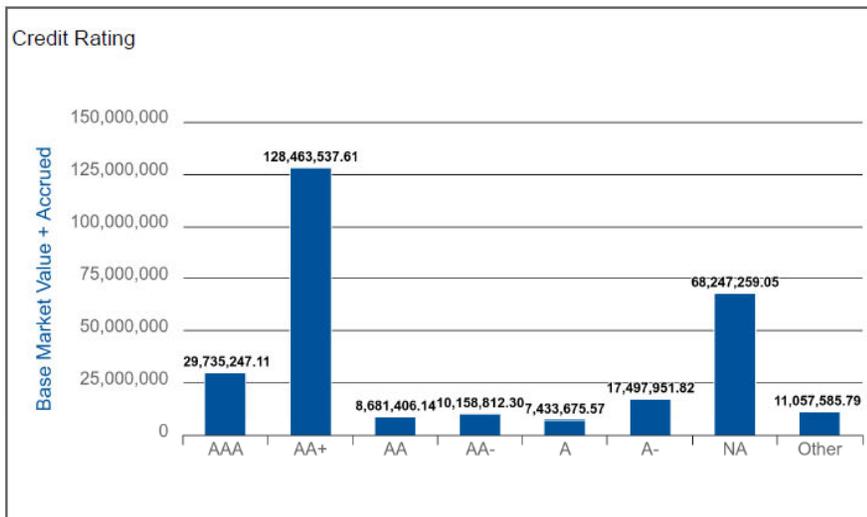


Risk Summary

05/01/2023 - 05/31/2023

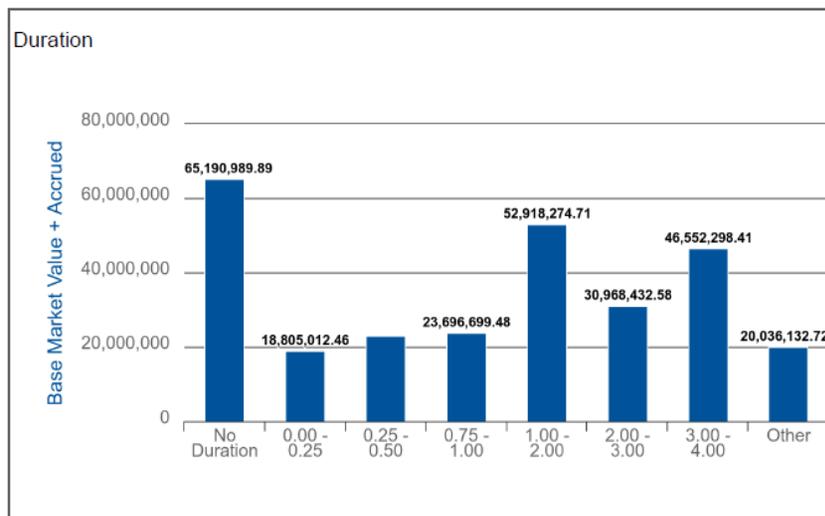
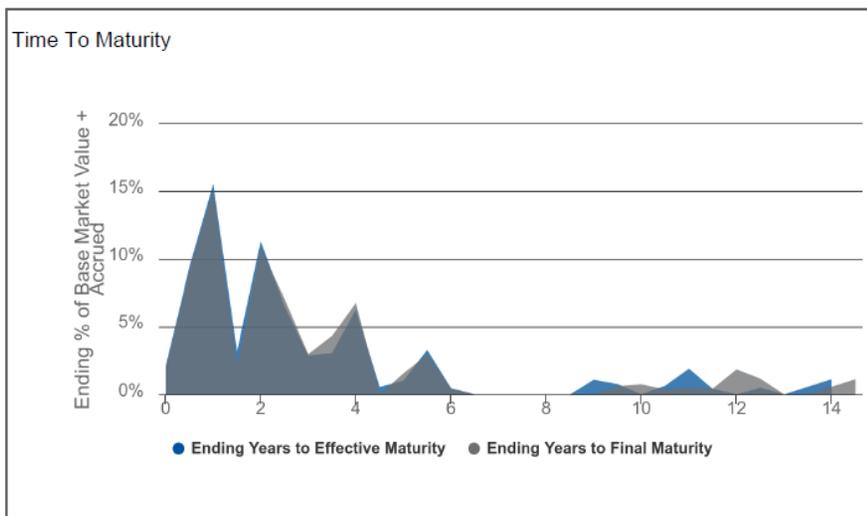
SAM Transit District Agg (136232)

Dated: 06/13/2023



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.812%	2.682%	0.352%	0.725%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	15.537%	9.735%	9.198%	13.895%	4.005%	0.000%	0.000%	0.000%	0.000%
A	2.789%	4.949%	1.460%	1.930%	0.841%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.827%	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	0.466%	0.620%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

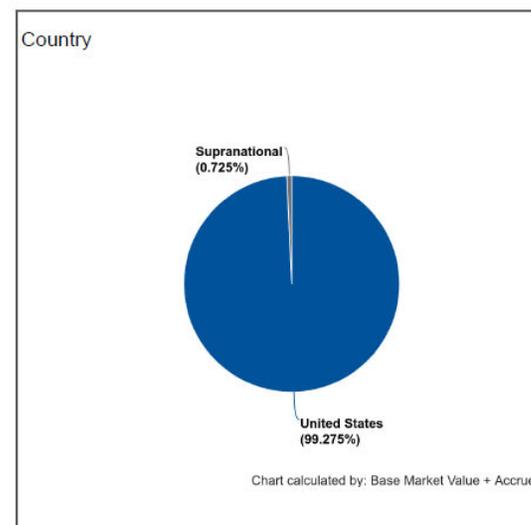
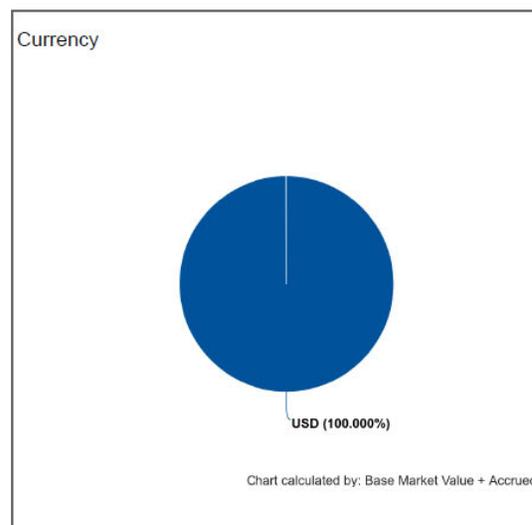
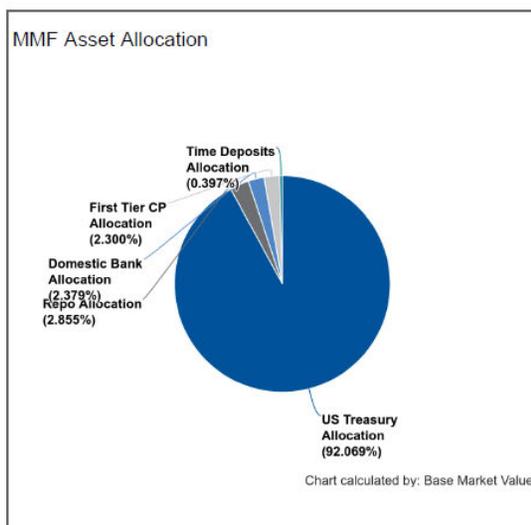
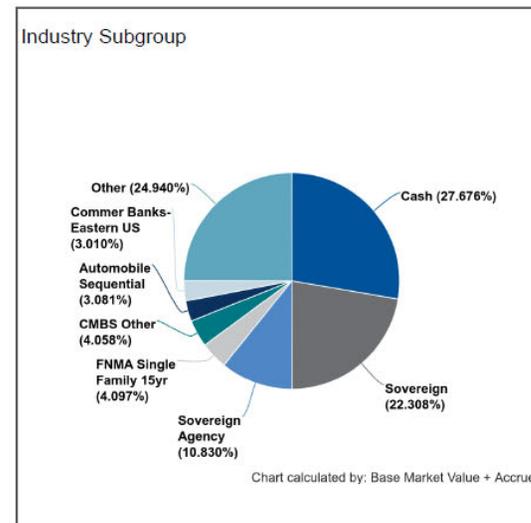
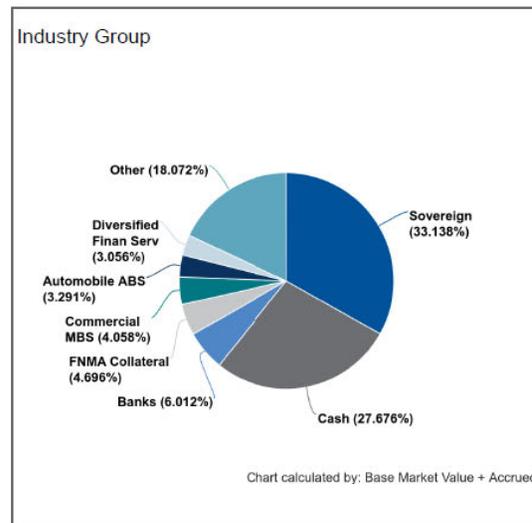
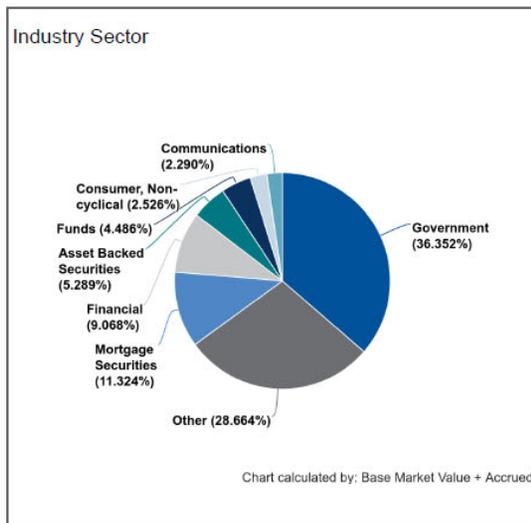


**Risk Summary**

05/01/2023 - 05/31/2023

**SAM Transit District Agg (136232)**

Dated: 06/13/2023



# CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 05/31/2023  
 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	31,540.44	---	05/31/2023	31,540.44	0.00	31,540.44	31,540.44
<b>CASH</b>			<b>31,540.44</b>			<b>31,540.44</b>	<b>0.00</b>	<b>31,540.44</b>	<b>31,540.44</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	8,657,503.07	---	05/31/2023	8,657,503.07	0.00	8,657,503.07	8,657,503.07
<b>MMFUND</b>			<b>8,657,503.07</b>			<b>8,657,503.07</b>	<b>0.00</b>	<b>8,657,503.07</b>	<b>8,657,503.07</b>

## Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>8,689,043.51</b>	---		<b>8,689,043.51</b>	<b>0.00</b>	<b>8,689,043.51</b>	<b>8,689,043.51</b>

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

# CLEARWATER

## ANALYTICS

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 03/31/2023  
 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	365,053.10	365,075.92
ABS	09661RAD3	BMWOT 2020-A A3	49,698.97	07/15/2020	10/25/2024	49,695.22	3.98	49,187.07	49,191.05
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,396,633.25	1,396,993.81
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	1,077,674.00	1,078,203.24
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	436,176.60	436,334.02
ABS	14315FAD9	CARMX 2020-3 A3	120,532.04	07/22/2020	03/17/2025	120,511.39	33.21	118,871.11	118,904.33
ABS	14316HAC6	CARMX 2020-4 A3	229,947.65	10/21/2020	08/15/2025	229,897.04	51.10	224,631.26	224,682.36
ABS	14316NAC3	CARMX 2021-1 A3	157,815.19	01/27/2021	12/15/2025	157,784.01	23.85	152,567.84	152,591.68
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	08/15/2025	1,229,970.97	2,170.27	1,206,347.10	1,208,517.37
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	836,244.00	836,473.42
ABS	344928AD8	FORDO 23A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	60.71	470,000.00	470,060.71
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	365,226.40	365,335.48
ABS	362590AC5	GMCAR 2020-3 A3	244,096.32	08/19/2020	04/16/2025	244,040.47	45.77	239,761.17	239,806.94
ABS	36260KAC8	GMCAR 2020-4 A3	187,635.60	10/14/2020	08/18/2025	187,595.50	29.71	183,297.46	183,327.17
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	406,117.30	406,158.64
ABS	380140AC7	GMCAR 213 A3	606,647.39	07/21/2021	06/16/2026	606,609.90	121.33	581,950.78	582,072.11
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	439,346.00	439,458.44
ABS	44891RAC4	HART 2020-C A3	617,419.72	10/28/2020	05/15/2025	617,277.53	104.28	602,817.74	602,922.02
ABS	44933LAC7	HART 2021-A A3	255,174.57	04/28/2021	09/15/2025	255,147.73	43.10	248,131.75	248,174.85
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	338,677.10	338,793.86
ABS	47787NAC3	JDOT 2020-B A3	57,069.41	07/22/2020	11/15/2024	57,060.71	12.94	56,501.57	56,514.50
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	341,105.30	341,203.12
ABS	65479CAD0	NAROT 2020-B A3	43,234.10	06/30/2020	07/15/2024	43,232.91	10.57	43,000.63	43,011.20
ABS	65480BAC1	NAROT 2021-A A3	1,346,850.99	06/23/2021	10/15/2025	1,346,828.23	197.54	1,300,384.63	1,300,582.17
ABS	89237VAB5	TAOT 2020-C A3	226,215.54	07/27/2020	10/15/2024	226,198.12	44.24	223,645.73	223,689.97
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	327,244.75	327,295.93
ABS	92290BAA9	VZOT 2020-B A	338,797.11	08/12/2020	02/20/2025	338,725.97	48.66	334,931.44	334,980.09
ABS	92348TAA2	VZOT 2020-A A1A	14,226.34	01/29/2020	07/22/2024	14,224.67	8.04	14,200.30	14,208.35
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	588,925.15	589,599.89
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	654,866.85	655,080.34
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	534,027.20	534,228.80
ABS	---	---	14,685,360.93	---	---	14,683,713.56	5,927.19	14,157,544.58	14,163,471.77

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	2,319.44	930,160.00	932,479.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	154.69	505,274.00	505,428.69
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	2,760.42	929,760.00	932,520.42
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,444.44	924,110.00	925,554.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	487.50	1,190,202.00	1,190,689.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,400.00	1,097,892.00	1,100,292.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	990.28	1,116,788.00	1,117,778.28
AGCY BOND	3137EAE86	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	1,444.79	946,551.50	947,996.29
AGCY BOND	3137EAE84	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	659.72	989,950.00	990,609.72
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,166.67	1,472,048.00	1,473,214.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	642.36	2,455,575.00	2,456,217.36
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	175.69	1,078,198.00	1,078,373.69
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	239.58	1,470,270.00	1,470,509.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	108.33	1,187,693.00	1,187,801.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	687.50	1,170,492.00	1,171,179.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,309.03	1,264,770.00	1,266,079.03
AGCY BOND	3137EAF42	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	6,500.00	7,758,320.00	7,764,820.00
AGCY BOND	---	---	27,650,000.00	---	---	27,611,238.87	23,490.45	26,488,053.50	26,511,543.95

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	14,939.47	---	03/31/2023	14,939.47	0.00	14,939.47	14,939.47
<b>CASH</b>			<b>14,939.47</b>			<b>14,939.47</b>	<b>0.00</b>	<b>14,939.47</b>	<b>14,939.47</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	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	58,301.37	2,539,575.00	2,597,876.37
<b>CD</b>			<b>2,500,000.00</b>			<b>2,500,000.00</b>	<b>58,301.37</b>	<b>2,539,575.00</b>	<b>2,597,876.37</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	10,285.00	891,423.00	901,708.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,284.81	1,260,322.30	1,262,607.11
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	12,320.00	858,325.60	870,645.60
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	5,640.00	873,279.00	878,919.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	4,375.00	938,550.00	942,925.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	4,375.00	938,550.00	942,925.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,062.50	656,985.00	660,047.50
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	4,929.17	1,337,440.00	1,342,369.17
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	3,750.00	860,148.00	863,898.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	331.77	308,028.50	308,360.27
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	1,446.18	762,271.50	763,717.68
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	5,166.67	781,896.00	787,062.67
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	4,110.88	1,005,521.00	1,009,631.88
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,724.27	381,096.00	382,820.27
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	9,993.75	2,435,697.00	2,445,690.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	2,760.00	2,556,306.00	2,559,066.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	5,291.25	1,234,183.50	1,239,474.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	5,439.00	848,709.00	854,148.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	5,606.25	380,530.80	386,137.05
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	3,665.63	832,490.00	836,155.63
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	176.82	459,062.20	459,239.02
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	1,307.81	440,215.50	441,523.31
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	1,523.96	914,394.00	915,917.96
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	2,271.38	869,103.00	871,374.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	7,988.75	882,000.00	889,988.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,743.00	135,370.20	137,113.20
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	9,244.44	1,285,323.00	1,294,567.44
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	3,705.00	442,786.50	446,491.50
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	14,058.05	898,965.00	913,023.05
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,593.07	549,613.80	551,206.87
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	2,000.31	710,775.00	712,775.31
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	12,503.33	1,282,866.00	1,295,369.33
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	1,096.88	369,798.00	370,894.88
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	2,234.83	214,200.80	216,435.63
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	5,950.00	883,071.00	889,021.00

CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	192.01	388,107.25	388,299.26
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	458.61	599,147.90	599,606.51
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	2,897.74	2,223,472.40	2,226,370.14
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	134.06	471,185.55	471,319.61
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,067.00	375,544.00	376,611.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	988.00	221,853.60	222,841.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	1,080.00	428,017.50	429,097.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	324.00	128,405.25	128,729.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	336.00	133,161.00	133,497.00
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	836.88	234,457.60	235,294.48
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	17,648.44	1,211,727.60	1,229,376.04
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	238.58	264,698.00	264,936.58
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	7,320.00	1,730,286.00	1,737,606.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	4,996.11	1,045,637.50	1,050,633.61
<b>CORP</b>	<b>---</b>	<b>---</b>	<b>41,855,000.00</b>	<b>---</b>	<b>---</b>	<b>42,496,178.55</b>	<b>202,472.18</b>	<b>39,934,997.35</b>	<b>40,137,469.53</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479MZ14	MUFG Bank - New York Branch	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	1,930,080.00	1,930,080.00
<b>CP</b>	<b>---</b>	<b>---</b>	<b>2,000,000.00</b>	<b>---</b>	<b>---</b>	<b>1,929,766.67</b>	<b>0.00</b>	<b>1,930,080.00</b>	<b>1,930,080.00</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	912,194.04	06/25/2021	06/01/2035	982,889.08	2,660.57	882,155.49	884,816.06
FHLMC	3133L7LB1	FH RC1222	1,060,838.48	10/19/2021	12/01/2034	1,140,401.36	3,094.11	1,027,973.70	1,031,067.81
FHLMC	3133L9AJ2	FH RC2709	1,151,111.86	10/18/2022	09/01/2037	1,130,247.96	4,316.67	1,148,429.77	1,152,746.44
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	631,956.00	633,614.58
FHLMC	3137F62S5	FHMS K-J31 A1	67,240.51	10/29/2020	05/26/2026	67,239.17	31.88	64,389.51	64,421.40
FHLMC	3137H4RZ5	FHMS K-J36 A1	156,873.55	12/16/2021	12/25/2026	156,872.92	169.68	144,955.87	145,125.55
FHLMC	3137H8B42	FHMS K-J40 A1	833,654.36	07/14/2022	06/25/2028	833,644.36	2,362.02	808,202.90	810,564.92
FHLMC	3137H8H79	FHMS K-J41 A1	1,794,612.04	08/04/2022	01/25/2029	1,794,590.51	4,691.42	1,720,404.83	1,725,096.25
FHLMC	3137H92N8	FHMS K-J42 A1	1,099,055.42	09/15/2022	07/25/2029	1,099,013.66	3,573.76	1,077,755.73	1,081,329.49
FHLMC	3137H9MM8	FHMS K-J43 A1	1,797,872.49	12/15/2022	12/25/2028	1,797,841.93	1,311.55	1,795,463.34	1,796,774.89
FHLMC	3137H9QT9	FHMS K-J44 A1	1,798,099.67	02/23/2023	01/25/2029	1,798,043.93	6,829.78	1,818,256.37	1,825,086.15
<b>FHLMC</b>	<b>---</b>	<b>---</b>	<b>11,321,552.43</b>	<b>---</b>	<b>---</b>	<b>11,482,980.19</b>	<b>30,700.03</b>	<b>11,119,943.51</b>	<b>11,150,643.54</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	1,136,352.94	12/29/2020	09/25/2033	1,152,421.68	946.96	1,062,160.45	1,063,107.41
FHLMC CMO	3137F7DH5	FHR 5048 B	718,182.18	11/30/2020	05/25/2033	727,271.67	598.49	646,328.05	646,926.54
<b>FHLMC CMO</b>	<b>---</b>	<b>---</b>	<b>1,854,535.12</b>	<b>---</b>	<b>---</b>	<b>1,879,693.35</b>	<b>1,545.45</b>	<b>1,708,488.50</b>	<b>1,710,033.95</b>

FNMA (FEDERAL AGENCY MORTGAGE BACK SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	996,716.66	05/18/2021	03/01/2035	1,068,044.20	2,491.79	946,352.57	948,844.36
FNMA	3140Q9FM0	FN CA1971	1,230,866.16	01/18/2022	06/01/2033	1,298,756.12	3,590.03	1,191,810.78	1,195,400.80
FNMA	3140QGKN6	FN CA8400	1,005,279.99	03/22/2021	12/01/2035	1,099,839.14	2,932.07	973,794.63	976,726.69
FNMA	3140X92C8	FN FM6170	881,663.70	06/25/2021	07/01/2035	955,503.03	2,938.88	870,731.07	873,669.95
FNMA	3140X9K46	FN FM5714	686,719.35	03/25/2021	11/01/2035	748,094.89	2,289.06	678,204.03	680,493.09
FNMA	3140XALC4	FN FM6622	1,249,558.42	03/29/2021	02/01/2036	1,313,988.77	2,603.25	1,162,226.78	1,164,830.03
FNMA	3140XC4K1	FN FM8925	1,203,089.54	11/16/2021	08/01/2034	1,304,600.22	4,010.30	1,202,981.26	1,206,991.56
FNMA	3140XHQQ3	FN FS2262	1,633,268.81	06/30/2022	06/01/2037	1,653,939.87	5,444.23	1,607,936.81	1,613,381.04
FNMA	3140XJHF3	FN FS2929	1,689,559.65	10/18/2022	09/01/2037	1,639,136.86	5,631.87	1,663,354.58	1,668,986.45
FNMA	3140XJH87	FN FS2986	1,573,946.50	10/21/2022	10/01/2032	1,527,219.96	5,246.49	1,555,468.37	1,560,714.85
<b>FNMA</b>	<b>---</b>	<b>---</b>	<b>12,150,668.77</b>	<b>---</b>	<b>---</b>	<b>12,609,123.06</b>	<b>37,177.96</b>	<b>11,852,860.86</b>	<b>11,890,038.81</b>

FNMA 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
FNMA CMO	31394CP22	FNR 2005-33 QE	1,784,826.74	03/31/2023	04/25/2035	1,819,198.59	7,436.78	1,826,930.80	1,834,367.58
<b>FNMA CMO</b>	<b>---</b>	<b>---</b>	<b>1,784,826.74</b>	<b>---</b>	<b>---</b>	<b>1,819,198.59</b>	<b>7,436.78</b>	<b>1,826,930.80</b>	<b>1,834,367.58</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	2,561,184.64	---	03/31/2023	2,561,184.64	0.00	2,561,184.64	2,561,184.64
<b>MMFUND</b>	<b>---</b>	<b>---</b>	<b>2,561,184.64</b>	<b>---</b>	<b>---</b>	<b>2,561,184.64</b>	<b>0.00</b>	<b>2,561,184.64</b>	<b>2,561,184.64</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	941.59	252,720.30	253,661.89
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,544.42	394,791.60	396,336.02
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	805.38	222,922.90	223,728.28
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	1,100.75	325,433.50	326,534.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	2,044.25	604,376.50	606,420.75
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	786.25	232,452.50	233,238.75
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	708.58	506,693.00	507,401.58
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	637.50	710,340.00	710,977.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	425.25	374,377.95	374,803.20
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	863.78	298,980.00	299,843.78
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	618.67	1,496,192.00	1,496,810.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	672.75	543,777.50	544,450.25
<b>MUNI</b>	<b>---</b>	<b>---</b>	<b>6,375,000.00</b>	<b>---</b>	<b>---</b>	<b>6,378,878.00</b>	<b>11,149.16</b>	<b>5,963,057.75</b>	<b>5,974,206.91</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	16,562.50	1,758,060.00	1,774,622.50
<b>SUPRANATIONAL</b>	<b>---</b>	<b>---</b>	<b>1,800,000.00</b>	<b>---</b>	<b>---</b>	<b>1,799,064.00</b>	<b>16,562.50</b>	<b>1,758,060.00</b>	<b>1,774,622.50</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	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	37,790.06	3,901,240.00	3,939,030.06
US GOV	912828R69	UNITED STATES TREASURY	1,350,000.00	05/03/2019	05/31/2023	1,317,515.63	7,352.68	1,343,304.00	1,350,656.68
US GOV	912828T91	UNITED STATES TREASURY	1,100,000.00	07/08/2019	10/31/2023	1,090,460.94	7,505.52	1,080,574.00	1,088,079.52
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	15,693.37	2,259,382.00	2,275,075.37
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	3,784.53	470,235.00	474,019.53
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	15,138.12	1,880,940.00	1,896,078.12
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	11,732.04	1,457,728.50	1,469,460.54
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	25,138.12	4,851,550.00	4,876,688.12
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	7,415.75	1,431,207.25	1,438,623.00
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	3,267.96	630,701.50	633,969.46
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	2,262.43	436,639.50	438,901.93
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	6,787.29	1,309,918.50	1,316,705.79
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	3,739.30	815,473.00	819,212.30
US GOV	912828ZV3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	1,571.13	2,304,200.00	2,305,771.13
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	551.17	1,452,945.00	1,453,496.17
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	329.94	319,018.00	319,347.94
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,131.22	1,093,776.00	1,094,907.22
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	6,787.29	6,562,656.00	6,569,443.29
US GOV	91282CBV2	UNITED STATES TREASURY	16,600,000.00	12/06/2021	04/15/2024	16,454,750.00	28,730.77	15,888,690.00	15,917,420.77
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	50,806.63	4,240,676.00	4,291,482.63
US GOV	---		56,325,000.00			55,890,441.44	237,515.31	53,730,854.25	53,968,369.56

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	15,190.00	1,350,583.20	1,365,773.20
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	15,186.11	1,211,000.00	1,226,186.11
YANKEE	---		2,645,000.00	---		2,633,825.00	30,376.11	2,561,583.20	2,591,959.31

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	185,523,068.09	---		186,290,225.39	662,654.49	178,148,153.41	178,810,807.90

- \* 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: 05/31/2023  
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	53,831.44	03/10/2021	07/25/2024	53,829.30	3.32	53,478.30	53,481.62
ABS	09661RAD3	BMWOT 2020-A A3	7,629.84	07/15/2020	10/25/2024	7,629.27	0.61	7,574.30	7,574.91
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	241,492.65	241,554.98
ABS	14041NFW2	COMET 2021-3 A	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	202,661.15	202,760.53
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	76,114.40	76,141.78
ABS	14315FAD9	CARMX 2020-3 A3	24,485.68	07/22/2020	03/17/2025	24,481.48	6.75	24,209.97	24,216.72
ABS	14316HAC6	CARMX 2020-4 A3	45,099.40	10/21/2020	08/15/2025	45,089.47	10.02	43,980.03	43,990.05
ABS	14316NAC3	CARMX 2021-1 A3	24,015.04	01/27/2021	12/15/2025	24,010.30	3.63	23,272.02	23,275.65
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	190,450.65	190,794.72
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	145,844.15	145,884.11
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	69,689.90	69,834.57
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,928.75	61,947.17
ABS	36260KAC8	GMCAR 2020-4 A3	32,600.77	10/14/2020	08/18/2025	32,593.81	5.16	31,899.86	31,905.02
ABS	36261RAD0	GMALT 2021-1 A4	27,973.09	02/24/2021	02/20/2025	27,968.87	2.82	27,892.81	27,895.63
ABS	380140AC7	GMCAR 213 A3	93,269.01	07/21/2021	06/16/2026	93,263.24	18.65	89,444.98	89,463.63
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	81,289.75	81,310.53
ABS	44891RAC4	HART 2020-C A3	109,024.24	10/28/2020	05/15/2025	108,999.13	18.41	106,675.86	106,694.27
ABS	44933LAC7	HART 2021-A A3	42,073.17	04/28/2021	09/15/2025	42,068.74	7.11	40,928.35	40,935.46
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,451.80	57,471.53
ABS	47787NAC3	JDOT 2020-B A3	7,269.25	07/22/2020	11/15/2024	7,268.14	1.65	7,203.68	7,205.33
ABS	65479CAD0	NAROT 2020-B A3	4,335.39	06/30/2020	07/15/2024	4,335.27	1.06	4,325.46	4,326.52
ABS	89237VAB5	TAOT 2020-C A3	15,979.89	07/27/2020	10/15/2024	15,978.66	3.13	15,830.32	15,833.44
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,052.95	64,062.88
ABS	92290BAA9	VZOT 2020-B A	29,428.79	08/12/2020	02/20/2025	29,422.61	4.23	29,162.75	29,166.98
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	110,334.45	110,370.29
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	90,655.65	90,689.85
<b>ABS</b>			<b>1,972,015.00</b>			<b>1,971,787.73</b>	<b>943.22</b>	<b>1,897,844.94</b>	<b>1,898,788.16</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	179.51	255,895.75	256,075.26
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	104.22	105,208.90	105,313.12
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	186.20	255,766.50	255,952.70
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	626.39	253,935.00	254,561.39
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	275.00	251,501.25	251,776.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	91.67	250,800.00	250,891.67
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	6.94	243,645.00	243,651.94
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	296.01	273,974.25	274,270.26
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	473.96	320,932.50	321,406.46
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	538.89	790,472.00	791,010.89
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	195.97	335,450.80	335,646.77
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	265.14	453,845.20	454,110.34
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	389.58	501,952.00	502,341.58
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	40.63	255,086.00	255,126.63
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	47.74	269,208.50	269,256.24
<b>AGCY BOND</b>			<b>5,050,000.00</b>			<b>5,038,274.24</b>	<b>3,717.85</b>	<b>4,817,673.65</b>	<b>4,821,391.50</b>

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	322.38	---	05/31/2023	322.38	0.00	322.38	322.38
<b>CASH</b>			<b>322.38</b>			<b>322.38</b>	<b>0.00</b>	<b>322.38</b>	<b>322.38</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	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	1,781.89	402,840.00	404,621.89
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	13,071.78	403,280.00	416,351.78
<b>CD</b>			<b>800,000.00</b>			<b>800,000.00</b>	<b>14,853.67</b>	<b>806,120.00</b>	<b>820,973.67</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	58.19	233,933.35	233,991.54
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	520.00	126,451.00	126,971.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	242,220.00	244,786.67
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	257,677.75	257,849.63
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	2,383.33	202,544.00	204,927.33
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	239,952.50	242,035.83
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	124.90	52,174.10	52,299.00
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	567.71	134,853.00	135,420.71
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	1,187.10	183,456.00	184,643.10
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	211.47	191,618.00	191,829.47
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,025.17	384,370.00	387,395.17
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,942.22	378,316.00	380,258.22
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,350.56	182,130.00	183,480.56
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	172.50	58,402.80	58,575.30
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	126.56	85,273.20	85,399.76
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	342.71	66,139.50	66,482.21
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,220.63	259,097.40	260,318.03
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	245,930.00	249,753.26
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	69.00	19,313.00	19,382.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	2,755.56	197,082.00	199,837.56
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	136.04	98,494.00	98,630.04
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	844.60	194,758.20	195,602.80
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	699.21	95,190.00	95,889.21
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	22.25	29,929.80	29,952.05
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	126.00	79,567.20	79,693.20
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	3,483.26	197,774.00	201,257.26
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	356.25	56,979.00	57,335.25
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	556.79	33,833.80	34,390.59
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	246,530.00	249,641.11
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	163.33	99,433.95	99,597.28
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,750.91	349,009.35	350,760.26
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	129.27	81,637.40	81,766.67
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	334.65	56,388.00	56,722.65
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	257.83	32,249.00	32,506.83
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	118,790.00	119,465.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	23,758.00	23,893.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	47,516.00	47,786.00
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	562.50	194,198.00	194,760.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	102.22	182,104.00	182,206.22
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	652.17	138,441.80	139,093.97
<b>CORP</b>			<b>6,390,000.00</b>			<b>6,393,763.10</b>	<b>39,071.12</b>	<b>6,097,515.10</b>	<b>6,136,586.22</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	165,929.43	06/25/2021	06/01/2035	178,788.96	483.96	159,126.32	159,610.28
FHLMC	3133L7LB1	FH RC1222	185,001.86	10/19/2021	12/01/2034	198,877.00	539.59	177,790.49	178,330.08
FHLMC	3133L9AJ2	FH RC2709	176,154.00	10/18/2022	09/01/2037	172,961.21	660.58	173,788.26	174,448.83
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,620.50	170,067.04
FHLMC	3137F62S5	FHMS K-J31 A1	15,116.97	10/29/2020	05/26/2026	15,116.67	7.17	14,471.62	14,478.79
FHLMC	3137H4RZ5	FHMS K-J36 A1	19,775.69	12/16/2021	12/25/2026	19,775.61	21.39	18,270.56	18,291.95
FHLMC	3137H8B42	FHMS K-J40 A1	138,626.45	07/14/2022	06/25/2028	138,624.78	392.77	133,459.84	133,852.61
FHLMC	3137H8H79	FHMS K-J41 A1	298,827.66	08/04/2022	01/25/2029	298,824.07	781.19	285,610.51	286,391.70
FHLMC	3137H92N8	FHMS K-J42 A1	183,680.36	09/15/2022	07/25/2029	183,673.38	597.27	178,772.42	179,369.69
FHLMC	3137H9MM8	FHMS K-J43 A1	274,476.96	12/15/2022	12/25/2028	274,472.29	200.23	271,597.70	271,797.93
FHLMC	3137H9QT9	FHMS K-J44 A1	274,353.21	02/23/2023	01/25/2029	274,344.71	1,042.08	275,096.71	276,138.79
FHLMC	3137HA4K9	FHMS K-J45 A1	275,000.00	05/25/2023	11/25/2028	274,999.45	1,020.94	274,191.50	275,212.44
<b>FHLMC</b>			<b>2,181,942.58</b>			<b>2,214,126.09</b>	<b>6,193.71</b>	<b>2,131,796.42</b>	<b>2,137,990.13</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	145,415.53	11/30/2020	05/25/2033	147,255.95	121.18	129,989.85	130,111.03
<b>FHLMC CMO</b>			<b>145,415.53</b>			<b>147,255.95</b>	<b>121.18</b>	<b>129,989.85</b>	<b>130,111.03</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	172,838.40	05/18/2021	03/01/2035	185,207.15	432.10	163,491.30	163,923.40
FNMA	3140Q9FM0	FN CA1971	180,623.38	01/18/2022	06/01/2033	190,585.88	526.82	173,420.12	173,946.93
FNMA	3140QGKN6	FN CA8400	194,154.71	03/22/2021	12/01/2035	212,417.38	566.28	186,493.36	187,059.64
FNMA	3140X92C8	FN FM6170	162,261.09	06/25/2021	07/01/2035	175,850.46	540.87	158,271.09	158,811.96
FNMA	3140X9K46	FN FM5714	118,797.27	03/25/2021	11/01/2035	129,414.77	395.99	115,878.42	116,274.41
FNMA	3140XALC4	FN FM6622	231,128.31	03/29/2021	02/01/2036	243,045.87	481.52	213,183.51	213,665.03
FNMA	3140XC4K1	FN FM8925	220,953.84	11/16/2021	08/01/2034	239,596.83	736.51	218,242.74	218,979.25
FNMA	3140XJHF3	FN FS2929	274,757.26	10/18/2022	09/01/2037	266,557.47	915.86	267,006.35	267,922.21
FNMA	3140XJJ87	FN FS2986	213,365.70	10/21/2022	10/01/2032	207,031.41	711.22	208,289.73	209,000.95
<b>FNMA</b>			<b>1,768,879.96</b>			<b>1,849,707.22</b>	<b>5,307.17</b>	<b>1,704,276.62</b>	<b>1,709,583.79</b>

FNMA CMO

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	264,139.11	03/31/2023	04/25/2035	269,225.85	1,100.58	267,852.90	268,953.48
<b>FNMA CMO</b>			<b>264,139.11</b>			<b>269,225.85</b>	<b>1,100.58</b>	<b>267,852.90</b>	<b>268,953.48</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	760,341.53	---	05/31/2023	760,341.53	0.00	760,341.53	760,341.53
<b>MMFUND</b>			<b>760,341.53</b>			<b>760,341.53</b>	<b>0.00</b>	<b>760,341.53</b>	<b>760,341.53</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	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	338.48	54,803.10	55,141.58
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	53.88	68,541.00	68,594.88
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	57,757.20	58,177.40
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	288.29	51,009.75	51,298.04
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	393.13	69,558.75	69,951.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	681.42	120,568.50	121,249.92
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	296.32	105,704.55	106,000.87
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	178.50	78,157.50	78,336.00
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	239.94	50,084.10	50,324.04
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	505.08	255,389.75	255,894.83
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	292.50	118,383.75	118,676.25
<b>MUNI</b>			<b>1,105,000.00</b>			<b>1,105,886.10</b>	<b>3,687.73</b>	<b>1,029,957.95</b>	<b>1,033,645.68</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	3,962.67	266,301.75	270,264.42
<b>SUPRANATIONAL</b>			<b>275,000.00</b>			<b>274,857.00</b>	<b>3,962.67</b>	<b>266,301.75</b>	<b>270,264.42</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	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,201.09	836,986.50	838,187.59
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	883.15	615,431.25	616,314.40
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	138.59	140,490.00	140,628.59
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	92.39	93,660.00	93,752.39
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	8,817.68	1,015,381.50	1,024,199.18
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,569.06	410,987.75	414,556.81
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,049.72	120,878.75	121,928.47
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,469.61	169,230.25	170,699.86
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,779.01	435,163.50	438,942.51
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,837.02	238,837.50	240,674.52
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	236.19	136,417.50	136,653.69
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	826.66	477,461.25	478,287.91
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	228.26	318,433.50	318,661.76
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	940.09	405,054.00	405,994.09
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	313.36	135,018.00	135,331.36
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	1,554.35	622,550.50	624,104.85
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	8,042.99	836,858.75	844,901.74
<b>US GOV</b>			<b>7,350,000.00</b>			<b>7,270,102.56</b>	<b>34,979.21</b>	<b>7,008,840.50</b>	<b>7,043,819.71</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	4,180.56	242,740.00	246,920.56
<b>YANKEE</b>			<b>250,000.00</b>			<b>250,000.00</b>	<b>4,180.56</b>	<b>242,740.00</b>	<b>246,920.56</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>28,313,056.09</b>	---	---	<b>28,345,649.75</b>	<b>118,118.66</b>	<b>27,161,573.60</b>	<b>27,279,692.26</b>

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

**CLEARWATER**  
ANALYTICS

Report: GAAP Trading Activity  
Account: SAM Transit District Agg (136232)  
Date: 05/01/2023 - 05/31/2023

\* Does not Lock Down

Account	Identifier	Description	Original Units	Current Units	Currency	Coupon Rate	Transaction Type	Status	Trade Date	Settle Date	Post Date	Final Maturity	Broker/Dealer	Price	Principal	Accrued Interest	Realized Gain/Loss	Commission	Amount
SAM TR Reserve Fund	0559IRAD6	BMWLT 2021-1 A4	0.00	(63,374.90)	USD	0.370	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	07/25/2024	Direct	---	(63,374.90)	0.00	0.00	0.00	63,374.90
SAM Paratransit Fund	0559IRAD6	BMWLT 2021-1 A4	0.00	(11,168.56)	USD	0.370	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	07/25/2024	Direct	---	(11,168.56)	0.00	(0.00)	0.00	11,168.56
SAM TR Reserve Fund	0966IRAD3	BWMT07 2020-A A3	0.00	(10,792.46)	USD	0.480	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	10/25/2024	Direct	---	(10,792.46)	0.00	(0.00)	0.00	10,792.46
SAM Paratransit Fund	0966IRAD3	BWMT07 2020-A A3	0.00	(3,083.56)	USD	0.480	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	10/25/2024	Direct	---	(3,083.56)	0.00	(0.00)	0.00	3,083.56
SAM TR Reserve Fund	14315FAD9	CARMX 2020-3 A3	0.00	(16,483.61)	USD	0.620	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	03/17/2025	Direct	---	(16,483.61)	0.00	0.00	0.00	16,483.61
SAM Paratransit Fund	14315FAD9	CARMX 2020-3 A3	0.00	(4,761.93)	USD	0.620	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	03/17/2025	Direct	---	(4,761.93)	0.00	(0.00)	0.00	4,761.93
SAM TR Reserve Fund	14316HAC6	CARMX 2020-4 A3	0.00	(17,855.32)	USD	0.500	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	08/15/2025	Direct	---	(17,855.32)	0.00	(0.00)	0.00	17,855.32
SAM Paratransit Fund	14316HAC6	CARMX 2020-4 A3	0.00	(4,201.25)	USD	0.500	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	08/15/2025	Direct	---	(4,201.25)	0.00	(0.00)	0.00	4,201.25
SAM TR Reserve Fund	14316NAC3	CARMX 2021-1 A3	0.00	(10,277.78)	USD	0.340	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	12/15/2025	Direct	---	(10,277.78)	0.00	0.00	0.00	10,277.78
SAM Paratransit Fund	14316NAC3	CARMX 2021-1 A3	0.00	(1,813.73)	USD	0.340	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	12/15/2025	Direct	---	(1,813.73)	0.00	0.00	0.00	1,813.73
SAM TR Reserve Fund	20030NBL4	COMCAST CORP	(850,000.00)	(850,000.00)	USD	3.375	Sell	Settled	05/05/2023	05/10/2023	05/10/2023	02/15/2025	TENDER/PURCHASE OFFER	98.716	(839,086.00)	(6,773.44)	(48,661.00)	0.00	845,839.44
SAM TR Reserve Fund	3132CWMM3	FH SB0364	0.00	(12,284.88)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	06/01/2035	Direct	---	(12,284.88)	0.00	0.00	0.00	12,284.88
SAM Paratransit Fund	3132CWMM3	FH SB0364	0.00	(2,280.26)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	06/01/2035	Direct	---	(2,280.26)	0.00	0.00	0.00	2,280.26
SAM TR Reserve Fund	3133LTLB1	FH RC1222	0.00	(7,617.65)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	12/01/2034	Direct	---	(7,617.65)	0.00	0.00	0.00	7,617.65
SAM Paratransit Fund	3133LTLB1	FH RC1222	0.00	(1,371.18)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	12/01/2034	Direct	---	(1,371.18)	0.00	0.00	0.00	1,371.18
SAM TR Reserve Fund	3133R1A22	FH RC2709	0.00	(33,818.14)	USD	4.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	09/01/2037	Direct	---	(33,818.14)	0.00	(0.00)	0.00	33,818.14
SAM Paratransit Fund	3133R1A22	FH RC2709	0.00	(5,483.48)	USD	4.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	09/01/2037	Direct	---	(5,483.48)	0.00	(0.00)	0.00	5,483.48
SAM TR Reserve Fund	3133QSGZ3	FHS 370 A3	0.00	(22,139.16)	USD	1.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	09/25/2033	Direct	---	(22,139.16)	0.00	0.00	0.00	22,139.16
SAM TR Reserve Fund	3137EAE6SL	FEDERAL HOME LOAN MORTGAGE CORP	(950,000.00)	(950,000.00)	USD	0.375	Maturity	Settled	05/05/2023	05/05/2023	05/05/2023	05/05/2023	Maturity	100.000	(950,000.00)	0.00	0.00	0.00	950,000.00
SAM Paratransit Fund	3137EAE6SL	FEDERAL HOME LOAN MORTGAGE CORP	(275,000.00)	(275,000.00)	USD	0.375	Maturity	Settled	05/05/2023	05/05/2023	05/05/2023	05/05/2023	Maturity	100.000	(275,000.00)	0.00	0.00	0.00	275,000.00
SAM TR Reserve Fund	3137FG255	FHMS K-3J1 A1	0.00	(1,637.46)	USD	0.569	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	05/26/2026	Direct	---	(1,637.46)	0.00	0.00	0.00	1,637.46
SAM Paratransit Fund	3137FG255	FHMS K-3J1 A1	0.00	(386.19)	USD	0.569	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	05/26/2026	Direct	---	(386.19)	0.00	(0.00)	0.00	386.19
SAM TR Reserve Fund	3137FH2H5	FHR 5048 B	0.00	(16,348.44)	USD	1.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	05/25/2033	Direct	---	(16,348.44)	0.00	0.00	0.00	16,348.44
SAM Paratransit Fund	3137FH2H5	FHR 5048 B	0.00	(3,458.32)	USD	1.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	05/25/2033	Direct	---	(3,458.32)	0.00	0.00	0.00	3,458.32
SAM TR Reserve Fund	3137H4Z25	FHMS K-3J6 A1	0.00	(31,851.98)	USD	1.298	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	12/25/2026	Direct	---	(31,851.98)	0.00	0.00	0.00	31,851.98
SAM Paratransit Fund	3137H4Z25	FHMS K-3J6 A1	0.00	(5,067.36)	USD	1.298	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	12/25/2026	Direct	---	(5,067.36)	0.00	0.00	0.00	5,067.36
SAM TR Reserve Fund	3137H8B42	FHMS K-340 A1	0.00	(1,011.55)	USD	3.400	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	06/25/2028	Direct	---	(1,011.55)	0.00	(0.00)	0.00	1,011.55
SAM Paratransit Fund	3137H8B42	FHMS K-340 A1	0.00	(168.59)	USD	3.400	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	06/25/2028	Direct	---	(168.59)	0.00	(0.00)	0.00	168.59
SAM TR Reserve Fund	3137H8H19	FHMS K-341 A1	0.00	(1,137.13)	USD	3.087	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	01/25/2029	Direct	---	(1,137.13)	0.00	0.00	0.00	1,137.13
SAM Paratransit Fund	3137H8H19	FHMS K-341 A1	0.00	(147.86)	USD	3.137	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	01/25/2029	Direct	---	(147.86)	0.01	0.00	0.00	147.86
SAM TR Reserve Fund	3137H9Z28	FHMS K-342 A1	0.00	(1,049.95)	USD	3.902	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	07/25/2029	Direct	---	(1,049.95)	0.00	0.00	0.00	1,049.95
SAM Paratransit Fund	3137H9Z28	FHMS K-342 A1	0.00	(175.78)	USD	3.902	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	07/25/2029	Direct	---	(175.78)	0.00	(0.00)	0.00	175.78
SAM TR Reserve Fund	3137H9MM8	FHMS K-343 A1	0.00	(720.94)	USD	4.377	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	12/25/2028	Direct	---	(720.94)	0.00	0.00	0.00	720.94
SAM Paratransit Fund	3137H9MM8	FHMS K-343 A1	0.00	(110.14)	USD	4.377	Principal Paydown	Settled	05/25/2023	05/25/2023	05/25/2023	12/25/2028	Direct	---	(110.14)	0.00	(0.00)	0.00	110.14
SAM TR Reserve Fund	3137H9Q79	FHMS K-344 A1	0.00	(1,318.90)	USD	4.558	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	01/25/2029	Direct	---	(1,318.90)	0.00	0.00	0.00	1,318.90
SAM Paratransit Fund	3137H9Q79	FHMS K-344 A1	0.00	(201.50)	USD	4.558	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	01/25/2029	Direct	---	(201.50)	0.00	0.00	0.00	201.50
SAM TR Reserve Fund	3137H9T45	FHMS K-345 A1	1,800,000.00	1,800,000.00	USD	4.558	Buy	Settled	05/18/2023	05/18/2023	05/25/2023	11/25/2028	MORGAN STANLEY & CO. LLC	100.000	1,799,996.00	5,346.00	0.00	0.00	(1,806,338.00)
SAM Paratransit Fund	3137H9T45	FHMS K-345 A1	275,000.00	275,000.00	USD	4.558	Buy	Settled	05/18/2023	05/25/2023	05/25/2023	11/25/2028	MORGAN STANLEY & CO. LLC	100.000	274,999.45	815.75	0.00	0.00	(275,816.20)
SAM TR Reserve Fund	3139AC222	FNR 2005-33 QE	0.00	(24,641.68)	USD	5.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	04/25/2035	Direct	---	(24,641.68)	0.00	0.00	0.00	24,641.68
SAM Paratransit Fund	3139AC222	FNR 2005-33 QE	0.00	(3,740.26)	USD	5.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	04/25/2035	Direct	---	(3,740.26)	0.01	0.00	0.00	3,740.26
SAM TR Reserve Fund	314016X46	FN BP0672	0.00	(1,990.88)	USD	3.650	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	03/01/2035	Direct	---	(1,990.88)	0.00	0.00	0.00	1,990.88
SAM Paratransit Fund	314016X46	FN BP0672	0.00	(1,590.88)	USD	3.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	03/01/2035	Direct	---	(1,590.88)	0.00	0.00	0.00	1,590.88
SAM TR Reserve Fund	3140Q9FM0	FN CA1971	0.00	(11,018.68)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	06/01/2033	Direct	---	(11,018.68)	0.00	0.00	0.00	11,018.68
SAM Paratransit Fund	3140Q9FM0	FN CA1971	0.00	(1,652.80)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	06/01/2033	Direct	---	(1,652.80)	0.00	(0.00)	0.00	1,652.80
SAM TR Reserve Fund	3140Q9KN6	FN CA8400	0.00	(6,099.23)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	12/01/2035	Direct	---	(6,099.23)	0.00	0.00	0.00	6,099.23
SAM Paratransit Fund	3140Q9KN6	FN CA8400	0.00	(1,193.80)	USD	3.500	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	12/01/2035	Direct	---	(1,193.80)	0.00	(0.00)	0.00	1,193.80
SAM TR Reserve Fund	3140X92C8	FN FM6170	0.00	(8,183.87)	USD	4.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	07/01/2035	Direct	---	(8,183.87)	0.00	0.00	0.00	8,183.87
SAM Paratransit Fund	3140X92C8	FN FM6170	0.00	(1,534.48)	USD	4.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	07/01/2035	Direct	---	(1,534.48)	0.00	0.00	0.00	1,534.48
SAM TR Reserve Fund	3140X9K46	FN FM5714	0.00	(10,326.13)	USD	4.000	Principal Paydown	Settled	05/01/2023	05/01/2023	05/25/2023	11/01/2035	Direct	---	(10,326.13)	0.00	0.00		

Account	Identifier	Description	Original Units	Current Units	Currency	Coupon Rate	Transaction Type	Status	Trade Date	Settle Date	Post Date	Final Maturity	Broker/Dealer	Price	Principal	Accrued Interest	Realized Gain/Loss	Commission	Amount
SAM TR Reserve Fund	65479CAD0	NAROT 2020-B A3	0.00	(12,314.50)	USD	0.550	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	07/15/2024	Direct	---	(12,314.50)	0.00	0.00	0.00	12,314.50
SAM Paratransit Fund	65479CAD0	NAROT 2020-B A3	0.00	(3,386.49)	USD	0.550	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	07/15/2024	Direct	---	(3,386.49)	0.00	0.00	0.00	3,386.49
SAM TR Reserve Fund	65480BAC1	NAROT 2021-A A3	0.00	(76,401.09)	USD	0.330	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	10/15/2025	Direct	---	(76,401.09)	0.00	0.00	0.00	76,401.09
SAM TR Reserve Fund	89237VABS	TAOT 2020-C A3	0.00	(35,410.79)	USD	0.440	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	10/15/2024	Direct	---	(35,410.79)	0.00	0.00	0.00	35,410.79
SAM Paratransit Fund	89237VABS	TAOT 2020-C A3	0.00	(3,767.11)	USD	0.440	Principal Paydown	Settled	05/15/2023	05/15/2023	05/15/2023	10/15/2024	Direct	---	(3,767.11)	0.00	0.00	0.00	3,767.11
SAMTR - ICD	902656604	UBS SL ESG PRIME INS	41,109.47	41,109.47	USD	5.080	Buy	Settled	05/01/2023	05/01/2023	05/01/2023	05/31/2023	Direct	1.000	41,117.69	0.00	0.00	0.00	(41,117.69)
SAMTR - ICD	902656604	UBS SL ESG PRIME INS	(10,294,700.38)	(10,294,700.38)	USD	5.080	Sell	Settled	---	---	---	05/31/2023	Direct	---	(10,297,388.87)	0.00	1,100.00	0.00	10,297,388.87
SAMTR - ICD	902656602	UBS SL ESG PRIME PFD	62,160.62	62,160.62	USD	5.120	Buy	Settled	05/01/2023	05/01/2023	05/01/2023	05/31/2023	Direct	1.000	62,173.05	0.00	0.00	0.00	(62,173.05)
SAMTR - ICD	902656602	UBS SL ESG PRIME PFD	(14,440,985.71)	(14,440,985.71)	USD	5.120	Sell	Settled	---	---	---	05/31/2023	Direct	---	(14,445,318.00)	0.00	1,944.87	0.00	14,445,318.00
SAM TR Reserve Fund	912828R69	UNITED STATES TREASURY	(50,000.00)	(50,000.00)	USD	1.625	Sell	Settled	05/16/2023	05/17/2023	05/17/2023	05/31/2023	CITIGROUP GLOBAL MARKETS INC.	99.906	(49,953.13)	(375.00)	(35.06)	0.00	50,328.13
SAM TR Reserve Fund	912828R69	UNITED STATES TREASURY	(1,300,000.00)	(1,300,000.00)	USD	1.625	Maturity	Settled	05/31/2023	05/31/2023	05/31/2023	05/31/2023	Maturity	100.000	(1,300,000.00)	0.00	0.00	0.00	1,300,000.00
SAM Paratransit Fund	912828R69	UNITED STATES TREASURY	(25,000.00)	(25,000.00)	USD	1.625	Sell	Settled	05/16/2023	05/17/2023	05/17/2023	05/31/2023	CITIGROUP GLOBAL MARKETS INC.	99.906	(24,976.56)	(187.50)	(16.87)	0.00	25,164.06
SAM Paratransit Fund	912828R69	UNITED STATES TREASURY	(725,000.00)	(725,000.00)	USD	1.625	Maturity	Settled	05/31/2023	05/31/2023	05/31/2023	05/31/2023	Maturity	100.000	(725,000.00)	0.00	0.00	0.00	725,000.00
SAM TR Reserve Fund	91282CBV2	UNITED STATES TREASURY	(1,300,000.00)	(1,300,000.00)	USD	0.375	Sell	Settled	05/01/2023	05/05/2023	05/05/2023	04/15/2024	Bank of Montreal Chicago	95.922	(1,246,968.38)	(266.39)	(48,430.25)	0.00	1,247,250.77
SAM TR Reserve Fund	91282CBV2	UNITED STATES TREASURY	(1,300,000.00)	(1,300,000.00)	USD	0.375	Sell	Settled	05/18/2023	05/25/2023	05/25/2023	04/15/2024	J.P. MORGAN SECURITIES LLC	95.980	(1,247,746.09)	(532.79)	(47,933.07)	0.00	1,248,278.88
SAM Paratransit Fund	91282CBV2	UNITED STATES TREASURY	(400,000.00)	(400,000.00)	USD	0.375	Sell	Settled	05/01/2023	05/05/2023	05/05/2023	04/15/2024	Bank of Montreal Chicago	95.922	(383,687.50)	(81.97)	(14,901.62)	0.00	383,769.47
SAM Paratransit Fund	91282CBV2	UNITED STATES TREASURY	(200,000.00)	(200,000.00)	USD	0.375	Sell	Settled	05/18/2023	05/25/2023	05/25/2023	04/15/2024	J.P. MORGAN SECURITIES LLC	95.980	(191,960.94)	(81.97)	(7,374.31)	0.00	192,042.91
SAM TR Reserve Fund	91282CFB2	UNITED STATES TREASURY	5,950,000.00	5,950,000.00	USD	2.750	Buy	Settled	05/01/2023	05/05/2023	05/05/2023	07/31/2027	MORGAN STANLEY & CO. LLC	96.621	5,748,955.08	42,488.26	0.00	0.00	(5,791,443.34)
SAM Paratransit Fund	91282CFB2	UNITED STATES TREASURY	875,000.00	875,000.00	USD	2.750	Buy	Settled	05/01/2023	05/05/2023	05/05/2023	07/31/2027	MORGAN STANLEY & CO. LLC	96.621	845,434.57	6,248.27	0.00	0.00	(851,682.84)
SAM TR Reserve Fund	92290BAA9	VZOT 2020-B A	0.00	(61,879.95)	USD	0.470	Principal Paydown	Settled	05/20/2023	05/20/2023	05/22/2023	02/20/2025	Direct	---	(61,879.96)	0.00	0.01	0.00	61,879.96
SAM Paratransit Fund	92290BAA9	VZOT 2020-B A	0.00	(9,011.64)	USD	0.470	Principal Paydown	Settled	05/20/2023	05/20/2023	05/22/2023	02/20/2025	Direct	---	(9,011.64)	0.00	(0.00)	0.00	9,011.64
---	---	---	(33,283,580.15)	(34,380,685.57)	USD	4.213	---	Settled	---	---	---	04/02/2024	---	---	(34,474,495.37)	46,600.22	(160,765.41)	0.00	34,427,895.14

\* 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 MAY 2023

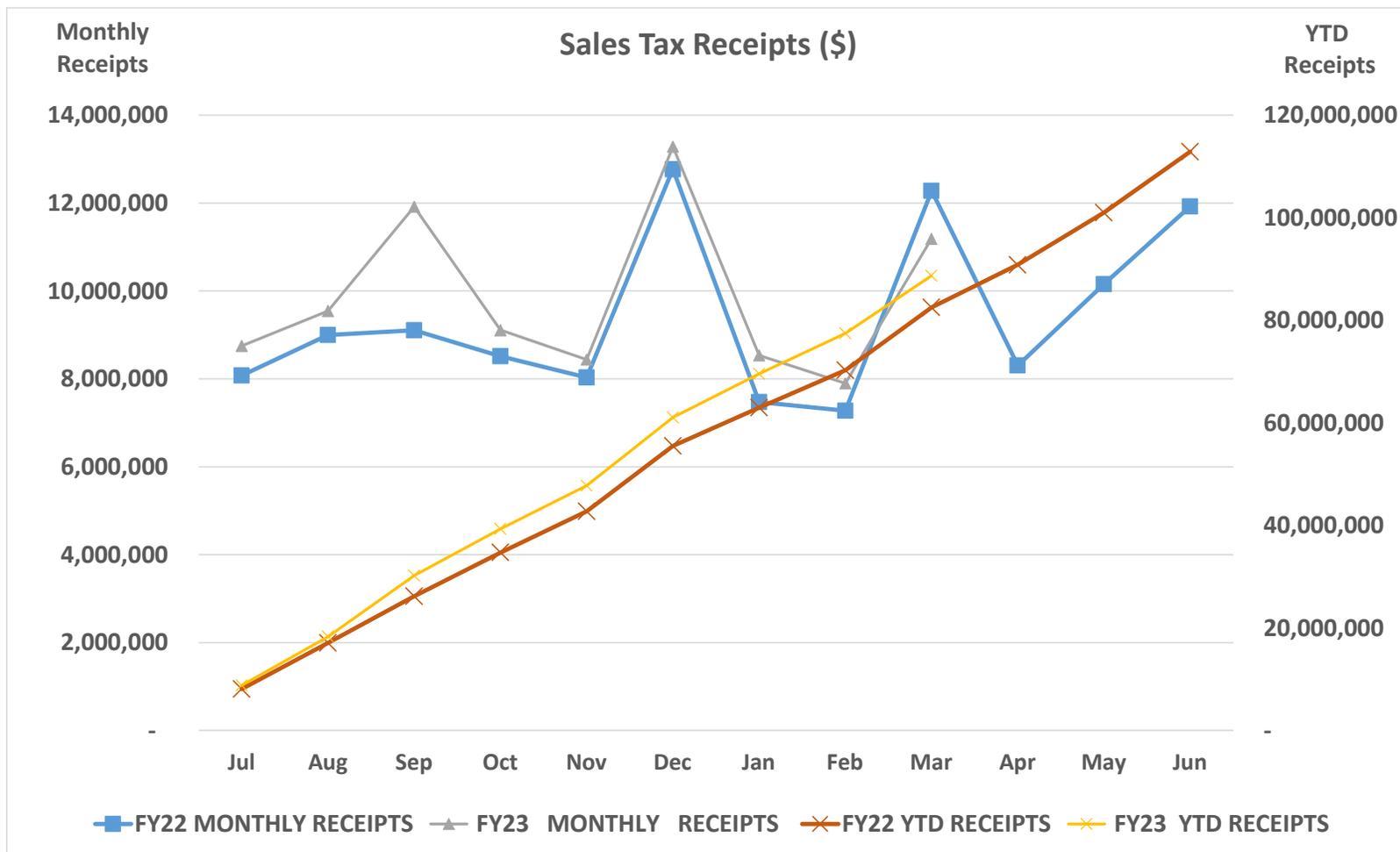
BUDGET AMENDMENTS

Amount	Line Item	Description
		May-23
		No Budget Amendments for May 2023
<u>\$ -</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
		May-23
		No Budget Revisions for May 2023
<u>\$ -</u>	Total	<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2023  
Measure A Sales Tax  
May 2023**



\* 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**  
**MAY 2023**

	<b>FY22 MONTHLY RECEIPTS*</b>	<b>FY23 MONTHLY RECEIPTS*</b>	<b>MONTHLY % Change</b>	<b>FY22 YTD RECEIPTS</b>	<b>FY23 YTD RECEIPTS</b>	<b>YTD % Change</b>
<b>Jul</b>	8,073,453	8,751,087	8.4%	8,073,453	8,751,087	8.4%
<b>Aug</b>	8,998,280	9,545,280	6.1%	17,071,733	18,296,367	7.2%
<b>Sep</b>	9,104,933	11,914,443	30.9%	26,176,665	30,210,810	15.4%
<b>Oct</b>	8,516,856	9,109,158	7.0%	34,693,522	39,319,968	13.3%
<b>Nov</b>	8,032,736	8,437,702	5.0%	42,726,257	47,757,670	11.8%
<b>Dec</b>	12,772,114	13,282,326	4.0%	55,498,371	61,039,996	10.0%
<b>Jan</b>	7,468,855	8,533,234	14.3%	62,967,226	69,573,230	10.5%
<b>Feb</b>	7,276,489	7,899,675	8.6%	70,243,715	77,472,905	10.3%
<b>Mar</b>	12,281,405	11,183,491	(8.9%)	82,525,120	88,656,396	7.4%
<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>88,656,396</u>				

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Steiner, Chief Financial Officer  
Subject: **Authorize Agreement for Affordable Housing and Sustainable Community Grant Funding for Zero Emission Expansion Buses and Route 281 Enhanced Service**

**Action**

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or her designee to:

1. Execute an implementation and cooperation agreement with Mid-Peninsula The Farm, Inc. (MPTF), the City of East Palo Alto (City), East Palo Alto Community Alliance and Neighborhood Development Organization (EPACANDO), and Peninsula Corridor Joint Powers Board (PCJPB) to receive \$3.52 million in Affordable Housing and Sustainable Communities (AHSC) grant funding for the purchase of three zero emissions buses, and operating funds to provide enhanced frequency on Route 281 for two (2) years.
2. Take such actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation required, in order to receive the AHSC funds.

**Significance**

In 2021, District staff worked with MPTF, City, EPACANDO, and the PCJPB, (collectively, the Partners) on an application for a discretionary AHSC grant to help fund the construction of the Colibri Commons (formerly known as 965 Weeks Street) affordable housing project in the City along with funding for the following District transit projects:

- \$3.0 million for three (3) new hydrogen fuel cell electric buses (FCEB) to use in the operation of the new SamTrans Route EPX
- \$0.52 million for operation of expanded service on Route 281 for two (2) years (District Transit Projects)

The grant application was successful, with an award announced in 2022 in the amount of \$19.8 million, which includes all the requested funds for the District Transit Projects.

To receive the grant funds, the District must enter into an implementation and cooperation agreement with the Partners to memorialize the District's responsibilities to carry out the District Transit Projects in accordance with AHSC grants requirements and establish the contractual mechanism for the disbursement of the funds.

### **Budget Impact**

The \$3.0 million in AHSC funds the District receives will be included in future capital budget for the procurement of three (3) expansion FCEBs to use in the operation of new Route EPX.

The \$0.52 million will be included in a future revised Fiscal Year 2024 and Fiscal Year 2025 operating budgets to cover two (2) years of Route 281 expanded service.

### **Background**

AHSC is a competitive State grant program that supports affordable housing projects attached to various community improvements, including public transportation improvements. The AHSC program goal is to reduce greenhouse gas emissions by supporting more compact infill development patterns in disadvantaged and low-income communities, while also encouraging active transportation and transit usage. Capital for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, which is funded by cap-and-trade auction proceeds. AHSC is administered by the Strategic Growth Council and implemented by the California Department of Housing and Community Development.

The operation of new Route EPX and the expanded service on Route 281 are consistent with and included in the *Reimagine SamTrans* approved service plan.

- Route EPX will be a new limited stop route providing service between East Palo Alto, Redwood City, San Francisco International Airport, and San Bruno BART via US-101.
- The new FCEBs will be used in the operation of the new Route EPX.

Route 281 is an existing local route connecting Menlo Park and East Palo Alto with Caltrain and a future connection to the Stanford campus. The expanded service consists of one extra trip per hour.

Prepared By: Lisha Mai      Manager, Grants and Fund Programming      (650) 508-6353

**Resolution No. 2023-**

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

\* \* \*

**Authorize Agreement for Affordable Housing and Sustainable Community  
Grant Funding for Zero Emission Expansion Buses and Route 281 Enhanced  
Service**

**Whereas**, the State of California established the Affordable Housing and Sustainable Communities (AHSC) program to reduce greenhouse gas emissions by supporting more compact, infill development patterns in disadvantaged and low-income communities while also encouraging active transportation and transit usage; and

**Whereas**, the San Mateo County Transit District (District) worked cooperatively with the Mid-Peninsula The Farm, Inc. (MPTF), the City of East Palo Alto (City), East Palo Alto Community Alliance and Neighborhood Development Organization (EPACANDO), and Peninsula Corridor Joint Powers Board (PCJPB), herein collectively referred to as the Partners, on an application for AHSC grant funding to support the construction of an affordable housing development and related transit projects, including the District's purchase of three expansion hydrogen fuel cell electric buses (FCEBs) to use in the operation of new Route EPX, and enhanced frequency on Route 281 for two years (District Transit Projects); and

**Whereas**, the operation of new Route EPX and the expanded service on Route 281 are consistent with and included in the Reimagine SamTrans final approved service plan; and

**Whereas**, the California Strategic Growth Council, which is responsible for administering the AHSC program, awarded \$19.8 million to the Partners, including \$3.0 million for three new

FCEBs to use in the operation of new SamTrans Route EPX and \$0.52 million for operation of Route 281 expanded service for two years; and

**Whereas**, to receive the AHSC funding, the District must enter into an implementation and cooperation agreement with the Partners to memorialize the District's responsibilities to carry out the District Transit Projects in accordance with AHSC grant requirements and establish the contractual mechanism for the disbursement of the funds; and

**Whereas**, staff recommends that the Board of Directors authorize the General Manager/CEO, or her designee, to execute an implementation and cooperation agreement with the Partners as described above; and

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

1. Authorizes the General Manager/CEO, or her designee, to execute an implementation and cooperation agreement with the Mid-Peninsula The Farm, Inc., the City of East Palo Alto, East Palo Alto Community Alliance and Neighborhood Development Organization, and Peninsula Corridor Joint Powers Board to memorialize the District's responsibilities and receive the AHSC funds to purchase three expansion hydrogen fuel cell electric buses to use in the operation of new Route EPX and to provide enhanced frequency on Route 281 for two years; and
2. Authorizes the General Manager/CEO, or her designee, to take such actions as may be necessary to give effect to this resolution, including filing and executing related amendments, and any other documents required to receive the AHSC funds.

Regularly passed and adopted this 12<sup>th</sup> day of July, 2023 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary

BOARD OF DIRECTORS 2023

JOSH POWELL, CHAIR  
MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
RICO E. MEDINA  
RAY MUELLER  
PETER RATTO

APRIL CHAN  
GENERAL MANAGER/CEO



## Memorandum

**Date:** July 5, 2023  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** General Manager/CEO Report

### Ridership Recovery

SamTrans fiscal year-to-date total trips for the ten months ending April 30, 2023, was 75.6 percent of its ridership compared to the same ten months prior to the pandemic. SamTrans ridership recovery compares favorably with the local peer agencies, out-of-state bus public transportation agencies, and nationally with a bus ridership YTD average of 68.9 percent. For April 2023, SamTrans ridership is 85.7 percent of the total trips compared to April 2019, while the national average is 68.0 percent. BART and Caltrain ridership recovery remains low at 40.2 and 26.6 percent for the BART Extension and Caltrain, respectively.

	Total Trips 10 Months pre-COVID	Total Trips 10 Months thru April 2023	YTD Recovery Rate	One-month Recovery Rate April 2023
<b>SamTrans</b>	9,210,950	6,967,305	<b>75.6%</b>	<b>85.7%</b>
<b>AC Transit</b>	45,997,611	28,729,053	62.5%	66.5%
<b>SFMTA</b>	175,823,742	107,129,959	60.9%	65.2%
<b>VTA</b>	22,976,566	15,813,039	68.8%	73.2%
<b>Dallas</b>	31,435,669	19,087,409	60.7%	63.7%
<b>Seattle - King</b>	101,464,038	57,228,038	56.4%	58.2%
<b>Chicago</b>	199,117,198	123,526,156	62.0%	64.2%
<b>Atlanta</b>	43,499,521	26,439,386	60.8%	61.5%
<b>New York MTA</b>	604,708,889	416,095,843	68.8%	64.1%
<b>National Bus</b>	3,814,982,718	2,627,733,393	68.9%	68.0%
<b>Caltrain</b>	15,616,107	4,146,596	26.6%	26.2%
<b>BART Extension</b>	11,100,682	4,457,644	40.2%	39.4%
<b>BART System</b>	105,723,380	41,367,015	39.1%	39.5%
<b>National Rail</b>	4,097,900,651	2,536,224,476	61.9%	62.2%

**Service Level**

SamTrans provided 4,866,550 total vehicle revenue miles for ten months through April 2023, which is 82.3 percent of the 5,910,851 vehicle revenue miles for the ten months prior to the COVID pandemic.

**Bus Operator Staffing**

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	26	297**

\* Class 180 started April 24, with 10 students currently slated for graduation on July 7, 2023; Class 181 started June 21 with 16 students, and graduation is scheduled for August 31, 2023.

\*\* This number excludes the 26 trainees but includes bus operators assigned to the extra board.

**Bus Transportation Services**

- SamTrans provided 12 buses daily for Caltrain bus bridge service on June 10 and June 17, and 6 buses for Caltrain bus bridge service on June 11 for Giants baseball at Oracle Park.
- Additional Caltrain bus bridge service is currently scheduled for July 15 and July 22.
- SamTrans provided a decorated bus for the LGBTQ+ parade in Half Moon Bay and San Francisco.



### **Ride Plus Microtransit Launches**

Service on SamTrans' new Ride Plus service, approved as part of the *Reimagine SamTrans* project, commenced on Sunday, June 18, 2023, with service in two service areas – East Palo Alto/Menlo Park and Half Moon Bay/mid-Coastside. In the first two and a half weeks of service, nearly 500 rides have been provided on Ride Plus (June 18-July 4, 2023). A total of 323 rides have been taken in East Palo Alto and 167 rides in Half Moon Bay during this period.

The service is currently being offered with a promotional free fare to allow riders to learn the features and benefits of this new service. Staff will continue to monitor key metrics and report back to the Board the results and additional data in future months.



### **MTC and Regional Coordination Update**

**Regional Network Management (RNM):** MTC convened the Blue-Ribbon Transit Recovery Task Force in May 2020 in response to the COVID-19 pandemic, and out of that effort, a Bay Area Transit Recovery Action Plan (Plan) was developed. Part of that Plan is to develop a Regional Network Management (RNM) Framework.

Initial focus areas for the RNM framework include:

- Fare integration policy.
- Wayfinding and mapping.
- Accessibility.
- Bus transit priority.
- Rail network management.
- Connected network planning.

One of the first implementation tasks is establishing the RNM governance structure and hiring dedicated staff. The RNM Committee, whose membership includes several MTC Commissioners and several Transit Agency board members, will hold its first meeting on July 14. SamTrans Board Member and San Mateo Board Supervisor David Canepa is on the RNM Committee. The RNM Committee directs the work of the RNM Council. And the RNM Council is formed by transit agency General Managers, including SamTrans' and Caltrain's. The first RNM Council meeting will be held on July 24.

**Fare Integration:** MTC staff updated the Fare Integration Task Force on Phase 2 of the Clipper BayPass pilot program at their June 26 meeting. Phase 2 includes up to 10 employers and institutions, beginning with a limited launch in late summer 2023. A broader launch will follow the execution of a participation agreement with transit operators and MTC in late 2023.

In response to operator concerns, MTC proposes that the Clipper BayPass only be offered to existing employer/institutional customers as an upgrade to their Preexisting Institutional Pass Product. MTC's goal for the pilot is to price BayPass at revenue neutral or revenue positive levels; work is underway to identify funds to provide an additional revenue backstop (in addition to the \$1M already identified) to manage and evaluate impacts to transit operator revenues.

**Transit 2050+:** Transit 2050+ is part of an overall update to Plan Bay Area 2050, focusing on the six transit-related strategies contained in Plan Bay Area 2050. This project, like other Bay Area Transit Recovery Action Plan initiatives, is being co-managed by MTC and transit operator staff. The selection of a consultant team to help deliver the project, inclusive of defining the region and regionally significant transit network, drafting goals and objectives, as well as identifying potential needs, gaps, and opportunities, are underway.

#### **Bus Transportation Safety Campaign**

With school children out on summer break, Bus Transportation's new safety campaign is "Beware School's Out", and the campaign focuses on children and teens in residential neighborhoods, parks, playgrounds, shopping malls and recreation centers.

#### **Bus Operator Employee of the Month (EOM) Recognitions**

**William Alvarez** is the May 2023 Bus Operator of the Month at North Base. This is his third EOM award achieved during his fifteen years of service. **Ryan Perez** is the May 2023 Bus Operator of the Month at South Base. Operator Perez has been driving with the District for a year and a half, and this is his first EOM award.

#### **Bus Maintenance Employee of the Month (EOM) Recognitions**

**Ira Cornel** is the May 2023 Mechanic of the Month at North Base. This is his 1st EOM during his 13 months of service. **Silhadi Alami** is the May 2023 Mechanic of the Month at South Base. This is his 6<sup>th</sup> EOM during his twenty-two plus years of service.

#### **2023 JVC Memorial Bus Roadeo Bus Operator and Maintenance Team**

Ryan Perez, in addition to being the employee of the month is also the 2023 JVC Memorial Bus Roadeo winner. He joins the Bus Maintenance winning team of Anthony Singh, Omar Gonzalez, and Arvin Barrozo in representing the District at the APTA National Roadeo competition in Oregon next April.



# SamTrans Events – June 2023

Item #6.  
7/12/2023



# Roadeo



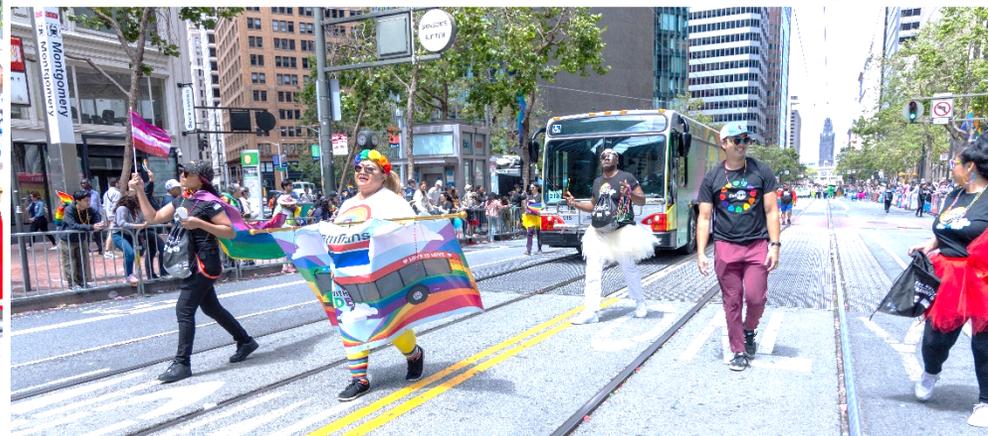
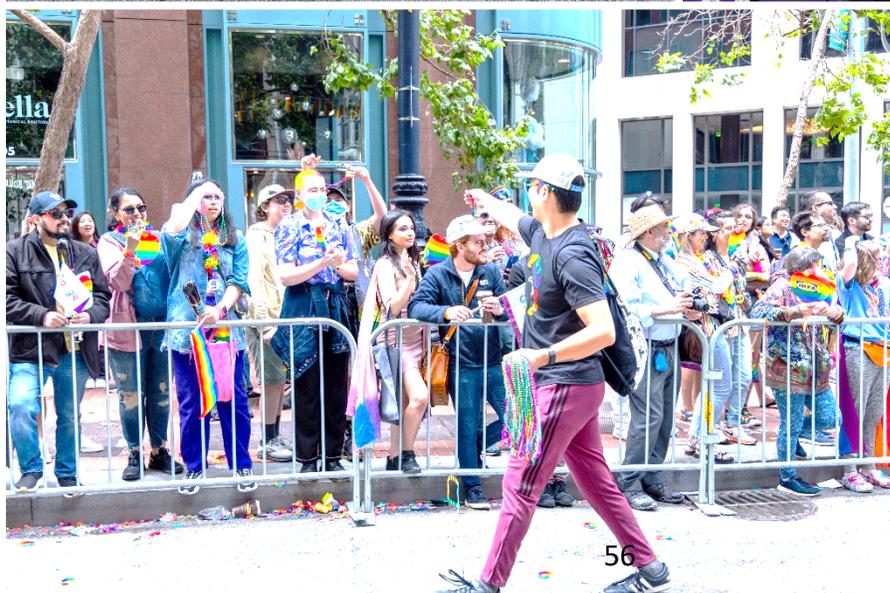
# Ride Plus Outreach & Launch Event



# Half Moon Bay Pride



# San Francisco Pride





**BOARD OF DIRECTORS 2023**

JOSH POWELL, CHAIR  
MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
RICO E. MEDINA  
RAY MUELLER  
PETER RATTO

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

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

### San Mateo County Transit District

**Wednesday, July 12, 2023 – 2:30 pm**

- |        |  |               |
|--------|--|---------------|
| 8.a.1. | Call to Order  |               |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of June 7, 2023 | Motion        |
| 8.a.3. | Accessible Services Update   | Informational |
| 8.a.4. | Paratransit Coordinating Council Update  | Informational |
| 8.a.5. | Citizens Advisory Committee Update   | Informational |
| 8.a.6. | Quarterly Report   Quarter 3 Fiscal Year 2023                                    | Informational |
| 8.a.7. | Monthly Performance Report   May 2023  | Informational |
| 8.a.8. | Adjourn  |               |

**Committee Members: Marie Chuang (Chair), Ray Mueller, Peter Ratto**

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**

**June 7, 2023**

Committee Members Present: M. Chuang (Committee Chair), R. Mueller, P. Ratto

Committee Members Absent: None

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

Other Board Members Absent: D. Canepa, J. Gee

Staff Present: A. Chan, D. Olmeda, J. Cassman, S. van Hoften, J. Brook, D. Seamans

**8.a.1. Call to Order**

Committee Chair Marie Chuang called the meeting to order at 2:56 pm.

**8.a.2. Approval of Minutes of the Community Relations Committee Meeting of May 3, 2023**

Motion/Second: Ratto/Powell

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.a.3. Appointment of Judith Lamarre, Representing Bus Riders, to the Citizens Advisory Committee**

The members approved the appointment of Judith Lamarre to the Citizens Advisory Committee, representing Bus Riders, for a partial term expiring April 30, 2024.

Motion/Second: Chuang/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.a.4. Accessible Services Update**

Ana Rivas, Director of Bus Transportation, announced that senior mobility ambassadors would be promoting SamTrans services on Senior Day at the San Mateo County Fair on Thursday, June 8.

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

Ben McMullan, PCC Chair, announced that the PCC retreat was planned for September 8.

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

Chris Carey, CAC Vice Chair, said that in lieu of holding their May 31 meeting, the committee members participated in a tour of the South Base Maintenance Facility.

**8.a.7 Monthly Performance Report | April 2023**

Ms. Rivas summarized the report from the agenda packet. She said ridership across all three modes had increased by 21 percent compared to April 2022. She noted a dramatic reduction in DNOs (Did Not Operate) compared to last year.

**8.a.8. Adjourn**

The meeting adjourned at 3:04 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operating Officer, Tina Dubost, Manager, Accessible  
Bus Transit Services  
Subject: **Accessible Services Update**

**Action**

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

**Significance**

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

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

Minutes from the May 2023 PAL and PCC meetings are attached to this report.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

Prepared By: Lynn Spicer                      Accessibility Coordinator                      650-508-6475

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of May 9, 2023, Meeting

**ATTENDANCE:**

Members in person:

Dinae Cruise, Vice Chair, Consumer; Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA

(Member attendance = 7/13, Quorum = Yes)

Members on Zoom:

Mike Levinson, Consumer, PAL Chair; Susan Capeloto, Dept. of Rehabilitation

Guests:

Charles Posejpal, First Transit/Redi-Wheels; Lynn Spicer, SamTrans; Henry Silvas, SamTrans; Kelly Shanks, SamTrans; Jane Stahl, PCC Staff; David Koffman, Nelson\Nygaard; Larisa Vaserman; Alex Madrid; Ana Rivas, SamTrans; Talib Salaman, Serra Taxi.

Absentees:

Evan Milburn, Consumer, CoD; Marie Violet, Dignity Health

**WELCOME/INTRODUCTIONS:**

Chair Ben McMullan called the meeting to order at 1:35 pm. The meeting was held in person and via Zoom conference call.

Following introductions, Kathy Uhl made a motion to allow Mike Levinson to participate remotely per the Brown Act "just cause" provision. Sammi Riley seconded the motion; the motion was approved. Ben McMullan made a motion to allow Susan Capeloto to attend remotely; Sandra Lang seconded; the motion was approved.

**APPROVAL OF APRIL MINUTES:**

Dinae Cruise moved to approve the April meeting minutes; Sammi Riley seconded the motion. The minutes were approved with the correction.

**PUBLIC COMMENTS:**

None.

**COMMITTEE REPORTS:**

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

See page 10.

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

No updates.

## **Education – Sammi Riley, Chair**

The committee met on May 9<sup>th</sup>. They discussed:

- Proposed changes to the Consumer Corps trip evaluation form.
- Revisiting organizations for possible tabling or presentations. Sammi will check with Kevin Mullin’s office on the Seniors on the Move event.

The next meeting will be in July.

## **Executive – Ben McMullan**

At the May 9<sup>th</sup> meeting the committee discussed:

- Letter re: AB 817. This turned into a two-year bill so there is no need to approve the letter of support at this time. They will review AB 557 as it contains many of the same changes to the Brown Act, as well as other bills.
- The PCC retreat will be held on September 12<sup>th</sup> from 10am-2pm in place of the regular monthly meeting. An ad hoc committee was created to plan the meeting. There is one opening on the committee. Anyone interested should let Ben know.
- Nominations are now being accepted for chair and vice chair with voting taking place at the June 13<sup>th</sup> meeting. Let Jane know if you are interested. The deadline for nominations will be June 6<sup>th</sup>.

Revisions to the bylaws as presented at the April meeting were presented for a vote; Sandra Lang made a motion to approve; Mike Levinson seconded; there was no discussion; the bylaws changes were approved.

## **Nominations/Membership – Evan Milburn**

Evan Milburn was absent; there was no report.

## **OPERATIONAL REPORTS**

### **PERFORMANCE REPORT**

Ridership has increased from 14,466 in March 2022 to 15,986 in March 2023 and the number of individuals riding has also increased. The average weekly ridership and agency trips have increased. Taxi trips are approximately 14%; on-time performance is better than standard at 90% and the number of complaints is better than the standard.

Dinae asked about adding a report on taxi rides to the agenda. Tina advised that taxis are provided by a subcontractor so are not reported. However, any comments or compliments are taxi rides are always welcome. Tina also advised that the upgraded software will not have an interface with taxi service.

In answer to a question, Tina reported that trips are sent to taxi for two reasons: If there is no vehicle available or if it is more efficient to send a taxi.

Dao asked about the training for taxi drivers. Tina responded that they do receive training on Redi-Wheels policy. Dao commented that her agency's customers are used to a bus and are reluctant to get into a taxi. Larissa commented that all the taxi drivers are very experienced and know what to do.

### **COMMENT STATISTICS REPORT**

Many compliments have been received with more from reports rather than comment cards. No specific patterns were discerned.

### **SAFETY REPORT**

Charles Posejpal reported that there were five non-preventable incidents in April.

### **LIAISON REPORTS**

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

Dao reported that they have not met. Her agency's clients are disturbed when there are new drivers, but she is working with Redi-Wheels on this.

Sandra asked about any outreach to other agencies for rides and/or PCC membership, e.g., Catholic Charities, Ability Gatepath, Samaritan House. Tina explained that the term "agency" here applies to specific arrangements for adult daycare programs whose clients have dementia. There are other nonprofit groups who are provided with transportation, but their clients call individually for rides, e.g., people going to Adaptive PE at the College of San Mateo.

Ben advised that the Nominating/Membership committee would be responsible for this outreach but there is currently no chair or committee. He agreed that it would be ideal to have more members representing the community.

Kathy Uhl thought the PCC should outreach to communities that don't normally use Redi-Wheels. Tina agreed that there is a need for outreach on both Redi-Wheels and SamTrans bus and Caltrain service.

Dao mentioned that they did have a call with other agencies who use Redi-Wheels but attendance was poor.

#### **ERC – Mike Levinson**

No ERC meeting is scheduled.

Tina reported that they are continuing with the vendor on technical issues on the upgraded software. She asked about setting up an ad hoc group on the wording/messaging for the reservation reminder. The consensus was that the current wording works well and doesn't need to change. Tina also asked which voice to use for the message. It was suggested to put this on the agenda for a future meeting.

Dao asked about reminder calls for agency members. Tina confirmed that these clients do not receive night-before reminder calls as they are treated as subscription trips. Mike asked about the length of time for a subscription trip; Tina said that the minimum is six weeks. He asked if a reminder call could be placed when the subscription period was coming to an end. Tina wasn't sure but thought it an interesting idea. A question arose about the option to cancel a trip when receiving the night before reminder call. Since very few people used this feature, it would not be included in the new software.

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

No report.

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

They are still working on the ADRC program.

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

CoA received a proclamation from SamTrans Board of Directors recognizing Older Americans month.

The Commission had five agencies present on their activities post-COVID, particularly concerning transportation. Attendees mentioned that there were services they weren't aware of so will periodically have agencies attend.

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

No meeting is currently scheduled. A Microtransit pilot program will begin in June in the cities of East Palo Alto and Half Moon Bay wherein people can call to request a trip within a limited service area. Same day service is available.

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

The CAC-TA met on May 2<sup>nd</sup>. Items of interest were:

- A motion to approve a statement of revenues and expenditures.
- Acceptance of the quarterly investment report.
- A public hearing on the budget on June 1<sup>st</sup>. The budget includes Measure A allocations and Measure W tax revenues. The proposed allocation for paratransit is \$4,650,560 – 40% of total allocations.
- There will be an audit by the Citizens Oversight Committee.

**Other Business**

ADA Refresher: None.

Consumer Corps Report: The report included in the packet was reviewed. There have been 15 new members enrolled since September. On time performance improved. More same day reminder calls were reported. 98% of riders reported driver assistance met or exceeded needs. There was an increase in the number of riders who saw comment cards on the buses. Mike asked about the total number of consumer corps members. Lynn Spicer said that they are researching adding comment cards to RediCoast vehicles.

Dinae asked if guests could be seated in the audience for future meetings.

Sammi requested a moment of silence for former PCC member Judy Garcia who passed away recently.

Talib Salaman reported that Serra Taxi has been serving the Redi-Wheels community for 20 years, there when needed. Their drivers are trained by Redi-Wheels and are subject to background checks.

The meeting was adjourned in memory of Marie Violet's husband, John Violet, and ended at 3:30pm.

The next meeting is on June 13<sup>th</sup>, in person and remotely via Zoom, and the public are encouraged to attend.

The minutes from the April PAL meeting were included in the meeting packet. Sammi Riley moved to approve the minutes; Dinae Cruise seconded the motion. Mike Levinson made a correction under Legislative; AB817 was on the agenda for the SamTrans Board meeting and was unanimously approved. The minutes were approved with the correction by roll call.

**Transit Recovery Update – Tina Dubost**

Ridership is continuing to increase in April and is still 55% of pre-pandemic numbers. SamTrans bus ridership is at 75%. There is a lot of variation nationwide and the SamTrans rate compares favorably. All trips provided are important to customers.

Both the state and the county have ended the state of emergency for COVID. The nationwide state of emergency will end on May 11<sup>th</sup>. Masks are no longer required on buses. If sick, riders should not use public transportation. Dinae asked if the message about COVID will end on May 11<sup>th</sup>; yes, it will.

**Legislative**

Mike reported that AB 817 was extended to a two-year bill and there won't be any action in 2023. Therefore, the letter on this would not be put forward for approval. The Executive Committee will review other legislative bills such as AB 557 by Assembly Member Hart for possible action.

**Policy Issues**

Tina reported that SamTrans has implemented a reasonable modification exception to the in-person Brown Act requirement. If an individual would normally be required to appear in person but has a disability that prevents them from being out in the community, they can file a request for reasonable modification. This will be evaluated and determined if they can continue to attend remotely. The council will need to approve remote attendance at each meeting.

Tina will check with SamTrans Legal to see if remote attendance counts toward the meeting quorum.

**Advocacy**

None.

The next PAL meeting will be on June 13<sup>th</sup>, 2023.

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Joshua Mello, Executive Officer, Planning and Development      David Olmeda, Chief Operating Officer, Bus  
Subject: **Quarterly Report | Quarter 3 Fiscal Year 2023**

**Action**

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

**Significance**

The Quarterly Report Provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce, safety, fleet, and customer experience for the period of January - March 2023 (Quarter 3, Fiscal Year 2023).

In this quarter, Northern California was affected by multiple atmospheric rivers resulting in flooding and downed trees along our routes. Changes in some metrics, such as ridership, in Q3 compared to Q2<sup>1</sup> may be attributed to the harsher weather patterns as well as school breaks in February and March.

**Ridership**

Average weekday bus ridership (AWR) on SamTrans fixed route buses was 26,527 in Fiscal Year 2023 (FY23) Quarter 3. That is a decrease of 5.2 percent compared to the previous quarter. This was likely due to the numerous rain events and school breaks during the quarter. Total bus ridership was 2,032,124. Total ridership decreased by 6.6 percent compared to the previous quarter. The SamTrans fixed-route bus network had recovered 75.8 percent of total ridership compared to Quarter 3 in FY19. Ridership details are included in **TABLE 1**.

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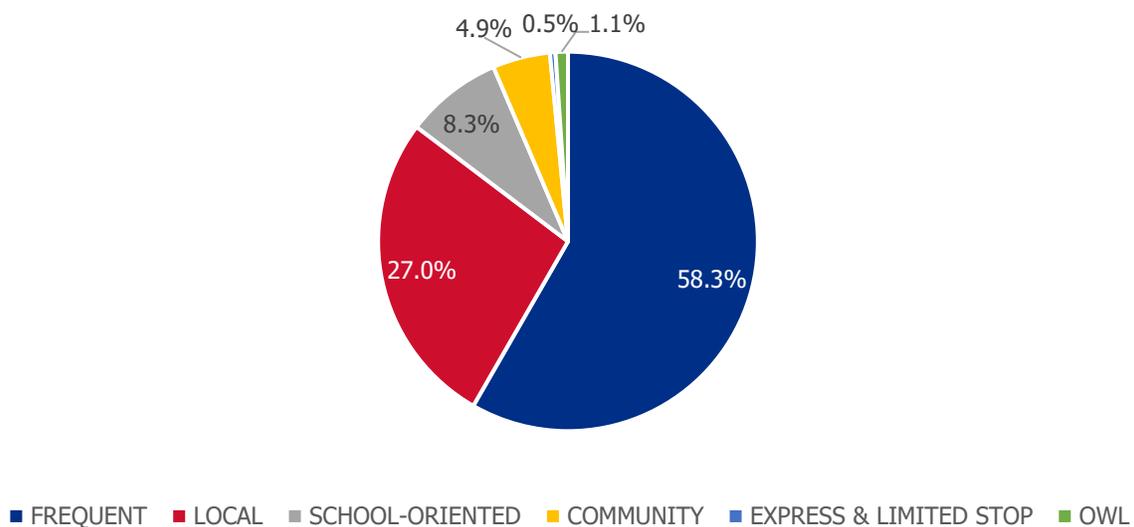
<sup>1</sup> While the monthly performance report provided to the Board of Directors offers comparisons year-over-year, the quarterly report includes comparisons to the previous quarter. This reflects the Board's desire to understand recent change from the impacts of the COVID-19 pandemic. As things begin to normalize, this report may pivot to a year-over-year comparison at the quarter level.

TABLE 1. AVERAGE WEEKDAY RIDERSHIP & TOTAL RIDERSHIP

	FY23 Q3	FY23 Q2	%Δ
<b>AWR</b>	26,527	27,994	-5.2%
<b>Total</b>	2,032,124	2,175,246 <sup>2</sup>	-6.6%

By service category<sup>3</sup>, 58.3 percent of total ridership was on Frequent routes<sup>4</sup>, 27.0 percent was on Local routes<sup>5</sup>, 4.9 percent was on Community routes<sup>6</sup>, 8.3 percent on School-Oriented routes<sup>7</sup>, 0.5 percent was on Express & Limited Stop routes<sup>8</sup>, and 1.1 percent was on Owl<sup>9</sup> routes (see FIGURE 1).

FIGURE 1. RIDERSHIP SHARE BY SERVICE CATEGORY



In Quarter 3, all service categories saw ridership decreases except Express & Limited Stop routes, including route FCX. The increase in Express & Limited Stop routes can be attributed to

<sup>2</sup> Corrected from FY23 Q2 Quarterly Performance Report

<sup>3</sup> Routes 138 and 713 are not included in service category breakdowns.

<sup>4</sup> Routes with 15 minutes or better frequency, seven days a week. Routes include 120, 130, 296, and ECR.

<sup>5</sup> Routes with 30 minutes or better frequency, seven days a week. Routes include 110, 121, 122, 141, 250, 278, 281, and 292.

<sup>6</sup> Routes with 60 minutes or better frequency, five days a week. Routes include 112, 117, 142, 251, 260, 270, 280, 294, and 295.

<sup>7</sup> Routes operating with very few trips a day and are scheduled to align with school schedules and bell times. All two-digit routes are School-Oriented routes.

<sup>8</sup> Routes providing limited-stop service to or from major destinations and are typically longer in length. Routes include 398 and FCX.

<sup>9</sup> Routes operating overnight after regular transit service has ended. Routes include 296 Owl, 397 Owl, and ECR Owl.

more offices asking employees to return to the office. Ridership details by service category are included in TABLE 2.

TABLE 2. TOTAL RIDERSHIP BY SERVICE CATEGORY

	FY23 Q3	FY23 Q2	%Δ
<b>Frequent</b>	1,184,967	1,265,919	-6.4%
<b>Local</b>	548,667	584,377	-6.1%
<b>Community</b>	99,595	111,277	-10.5%
<b>School-Oriented</b>	167,988	183,175	-8.3%
<b>Express &amp; Limited Stop</b>	9,539	8,288	+15.1%
<b>Owl</b>	21,368	22,210	-3.8%

Other standard productivity measures include boardings by vehicle revenue hour<sup>10</sup>, boardings by vehicle revenue mile<sup>11</sup>, and boardings by trip<sup>12</sup>.

TABLE 3. SYSTEMWIDE RIDERSHIP PRODUCTIVITY MEASURES & SERVICE CATEGORY BREAKDOWN

	FY23 Q3	FY23 Q2	%Δ
<b>Boardings per Vehicle Revenue Hour</b>	<b>15.1</b>	<b>16.0</b>	<b>-5.9%</b>
<i>Frequent</i>	19	20.4	-6.7%
<i>Local</i>	11.4	12.5	-8.9%
<i>Community</i>	6.3	6.9	-8.8%
<i>School-Oriented</i>	43.1	52.9	-18.5%
<i>Express &amp; Limited Stop</i>	7.3	6.6	+10.4%
<i>Owl</i>	6.5	6.5	0%
<b>Boardings per Vehicle Revenue Mile</b>	<b>1.4</b>	<b>1.5</b>	<b>-3.8%</b>
<i>Frequent</i>	1.9	2.0	-5.1%
<i>Local</i>	1.1	1.2	-5.3%
<i>Community</i>	0.5	0.5	0%
<i>School-Oriented</i>	3.5	4.2	-17.0%
<i>Express &amp; Limited Stop</i>	0.4	0.4	0%
<i>Owl</i>	0.5	0.5	0%
<b>Boardings per Trip</b>	<b>18.3</b>	<b>19.3</b>	<b>-5.2%</b>
<i>Frequent</i>	28.3	29.9	-5.1%
<i>Local</i>	14.1	14.9	-5.8%
<i>Community</i>	5.3	5.9	-9.2%
<i>School-Oriented</i>	23.1	27.7	-16.8%

<sup>10</sup> Boardings by vehicle revenue hour normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated.

<sup>11</sup> Boardings per vehicle revenue mile normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated.

<sup>12</sup> Boardings per trip normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per trip operated by the service.

<i>Express &amp; Limited Stop</i>	12.4	11.0	13.3%
<i>Owl</i>	8.5	8.6	-0.7%

The fixed route bus network generated 15.1 boardings per vehicle revenue hour in Quarter 3, a 5.6 percent decrease over the previous quarter. School-oriented routes had the highest boardings per vehicle revenue hour with 43.2, and Community routes had the lowest with 6.4.

For Quarter 3, SamTrans had 1.4 boardings per revenue mile, a 3.5 percent decrease over the previous quarter. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 3.5. Express & Limited Stop routes had the lowest with 0.4.

Finally, SamTrans generated 18.4 boardings per scheduled trip in Quarter 3, a 4.9 percent decrease over the previous quarter. Frequent routes had the highest boardings per trip with 28.3. Community routes had the lowest with 5.5. Ridership productivity measures are included in **TABLE 3**.

Total ridership on Equity Priority Routes<sup>13</sup> was 1,497,774 (73.5 percent of total ridership) in FY23 Quarter 3. Details are included in **TABLE 4**. Equity Priority Routes are defined as routes where more than one-third of a route’s in-service miles are operated in an Equity Priority Area. Equity Priority Areas are neighborhoods where residents are more likely to lack access to a car, work low-wage jobs, and/or identify as people of color.

**TABLE 4 RIDERSHIP IN EQUITY PRIORITY AREAS**

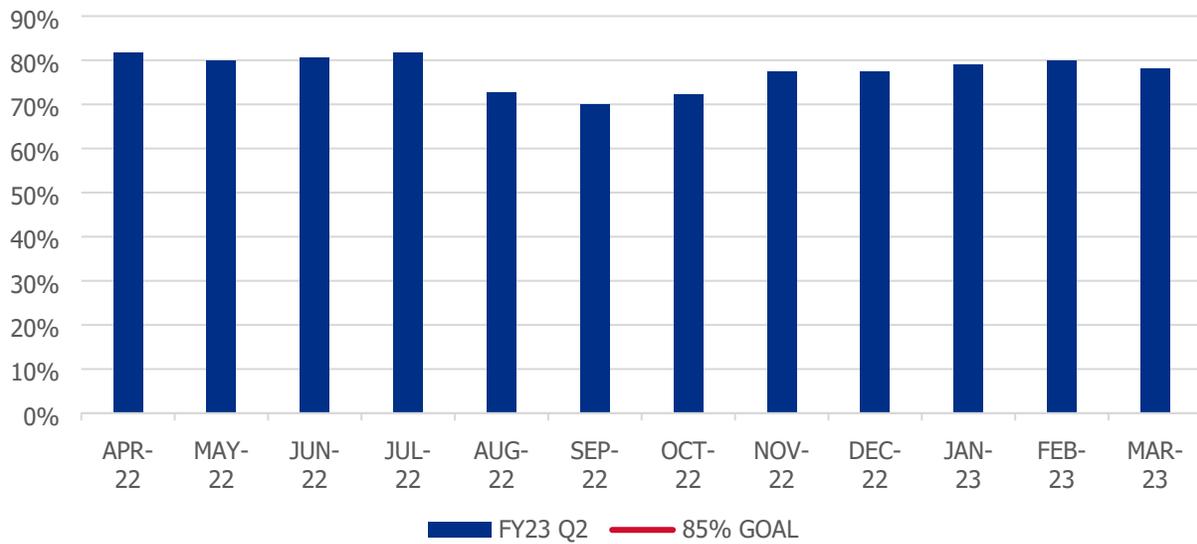
	FY23 Q3	FY23 Q2
<b>Boardings on Equity Priority Routes</b>	1,497,774	1,584,567
<b>% of Total ridership</b>	73.5%	74.3%

### On-Time Performance

Average systemwide on-time performance (OTP) for FY23 Quarter 3 was below SamTrans’ OTP goal of 85.0 percent at 79.0 percent (**FIGURE 2**). However, systemwide OTP increased 4.4 percent from the previous quarter. Average weekday OTP was 78.3 percent (5.2 percent increase from the previous quarter), and average weekend OTP was 81.6 percent (3.0 percent increase from the previous quarter). Average scheduled speed was 13.2 miles per hour, which is a 2.9 percent decrease from the previous quarter.

<sup>13</sup> Equity Priority Routes include 24, 25, 28, 29, 30, 35, 37, 41, 62, 68, 72, 79, 81, 120, 121, 122, 130, 138, 141, 142, 270, 280, 281, 294, 296, 296 Owl, ECR, and ECR Owl.

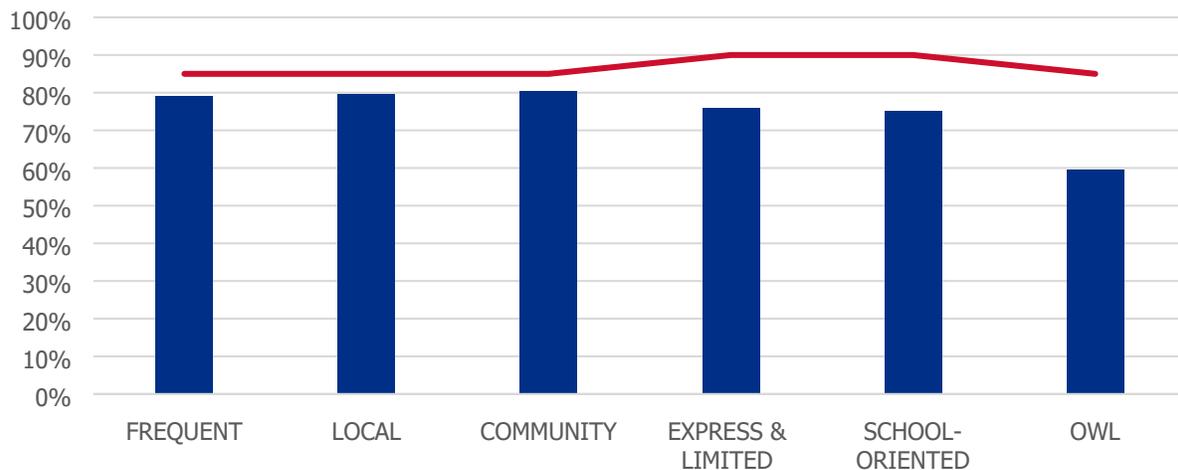
**FIGURE 2. ON-TIME PERFORMANCE BY MONTH**



Broken down by service category<sup>14</sup>, Community routes had the highest average OTP, 80.3 percent. Owl routes had the lowest average OTP, 59.4 percent. Operations Planning and Bus Operations are actively working to address and improve the on-time performance for Owl routes, specifically Route 397. Details are included in **FIGURE 3**.

All service categories saw on-time performance improvements in Quarter 3 compared to Quarter 2 except Express & Limited Stop and Owl routes (**TABLE 5**).

**FIGURE 3. ON-TIME PERFORMANCE BY SERVICE CATEGORY**



*Note: Express & Limited Stop and School-Oriented routes have a 90 percent OTP goal. The goal for all other categories is 85 percent.*

<sup>14</sup> Note: Based on revenue hours, Frequent routes were 46 percent of service, Local routes were 36 percent, Community routes were 12 percent, Express & Limited Stop routes were 1 percent, School-Oriented routes were 3 percent, and Owl routes were 2 percent.

TABLE 5 OTP BY SERVICE CATEGORY

	FY23 Q3	FY23 Q2	%Δ
<b>Frequent</b>	79.0%	72.9%	+8.3%
<b>Local</b>	79.6%	78.8%	+1.1%
<b>Community</b>	80.3%	75.9%	+5.8%
<b>School-Oriented</b>	75.1%	73.8%	+1.7%
<b>Express &amp; Limited Stop</b>	75.9%	80.4%	-5.6%
<b>Owl</b>	59.4%	63.2%	-6.0%

### Fares

In FY23 Quarter 3, total bus fare revenue was \$2,718,330 (3.0 percent increase from the previous quarter). Of the fares collected, 60.1 percent were Adult fares, 21.9 percent were Eligible Discount fares, and 17.9 percent were Youth fares. As for how passengers paid, 15 percent used one-way tickets (e.g., cash, free rides, fare promotions), 44 percent used Clipper, and 41 percent used a pass (e.g., day, month, Youth Unlimited). Details are included in TABLE 6 and TABLE 7.

TABLE 6 TOTAL FARES COLLECTED BY TYPE

	FY23 Q3	FY23 Q2	%Δ
<b>Adult</b>	1,227,389	1,269,378	-3.3%
<b>Eligible Discount</b>	447,751	486,537	-8.0%
<b>Youth</b>	366,039	375,500	-2.5%

TABLE 7 FARES BY PAYMENT METHOD

	FY23 Q3	FY23 Q2	%Δ
<b>One-Way Ticket</b>	300,786	330,132	-8.9%
<b>Clipper</b>	904,993	973,234	-7.0%
<b>Pass</b>	832,229	831,173	0.1%

Total operational cost in FY23 Quarter 3 was \$36,547,232 (4.0% increase from the previous quarter). The cost per passenger was \$16.59. The subsidy per passenger was \$14.04. The farebox recovery was 7.5 percent of operating costs. Details are included in TABLE 8.

TABLE 8 OPERATING COSTS AND FAREBOX RECOVERY METRICS

	FY23 Q3	FY23 Q2
<b>Total Operational Costs</b>	\$36,547,232	\$35,153,575
<b>Cost per Passenger</b>	\$16.59	\$15.25
<b>Subsidy per Passenger</b>	\$15.26	\$14.04
<b>Farebox Recovery</b>	7.5%	7.0%

Note: Cost figures use both accrual and cash-based accounting methods depending on expenditure.

## Operator Count

During FY23 Quarter 3, the District and Contracted Services (Contracted Urban Bus [CUB] and Coastside) had an average of 435 total fixed route operators. 69.2 percent were District operators, 28 percent were CUB operators, and 2.8 percent were Coastside operators. The District’s goal, as part of delivery of *Reimagine SamTrans*, is to increase District operator head count to 348. In Quarter 2, the District was at 86 percent of its goal. For details, see **TABLE 9**.

**TABLE 9. AVERAGE TOTAL OPERATORS**

	FY23 Q3	FY23 Q2	%Δ
<b>Average Total Operators</b>	435	424	+2.4%
<i>District</i>	301	296	+1.6%
<i>CUB</i>	122	117	+12.1%
<i>Coastside</i>	12	11	+3.7%

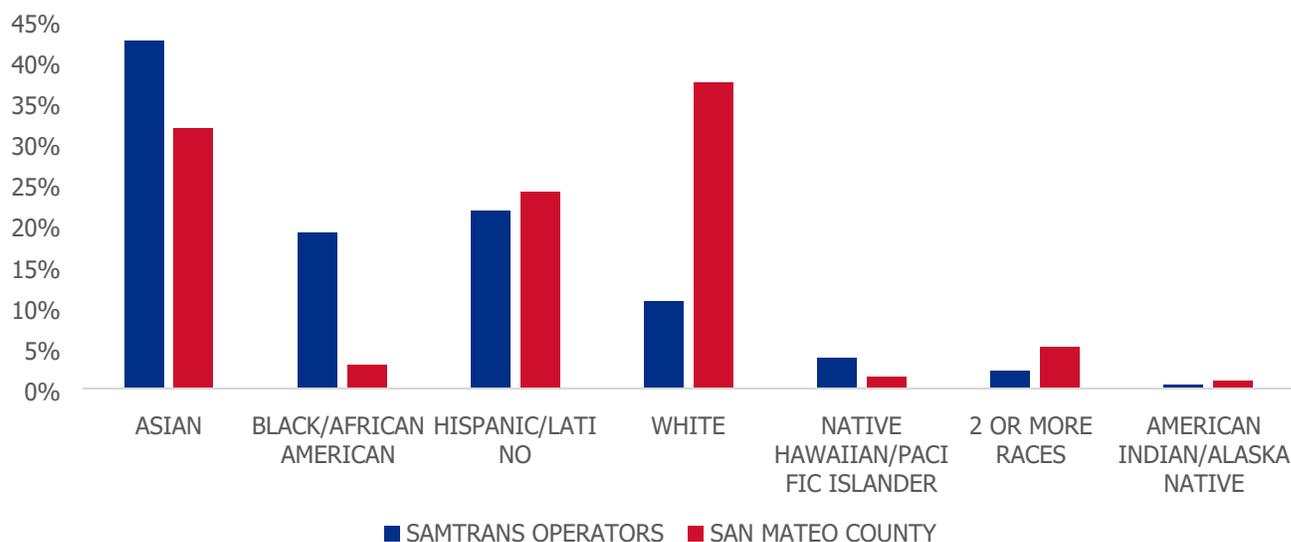
*Note: Monthly employment statistics were taken from the last week of the month and averaged to create a quarterly figure.*

There was no change in the operator gender ratio. Of the District and Contracted Services, 15.6 percent identified as women and 84.4 percent identified as men.

For race and ethnicity, 89.3 percent of operators identify as persons of color. Broken down, 42.4 percent identify as Asian, 21.6 percent identify as Hispanic/Latino, 19 percent identify as Black/African American, 2.1 percent identify as Two or More Races, 3.8 percent identify as Native Hawaiian/Pacific Islander, and 0.5 percent identify as American Indian/Alaska Native. See **FIGURE 4** for details on operator race and ethnicity.

Compared to San Mateo County Census demographics, operators identifying as Asian, Black/African American, and Native Hawaiian/Pacific Islander are overrepresented, while those identifying as Hispanic/Latino, White, Two or More Races, and American Indian/Alaska Native are underrepresented. The District’s goal is to employ a workforce that reflects the demographics of San Mateo County which it serves.

**FIGURE 4. OPERATORS BY RACE & ETHNICITY**



*Note: Demographic statistics may add up to more than 100 percent because people may identify as one race and one ethnicity (e.g., Black/ African American and Hispanic).*

### Preventable Accidents

In FY23 Quarter 3, there were 46 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this quarter, SamTrans did not meet its goal with 2.2 accidents per 100,000 miles. Preventable accidents increased 15 percent when compared to FY23 Quarter 2. This was due to a rise in preventable accidents on service provided by District operators. Details are included in **TABLE 10**.

**TABLE 10. PREVENTABLE ACCIDENTS**

	FY23 Q3	FY23 Q2	%Δ
<b>Preventable Accidents</b>	<b>46</b>	<b>40</b>	<b>+15%</b>
<i>District</i>	25	19	+31.6%
<i>Contracted Services</i>	21	21	0%
<b>Accident Frequency Ratio (per 100,000 miles)</b>	<b>2.2</b>	<b>1.9</b>	<b>+15.8%</b>
<i>District</i>	1.7	1.3	+33.6%
<i>Contracted Services</i>	1.4	3.5	-59.3%

### Service Calls

SamTrans had 71 service calls in FY23 Quarter 3, a 5.3 percent decrease from FY23 Quarter 2. This is due to a decrease in calls by the District; Contracted Services was similar to the previous quarter. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.8 service calls per 25,000 miles. For details, see **TABLE 11**.

TABLE 11. SERVICE CALLS

	FY23 Q3	FY23 Q2	%Δ
<b>Service Calls</b>	<b>71</b>	<b>75</b>	<b>-5.3%</b>
<i>District</i>	49	53	-7.5%
<i>Contracted Services</i>	22	22	0%
<b>Service Call Frequency Ratio (per 25,000 miles)</b>	<b>0.8</b>	<b>0.9</b>	<b>-5.6%</b>
<i>District</i>	0.8	0.9	-6.1%
<i>Contracted Services</i>	0.9	0.9	0%

### Fleet in Operation

In Quarter 3, 272 buses in operation (92 percent) were diesel buses, and 25 (8 percent) were diesel-hybrid. In terms of revenue miles, 93 percent were operated by diesel buses, which is consistent with the previous quarter.

In 2020, the SamTrans Board of Directors approved a plan to convert the bus fleet to 100 percent zero emissions. The District currently has 37 battery electric buses (BEBs) and 10 hydrogen fuel cell buses (FCEBs) on order as part of the Emission Zero fleet transition program. This quarterly report will track the progress of the fleet transition.

### Trips That Did Not Operate

In FY23 Quarter 3, there were 24 total trips that did not operate (DNOs) over 111,000 total trips. The goal is to have 20 or fewer DNOs per every 100,000 trips; this quarter, SamTrans did not meet its goal with 21.6 DNOs per 100,000 trips. The District decreased its DNOs by 53.7 percent, and Contracted Services increased its DNOs by 400 percent.

Of the DNOs, 63.2 percent were on Local routes, 31.6 percent were on Community routes, 5.3 percent were on Frequent routes, and none were on Express/Limited Stop, School-Oriented or Owl routes.

89.5 percent of Quarter 3 DNOs affected Equity Priority Routes<sup>15</sup>. However, only 0.3% of all scheduled trips on those routes were affected by a DNO.

TABLE 12. TRIPS THAT DID NOT OPERATE

	FY23 Q3	FY23 Q2	%Δ
<b>DNOs</b>	<b>24</b>	<b>42</b>	<b>-42.9%</b>
<i>District</i>	19	41	-53.7%
<i>Contracted Services</i>	5	1	+400%
<b>DNOs per 100,000 trips</b>	<b>21.6</b>	<b>38.0</b>	<b>-43.2%</b>
<i>District</i>	21.5	60.2	-64.3%
<i>Contracted Services</i>	21.9	3.5	+534.6%

### Customer Experience

<sup>15</sup> Forty percent of routes are Equity Priority Routes.

In FY23 Quarter 3, SamTrans Customer Service received 497 public comments, which breaks down to 2 comments per 10,000 boardings. This is a 17.2 percent increase from FY23 Quarter 2.

Of the public comments, 51 percent were complaints, 5 percent were about accessibility, 17 percent were compliments, and 28 percent were service requests (see FIGURE 5). Details can be seen in TABLE 13.

FIGURE 5. CUSTOMER FEEDBACK BY TYPE

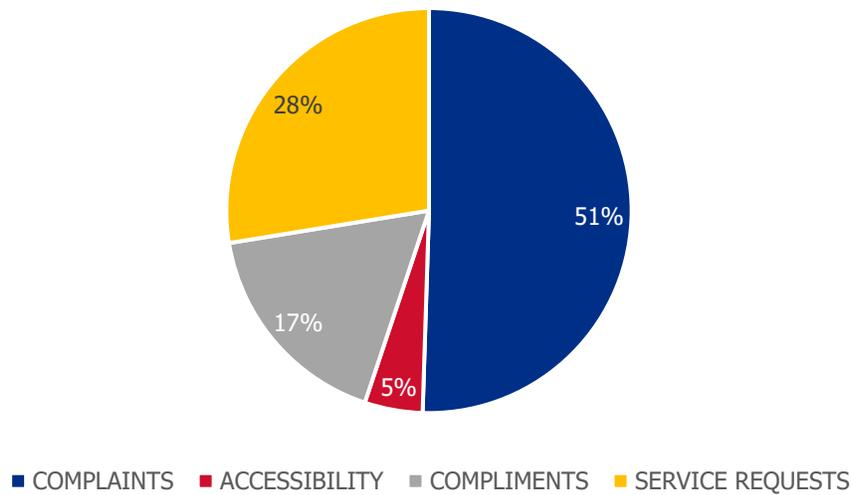


TABLE 13. CUSTOMER FEEDBACK DETAILS

	FY23 Q3	FY23 Q2	%Δ
<b>Complaints</b>	251	230	+9.1%
<b>Accessibility</b>	23	32	-28.1%
<b>Compliments</b>	86	51	+68.6%
<b>Service Requests</b>	137	111	+23.4%
<b>Total</b>	<b>497</b>	<b>424</b>	<b>+17.2%</b>

Overall, the most common themes of public comments were operator feedback (24.5 percent), pass-ups (18.2 percent), and bus stop/shelter (15.8 percent). See TABLE 14 for a comparison to the previous quarter.

TABLE 14 MOST COMMON PUBLIC COMMENT THEMES

FY23 Q3			FY23 Q2		
CATEGORY	COMMENT TYPE	% OF TOTAL COMMENTS	CATEGORY	COMMENT TYPE	% OF TOTAL COMMENTS
Operator	Complaint	24.5%	Operator	Complaint	30.3%
Pass-Ups	Complaint	18.2%	Pass-Ups	Complaint	15.6%
Bus Stops/ Shelters	Service Request	15.8%	Late Trips	Complaint	11.2%
Late	Complaint	9.5%	Bus Stops/ Shelters	Service Request	9.8%
Schedule Request	Service Request	6.6%	Schedule Request	Service Request	8.6%

Most people continue to use phone and email to leave comments. 48.7 percent of comments were received by phone, 49.5 percent by email, 0.8 percent by comment card, 1.0 percent by social media, and 0.0 percent by letter. Details are included in TABLE 15.

TABLE 15. REPORTING METHOD

	FY23 Q3	FY23 Q2	%Δ
Phone	242	249	-2.8%
Email	246	168	+46.4%
Comment Card	4	2	+100%
Social Media	5	4	+25.0%
Letter	0	1	-100%
Walk-In	0	0	-

Data shown in this report is current as of June 26, 2023.

# QUARTERLY DASHBOARD

January - March 2023 (FY23 Q3)



## RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

### Systemwide Overview



# 2,032,124

Boardings (-6.60%<sup>1</sup>)

**70**  
Routes

**1.45M**  
Revenue Miles

### Service Categories

What types of service are available?

15 min	<b>Frequent</b> 15-minute or better frequency, 7 days/week
30 min	<b>Local</b> 30-minute or better frequency, 7 days/week
60 min	<b>Community</b> 60-minute or better frequency, 5-7 days/week
→	<b>School-Oriented</b> Routes aligned with school bell times, 5 days/week
→	<b>Express &amp; Limited Stop</b> Peak-only routes with few stops, 5 days/week
Night	<b>Owl</b> Overnight routes, 7 days/week

### Revenue Hours

How much service is available?

<b>46%</b>
<b>36%</b>
<b>12%</b>
<b>3%</b>
<b>1%</b>
<b>2%</b>

### Avg Weekday Ridership

How many people ride?

<b>57%</b>
<b>27%</b>
<b>5%</b>
<b>10%</b>
<b>0.6%</b>
<b>0.8%</b>

### On-Time Performance<sup>2</sup>

How often is the bus on time?

<b>79%</b>
<b>80%</b>
<b>80%</b>
<b>75%</b>
<b>76%</b>
<b>59%</b>

85% Target

**135K** Total Revenue Hours

**27K** Systemwide Average

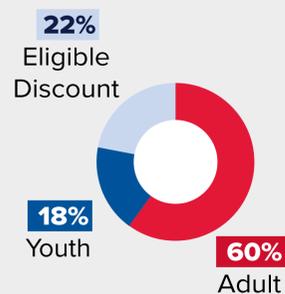
**79.0%** Systemwide Average

## FARES

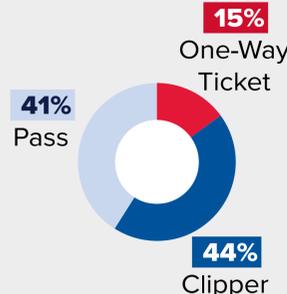
**\$2.70M** Fare Revenue

**\$15.32** Subsidy Per Passenger Trip

### Fare Type



### Payment Method

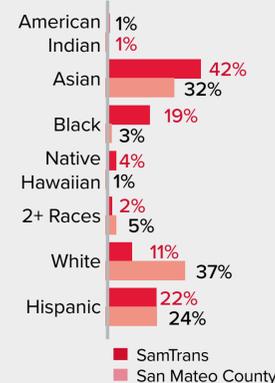


## OPERATORS

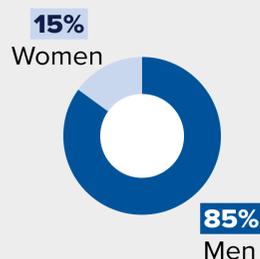
**435** Average Number of Operators

<b>301</b> SamTrans	<b>122</b> CUB	<b>12</b> Coastside
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### Race & Ethnicity



### Gender

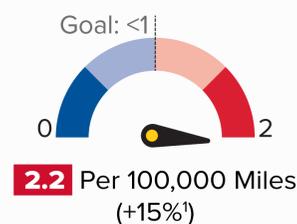


## ENVIRONMENT & SAFETY

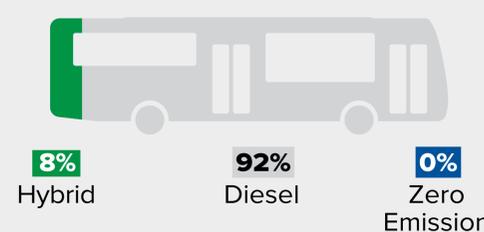
### Service Calls



### Preventable Accidents



### Fleet in Operation



## RIDER EXPERIENCE

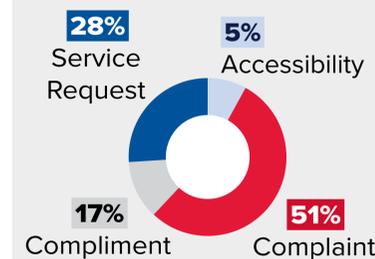
**22**

Trips Not Operated Per 100,000 Trips (-43%)

**2**

Comments Per 10,000 Boardings (-0%)

### Comment Type



### Trending Themes

**25%** Operators  
**18%** Pass Ups  
**16%** Bus Stop/Shelter

Top 3 in FY23 Q2: Schedules, Operators, Bus Stop or Shelter

<sup>1</sup> Percent change from the previous quarter (FY23 Q2)

<sup>2</sup> Buses are on-time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule



# FY23 Quarter 3 (Jan-March 2023) Report

Item #8.a.6.  
7/12/2023



SamTrans Board of Directors | July 12, 2023

# QUARTERLY DASHBOARD

January - March 2023 (FY23 Q3)



## RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

### Systemwide Overview



**2,032,124**

Boardings (-6.60%<sup>1</sup>)



**70**

Routes



**1.45M**

Revenue Miles

### Service Categories

What types of service are available?

15 min	<b>Frequent</b> 15-minute or better frequency, 7 days/week
30 min	<b>Local</b> 30-minute or better frequency, 7 days/week
60 min	<b>Community</b> 60-minute or better frequency, 5-7 days/week
School	<b>School-Oriented</b> Routes aligned with school bell times, 5 days/week
Express	<b>Express &amp; Limited Stop</b> Peak-only routes with few stops, 5 days/week
Night	<b>Owl</b> Overnight routes, 7 days/week

### Revenue Hours

How much service is available?

<b>46%</b>
<b>36%</b>
<b>12%</b>
<b>3%</b>
<b>1%</b>
<b>2%</b>

### Avg Weekday Ridership

How many people ride?

<b>57%</b>
<b>27%</b>
<b>5%</b>
<b>10%</b>
<b>0.6%</b>
<b>0.8%</b>

### On-Time Performance<sup>2</sup>

How often is the bus on time?

<b>79%</b>
<b>80%</b>
<b>80%</b>
<b>75%</b>
<b>76%</b>
<b>59%</b>

85% Target

**135K** Total Revenue Hours

**27K** Systemwide Average

**79.0%** Systemwide Average

## FARES

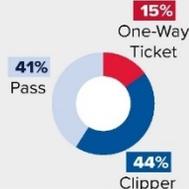
**\$2.70M** Fare Revenue

**\$15.32** Subsidy Per Passenger Trip

### Fare Type



### Payment Method

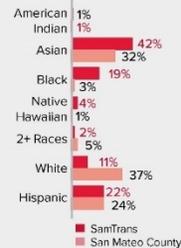


## OPERATORS

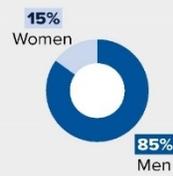
**435** Average Number of Operators

<b>301</b> SamTrans	<b>122</b> CUB	<b>12</b> Coastside
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### Race & Ethnicity



### Gender



## ENVIRONMENT & SAFETY

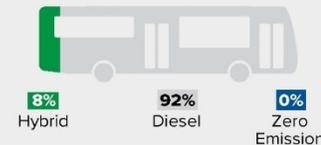
### Service Calls



### Preventable Accidents



### Fleet in Operation



## RIDER EXPERIENCE

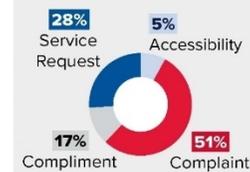
**22**

Trips Not Operated Per 100,000 Trips (-43%)

**2**

Comments Per 10,000 Boardings (-0%)

### Comment Type



### Trending Themes

**25%** Operators  
**18%** Pass Ups  
**16%** Bus Stop/Shelter

Top 3 in FY23 Q2: Schedules, Operators, Bus Stop or Shelter

<sup>1</sup> Percent change from the previous quarter (FY23 Q2)

<sup>2</sup> Buses are on-time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule

# Quarter 3 Dashboard (Jan-Mar)

## RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

### Systemwide Overview



**2,032,124**

Boardings (-6.60%<sup>1</sup>)



**70**  
Routes



**1.45M**  
Revenue Miles

### Service Categories

What types of service are available?

15 min	<b>Frequent</b> 15-minute or better frequency, 7 days/week
30 min	<b>Local</b> 30-minute or better frequency, 7 days/week
60 min	<b>Community</b> 60-minute or better frequency, 5-7 days/week
School-Oriented	Routes aligned with school bell times, 5 days/week
Express & Limited Stop	Peak-only routes with few stops, 5 days/week
Owl	Overnight routes, 7 days/week

### Revenue Hours

How much service is available?

<b>46%</b>
<b>36%</b>
<b>12%</b>
<b>3%</b>
<b>1%</b>
<b>2%</b>

### Avg Weekday Ridership

How many people ride?

<b>57%</b>
<b>27%</b>
<b>5%</b>
<b>10%</b>
<b>0.6%</b>
<b>0.8%</b>

### On-Time Performance<sup>2</sup>

How often is the bus on time?

<b>79%</b>
<b>80%</b>
<b>80%</b>
<b>75%</b>
<b>76%</b>
<b>59%</b>

85% Target

**135K** Total Revenue Hours

**27K** Systemwide Average

**79.0%** Systemwide Average

Ridership decline for Q3 (compared to Q2) is attributed to winter school breaks and severe weather during the quarter. ~293K (16.9%<sup>↑</sup>) more rides than FY22 Q3.

OTP improved compared to Q2 but remains below our goal. We are continuing to adjust to evolving norms in traffic patterns.

<sup>1</sup> Percent change from the previous quarter (FY23 Q2)

<sup>2</sup> Buses are on-time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule

Preventable accidents are a top focus for staff. Some incidents in Q3 can be attributed to the extreme weather.

### FARES

**\$2.70M** Fare Revenue  
**\$15.32** Subsidy Per Passenger Trip

**Fare Type**

- 22% Eligible Discount
- 18% Youth
- 60% Adult

**Payment Method**

- 15% One-Way Ticket
- 41% Pass
- 44% Clipper

### OPERATORS

**435** Average Number of Operators

- 301 SamTrans
- 122 CUB
- 12 Coastside

**Race & Ethnicity**

American Indian	1%
Asian	42%
Black	19%
Native Hawaiian	4%
2+ Races	5%
White	11%
Hispanic	22%

**Gender**

- 15% Women
- 85% Men

### ENVIRONMENT & SAFETY

**Service Calls** Goal: <1 | **0.8** Per 25,000 Miles (-6%)

**Preventable Accidents** Goal: <1 | **2.2** Per 100,000 Miles (+15%)

**Fleet in Operation**

- 8% Hybrid
- 92% Diesel
- 0% Zero Emission

### RIDER EXPERIENCE

**22** Trips Not Operated Per 100,000 Trips (-43%)

**2** Comments Per 10,000 Boardings (-0%)

**Comment Type**

- 28% Service Request
- 5% Accessibility
- 17% Compliment
- 51% Complaint

**Trending Themes**

- 25% Operators
- 18% Pass Ups
- 16% Bus Stop/Shelter

Top 3 in FY23 Q2: Schedules, Operators, Bus Stop or Shelter

<sup>1</sup> Percent change from the previous quarter (FY23 Q2)

Ridership rebounds have been in the Adult category, with Youth and Eligible discount trips not rebounding as quickly.

Very encouraging use of Clipper Card on the system, cash on the system is <15%.

Schedules fell out of top 3 themes while pass-ups entered the top 3. 17% of all comments were compliments!



# Thank You!

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Joshua Mello, Executive Officer, Planning and Development      David Olmeda, Chief Operating Officer, Bus  
Subject: **Monthly Performance Report | May 2023**

**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 21.2 percent in the month of May 2023 compared to May 2022. Similarly, the total monthly ridership increased by 24.9 percent.

Post-pandemic recovery is significant for the month of May 2023. SamTrans adult fare usage recovery is at 100.9 percent. There continues to be a recovery gap among youth, with a recovery rate of 59.6 percent compared to May 2019. To a lesser extent, there is also a gap for eligible discount riders at 71.8 percent.

**Caltrain:** Average weekday ridership increased by 19.6 percent in the month of May 2023 compared to May 2022. Similarly, Caltrain total monthly ridership increased by 15.1 percent.

**Other SamTrans Key Performance Indicators (includes Contracted Urban Bus [CUB] services):**

- **Preventable Accidents** – In May 2023, there were 18 preventable accidents. The District had 10 preventable accidents and Contracted Services had 8. Our goal is to have one or fewer preventable accidents per 100,000 miles; this month, SamTrans did not meet its goal with 2.42 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 25 service calls in May 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.84 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** - OTP systemwide for May 2023 was below SamTrans' OTP goal of 85.0 percent at 78.3 percent (a 0.5% decrease compared to April).
- **Did Not Operate (DNOs)** - In May 2023, there were 15 DNOs, which is 10 more than April. However, in May 2022, there were 1,059 DNOs, demonstrating a significant decrease of 99% in DNOs from a year ago.

Data shown in this report is current as of June 21, 2023.

**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	May-21	May-22	May-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Bus	15,834	25,662	30,889	20.4%	13,340	22,137	27,744	25.3%
Paratransit	460	622	715	15.0%	385	551	660	19.7%
Shuttles	843	1,591	2,186	37.4%	1,105	1,351	1,803	33.5%
<b>Total</b>	<b>17,137</b>	<b>27,875</b>	<b>33,790</b>	<b>21.2%</b>	<b>14,830</b>	<b>24,039</b>	<b>30,207</b>	<b>25.7%</b>

SAMTRANS   Total Ridership								
Mode	May-21	May-22	May-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Bus	434,247	668,240	829,448	24.1%	4,046,109	6,352,893	7,212,495	13.5%
Paratransit	11,549	15,913	18,734	17.7%	108,897	155,833	169,170	8.6%
Shuttles	16,766	33,511	47,974	43.2%	256,828	316,203	379,003	19.9%
<b>Total</b>	<b>462,562</b>	<b>717,664</b>	<b>896,156</b>	<b>24.9%</b>	<b>4,411,834</b>	<b>6,824,929</b>	<b>7,760,668</b>	<b>13.7%</b>

CALTRAIN   Average Weekday Ridership								
Mode	May-21	May-22	May-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Caltrain	5,521	15,757	18,853	19.6%	3,828	11,508	17,041	48.1%

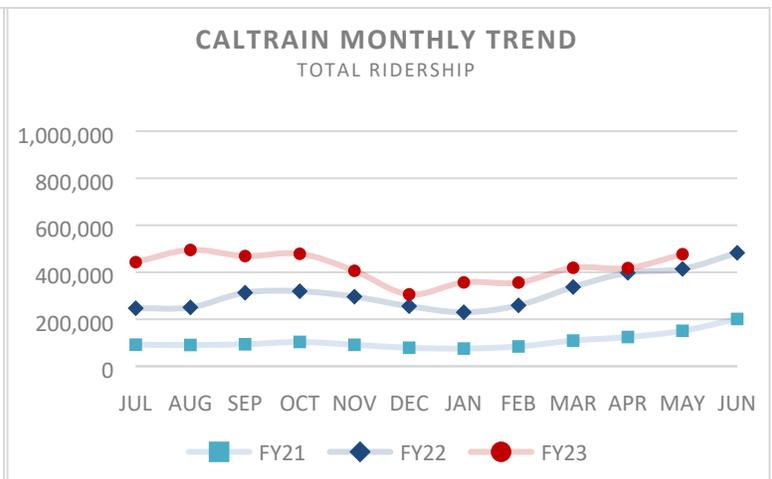
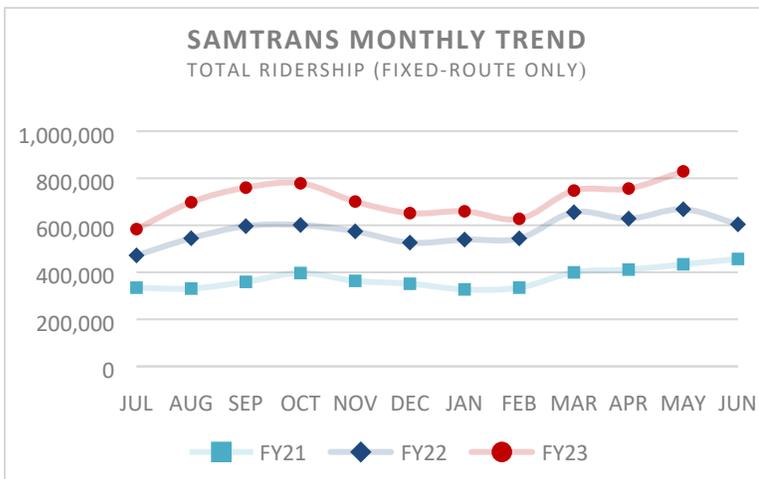
CALTRAIN   Total Ridership								
Mode	May-21	May-22	May-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Caltrain	150,923	414,196	476,738	15.1%	13,881,117	3,319,327	4,623,360	39.3%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	May-21	May-22	May-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Dumbarton	43	78	88	12.8%	46	58	81	39.5%
BART (San Mateo County)	2,481	6,692	15,716	134.8%	34,915	4,859	12,024	147.4%

OTHER MODES in San Mateo County   Total Ridership								
Mode	May-21	May-22	May-23	%Δ <sup>1</sup>	YTD FY21	YTD FY22	YTD FY23	%Δ <sup>2</sup>
Dumbarton	929	862	1,647	91.1%	26,750	10,718	19,045	77.7%
BART (San Mateo County)	61,762	185,116	436,841	136.0%	9,395,374	1,389,267	3,589,544	158.4%

**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**

SAMTRANS (BUS)   Fare Usage			
Fare Type	May-21	May-22	May-23
Adult	266,220	377,372	500,717
Youth	30,092	127,741	153,846
– Youth Unlimited Pass			73,402
Eligible Discount	138,581	162,943	176,659
<b>Total</b>	<b>434,893</b>	<b>668,056</b>	<b>831,222</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. This program started in January 2022.

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	May-21	May-22	May-23
On-Time Performance	86.7%	80.0%	78.3%
Preventable Accidents	8	5	18
Service Calls	21	25	25
Trips Scheduled	36,612	38,493	38,330
Did Not Operate DNOs	18	1,059	15

**SamTrans' OTP goal is 85.0 percent.** On-Time Performance (OTP) is calculated by evaluating time points within the route's schedules across the system for late, early, and on-time arrival and departure. A route is considered late if it exceeds 5 minutes. A route is considered early if it departs 59 seconds ahead of schedule.

SAMTRANS (BUS)   Fleet Key Performance Indicators			
KPI	May-21	May-22	May-23
Revenue Hours (Sched.)	48,034	46,551	46,724
Revenue Miles (Sched.)	512,103	521,023	498,815
Total Fleet Miles (Actual)	694,957	709,075	743,896

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 41,328 Miles between Preventable Accidents this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	May-21	May-22	May-23
On-Time Performance (RW)	97.3%	92.9%	90.2%
On-Time Performance (RC)	95.1%	94.1%	93.0%
Preventable Accidents (RW)	0	2	1
Preventable Accidents (RC)	0	0	1
Service Calls (RW)	2	6	0
Service Calls (RC)	0	0	1

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 29,756 Miles between Service Calls this month.

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

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

RW = Redi-Wheels  
RC = RediCoast

PARATRANSIT   Fleet Key Performance Indicators			
KPI	May-21	May-22	May-23
Revenue Miles (RW)	101,365	129,198	156,441
Revenue Miles (RC)	13,460	15,644	18,222
Fleet Miles (RW)	115,402	143,607	173,663
Fleet Miles (RC)	17,080	20,628	23,924

**PRE-PANDEMIC RIDERSHIP COMPARISON**

SAMTRANS   Average Weekday Ridership					
Mode	May-19	May-21	May-22	May-23	% <sup>3</sup>
Bus	36,784	15,834	25,662	30,889	84.0%
Paratransit	1,148	460	622	715	62.3%
Shuttles	11,350	843	1,591	2,186	19.3%
<b>Total</b>	<b>49,282</b>	<b>17,137</b>	<b>27,875</b>	<b>33,790</b>	<b>68.6%</b>

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

SAMTRANS   Total Ridership					
Mode	May-19	May-21	May-22	May-23	% <sup>3</sup>
Bus	953,450	434,247	668,240	829,448	87.0%
Paratransit	27,289	11,549	15,913	18,734	68.7%
Shuttles	255,435	16,766	33,511	47,974	18.8%
<b>Total</b>	<b>1,236,174</b>	<b>462,562</b>	<b>717,664</b>	<b>896,156</b>	<b>72.5%</b>

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 84% of pre-pandemic levels (2019) for this month of May 2023.

CALTRAIN   Average Weekday Ridership					
Mode	May-19	May-21	May-22	May-23	% <sup>3</sup>
Caltrain	68,326	5,521	15,757	18,853	27.6%

CALTRAIN   Total Ridership					
Mode	May-19	May-21	May-22	May-23	% <sup>3</sup>
Caltrain	1,618,825	150,923	414,196	476,738	29.4%

OTHER MODES in San Mateo County   Average Weekday Ridership					
Mode	May-19	May-21	May-22	May-23	% <sup>3</sup>
Dumbarton	138	43	78	88	63.7%
BART (San Mateo County)	46,193	2,481	6,692	15,716	34.0%

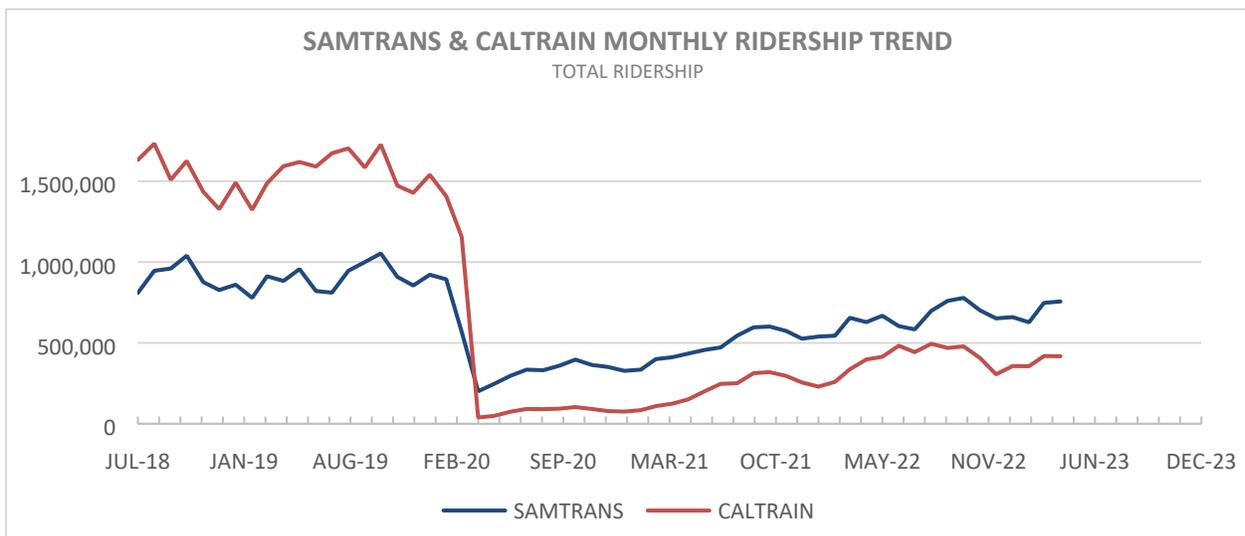
OTHER MODES in San Mateo County   Total Ridership					
Mode	May-19	May-21	May-22	May-23	% <sup>3</sup>
Dumbarton	3,041	929	862	1,647	54.2%
BART (San Mateo County)	1,174,154	61,762	185,116	436,841	37.2%

**PRE-PANDEMIC FARES COMPARISON**

SAMTRANS (BUS)   Fare Usage					
Fare Type	May-19	May-21	May-22	May-23	% <sup>3</sup>
Adult	496,454	266,220	377,372	500,717	100.9%
Youth	258,338	30,092	127,741	153,846	59.6%
Eligible Discount	246,091	138,581	162,943	176,659	71.8%
<b>Total</b>	<b>1,000,883</b>	<b>434,893</b>	<b>668,056</b>	<b>831,222</b>	<b>83.0%</b>

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

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	May-21	May-22	May-23
Complaints	71	108	80
Accessibility	12	12	6
Compliments	14	8	11
Service Requests	20	53	43
<b>Reports Total</b>	<b>117</b>	<b>181</b>	<b>140</b>

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

The total number of reports for SamTrans decreased from April 2023 (163) to May 2023 (140).

**COMMUNICATIONS & MARKETING**

The following is a list of the Communications Division’s marketing and promotional efforts in **May 2023**:

- Press Release: "SamTrans Board Extends Application Deadline for Public Member "
- Press Release: "SamTrans Gearing Up to Operate Its First Zero-Emission Buses"
- Press Release: "SamTrans to Operate Holiday Schedule on Memorial Day"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

**Digital Communications Report:**

In May, SamTrans implemented several messaging initiatives as part of our ongoing Superhero Drive with Us campaign, along with Bike Month. We also launched Ride Plus teaser messaging, directing customers to our website for more information about the service. The announcement of our new electric, zero-emission fleet was made through a press release and distributed across all channels. Our Director of Bus Transportation, Ana Rivas, successfully graduated with a Master's degree from the Mineta Transportation Institute and shared congratulatory posts across all channels for Ana and past graduates within our District. Additionally, we conducted a few entertaining digital campaigns, such as the Wes Anderson trend and May the 4th. We also announced our participation in a local convention, which has generated interest from a new audience.

**May Digital Marketing Highlights:**

- SamTrans Digital Marketing Highlights
- BTWD Event + Bike Month
- Ride Plus Teasers Start
- Superhero Drive with Us Campaign
- Customer Appreciation Day Video
- Tech-Ops Day
- Ana Rivas Master’s Graduation from MTI
- Communications Belt
- Zero-Emission Fleet Announcement
- Revenge of the 4th Star Wars Post
- Wes Anderson Trend

- Class 179 Graduation
- OffKai Convention Announcement
- Collaboration Day Lunch Bus Ride Along
- Dir. Rose Guilbault departure from Board

Prepared By:	Asiya Patel	Planning Analyst II, Strategic Planning	650-508-7913
	Robert Casumbal	Director, Marketing/Market Research	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845



Agenda  
Finance Committee  
Committee of the Whole  
**San Mateo County Transit District**

**Wednesday, July 12, 2023 – 2:45 pm**

or immediately following the Community Relations Committee meeting

- |        |   |               |
|--------|---|---------------|
| 8.b.1. | Call to Order   |               |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of June 7, 2023  | Motion        |
| 8.b.3. | Adopt Salary Ordinance No. 109 and Authorize Additions, Modifications, and Deletions of Positions on the Tables of Position Classifications | Motion        |
| 8.b.4. | Authorize Expansion of Scope of the South Base Battery Electric Bus Infrastructure Project Procurement                                      | Motion        |
| 8.b.5. | Headquarters Facility Update  | Informational |
| 8.b.6. | Adjourn   |               |

Committee Members: Jeff Gee (Chair), Marie Chuang, Marina Fraser

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**

**June 7, 2023**

Committee Members Present: M. Chuang, M. Fraser

Committee Members Absent: J. Gee (Chair)

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

Other Board Members Absent: D. Canepa

Staff Present: A. Chan, D. Olmeda, J. Cassman, S. van Hoften, J. Brook, D. Seamans

**8.b.1. Call to Order**

Committee Member Marina Fraser called the meeting to order at 3:04 pm.

**8.b.2. Approval of Minutes of the Finance Committee Meeting of May 3, 2023**

Motion/Second: Powell/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.b.3. Award of Contracts for On-call General Engineering Consultant Design Services**

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

Motion/Second: Powell/Medina

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.b.4. Adoption of Proposed Fiscal Year 2024 and Fiscal Year 2025 Operating and Capital Budgets**

Ladi Millard-Olmeda, Director, Budgets and Financial Analysis, provided the presentation on changes since the May Board meeting, use of funds, and proposed capital budget sources. She said that staff may come back to the Board to request additional funding.

Motion/Second: Powell/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

#### **8.b.5. Adoption of Revisions to the District Procurement Policy**

Mr. Yin presented the staff report and noted increased contracting costs and that the delegated authority of the General Manager/Chief Operating Officer has fallen behind since the last policy was updated.

Director Rico Medina noted that a revision was made to the TA procurement policy. Joan Cassman, Legal Counsel, said that that policy would be coming back before the TA Board for approval. She explained that there is an effort to align SamTrans', the TA's, and JPB's procurement policies with other agencies and the Federal Government.

In response to Director Ray Mueller's comment against the proposed threshold, Ms. Cassman clarified that the policy was for procurement only and not for extending the authority of the General Manager/CEO.

Motion/Second: Powell/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

#### **8.b.6. Adjourn**

The meeting adjourned at 3:20 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. 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: April Chan, General Manager/CEO

From: Nathaniel Kramer, Chief People Officer                      Kate Jordan Steiner, Chief Financial Officer

Subject: **Adopt Salary Ordinance No. 109 and Authorize Additions, Modifications, and Deletions of Positions on the Tables of Position Classifications**

**Action**

Staff proposes the Finance Committee recommend the Board of Directors (Board) approve San Mateo County Transit District (District) Salary Ordinance No. 109 and the attached Tables of Position Classifications with revisions including, but not limited to:

- Addition of a total of 72 new administrative positions, 31 of which are assigned specifically to carry out needs of the Peninsula Corridor Joint Powers Board (JPB);
- Replacement of five positions;
- Deletion of one duplicated position; and
- Modification of several additional position classifications.

**Significance**

The Board adopted Salary Ordinance No. 108 on December 7, 2022. Over the past half-year, the General Manager/CEO, utilizing authority delegated by the Board in June 2000 pursuant Salary Ordinance No. 80, authorized certain changes to the Tables of Position Classifications attached to Salary Ordinance No. 108. In addition, 72 new positions were requested in the FY 2024 or FY 2024-25 budgets adopted for the District, the JPB, the San Mateo County Transportation Authority (TA), and the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). The new, replacement, and eliminated positions will cumulatively increase the number of full-time and part-time positions from 973 to 1039 in the Table of Position Classifications. The adjustments are required so that the District can effectively and efficiently carry out the missions of the District, the JPB, the TA, and the SMCEL-JPA.

Proposed Salary Ordinance No. 109 does not include any changes to the Salary Pay Structure in Exhibit A.

**Budget Impact**

On June 7, 2023, the Board approved the District FY 2024 and FY 2025 Operating and Capital Budgets to accommodate the proposed new Salary Ordinance. The JPB, the TA, and the SMCEL-JPA are each required to reimburse the District for all expenses associated with the positions necessary to carry out their respective missions.

The 3.5 percent increase for administrative (non-represented) employees approved as part of the District's FY 2024 and FY 2025 Operating and Capital Budgets does not alter Exhibit A.

### **Background**

The District aims to continue to attract and retain a highly-skilled and motivated workforce to carry out critical programs of the District, the JPB, the TA, and the SMCEL-JPA. The District must be adequately staffed to face internal and external challenges and must be diligent in identifying and addressing them on a regular basis to remain effective and adaptive to change.

The proposed additions to the District's Table of Position Classifications include, but are not limited to the following:

- Bus Mentor Coordinator
- Deputy Director, Bus Maintenance
- Deputy Director, Bus Transportation
- Director, IT
- Environmental Compliance Coordinator
- Management Analyst
- Manager, EEO and Title VI
- Planning Manager, ECR/Major Corridor
- Recruitment Coordinator
- Training Administrator

The proposed additions to the JPB's Table of Position Classifications include, but are not limited to the following:

- 4<sup>th</sup> a& King Sitework Program Deputy Director
- Chief Safety Officer
- Diridon Program Director
- DTX Downtown Program Director
- Manager, Business Partnerships
- Manager, Energy
- Manager, Fleet Planning
- Rail Yards Project Program Director
- Rail Customer Experience Coordinator
- Senior Energy Analyst

Furthermore, the following positions were reevaluated or reclassified over the past half-year:

### ***District Position Classifications***

- Reclassification: Executive Assistant II Level 14 to Administrative Analyst III Level 18
- Title Changes:
  - Labor Compliance Administrator to Contract Compliance Administrator (Level 18)
  - Manager, Engineering (SamTrans) to Program Manager, Sea Level Rise & Erosion Mitigation (Level 21)

***JPB Position Classifications***

- Reclassification: Cybersecurity Analyst Level 18 to Cybersecurity Architect Level 20
- Replacements:
  - Executive Assistant II Level 14 replaced by Executive Assistant III Level 15
  - Deputy Chief, Caltrain Planning Level 24 replaced by Chief, Caltrain Planning Level 25
  - Deputy Chief, Rail Development Level 24 replaced by Chief, Rail Design and Construction Level 25
  - Deputy Director, Program Management Environmental Compliance Level 22 replaced by Director, Rail Signal Communications Level 23 (Limited 2-year Term)
  - Deputy Director, Program Deliver Level 22 replaced by Director, Rail Activation and Transition Level 23 (Limited 2-year Term)
- Title Change: Deputy Chief, Rail Business to Chief, Rail Commerce and Business (Level 24)
- Deletion of Duplicate: Deputy Chief, Caltrain Planning (Level 24)

Prepared By: Juliet Nogales-DeGuzman    Director, Human Resources    650-508-6236

**Ordinance No. 109  
Board Of Directors, San Mateo County Transit District  
State of California**

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**Authorizing Reclassifications,  
Title Changes, Modification, and Addition of Positions  
to the Table of Position Classifications**

**Whereas**, the San Mateo County Transit District (District) General Manager/CEO, and the most recent Acting General Manager/CEO, pursuant to authority previously conferred by the Board of Directors (Board), have implemented position reclassifications, changed titles and changed positions in the District's Table of Position Classifications adopted as an attachment to Ordinance No. 108, which adjustments are deemed necessary to organize and manage effectively the transit needs of the public within the parameters of the District's Operating and Capital Budgets and for the District to remain competitive as an employer in the Bay Area; and

**Whereas**, to prepare for future staffing needs of the District and the agencies managed by the District, the General Manager/CEO recommends that the Board authorize the addition of 72 new positions, replacement of five positions, and deletion of one duplicated position to the District's Table of Position Classifications, thereby increasing the number of Full-time and Part-time positions from 973 to 1039; and

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transportation Authority (TA) and the San Mateo County Express Joint Powers Authority (SMCEL-JPA) are obligated to reimburse the District for all expenses associated with positions required to carry out their respective missions; and

**Whereas**, the aforementioned General Manager/CEO's recommendations and actions are reflected in the revised Table of Position Classifications attached hereto and incorporated herein as Exhibits "B", "C", "D", and "E"; and

**Now, Therefore, Be It Ordained** that the Board of Directors of the San Mateo County Transit District adopts the revised Table of Position Classifications, attached as Exhibits "A", "B", "C", "D," and "E" effective with the pay period covering July 1, 2023.

Regularly passed and adopted this 12<sup>th</sup> of July 2023 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

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District Secretary

EXHIBIT "A"

SALARY PAY STRUCTURE

Grade	Pay Range Minimum	Pay Range Midpoint	Pay Range Maximum	Range Width	% Interval between Pay Grade Midpoints
11	\$49,063	\$65,885	\$82,707	68.6%	14.5%
12	\$54,279	\$71,723	\$89,167	64.3%	8.9%
13	\$60,049	\$76,772	\$93,495	55.7%	7.0%
14	\$66,432	\$83,937	\$101,441	52.7%	9.3%
15	\$73,494	\$91,867	\$110,241	50.0%	9.4%
16	\$81,306	\$101,633	\$121,960	50.0%	10.6%
17	\$89,949	\$112,437	\$134,924	50.0%	10.6%
18	\$99,511	\$124,389	\$149,267	50.0%	10.6%
19	\$110,089	\$137,612	\$165,134	50.0%	10.6%
20	\$121,792	\$152,240	\$182,688	50.0%	10.6%
21	\$134,739	\$168,423	\$202,108	50.0%	10.6%
22	\$149,062	\$186,327	\$223,592	50.0%	10.6%
23	\$164,907	\$206,134	\$247,361	50.0%	10.6%
24	\$182,437	\$228,046	\$273,655	50.0%	10.6%
25	\$201,830	\$252,288	\$302,745	50.0%	10.6%
26	\$223,285	\$279,107	\$334,928	50.0%	10.6%

**Table of District Position Classifications (Ord. 109 effective 07/01/2023)**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Accessibility Coordinator	1	17	89,949	134,924
Accessibility Specialist	1	13	60,049	93,495
Accountant II	13	16	81,306	121,960
Accountant III	7	18	99,511	149,267
Accounting Specialist	3	12	54,279	89,167
ADA Coordinator	1	17	89,949	134,924
Administrative Analyst II	4	16	81,306	121,960
Administrative Analyst III	3	18	99,511	149,267
Administrative Support Specialist	9	12	54,279	89,167
Application Developer	1	19	110,089	165,134
Application Systems Analyst III	3	19	110,089	165,134
Assistant District Secretary	2	15	73,494	110,241
Assistant Manager, Bus Maintenance	2	19	110,089	165,134
Assistant Manager, Bus Transportation	3	18	99,511	149,267
Assistant Manager, Facilities Maintenance	1	18	99,511	149,267
Assistant Manager, Transit Operations Training	1	18	99,511	149,267
Assistant Manager, Treasury Operations	1	19	110,089	165,134
Billing Supervisor	1	17	89,949	134,924
Budget Analyst III	6	18	99,511	149,267
Business Intelligence Administrator	1	18	99,511	149,267
Business Intelligence Analyst III	1	19	110,089	165,134
Business Systems Analyst III	2	19	110,089	165,134
Business to Business (B2B) Development Specialist	1	12	54,279	89,167
Cash Specialist	1	12	54,279	89,167
Chief Communications Officer	1	25	201,830	302,745
Chief Financial Officer	1	25	201,830	302,745
Chief Information and Technology Officer	1	25	201,830	302,745
Chief Operating Officer, Bus	1	25	201,830	302,745
Chief People Officer	1	25	201,830	302,745
Civil Rights Analyst	1	15	73,494	110,241
Claims Specialist	1	15	73,494	110,241
Contract Administrator	6	18	99,511	149,267
Contract Compliance Administrator	1	18	99,511	149,267
Customer Experience Coordinator	1	16	81,306	121,960
Customer Experience Information Specialist	1	14	66,432	101,441
Customer Experience Specialist	1	12	54,279	89,167
Customer Relations Specialist	2	12	54,279	89,167
Cybersecurity Analyst	1	18	99,511	149,267
Data Analyst III	1	17	89,949	134,924
Data Support Administrative Analyst	1	15	73,494	110,241
Database Architect	1	19	110,089	165,134
Database/Middleware Administrator	1	19	110,089	165,134
DBE Administrator	1	18	99,511	149,267
Deputy Chief Financial Officer	1	24	182,437	273,655
Deputy Chief, Bus Fleet/Facilities	1	24	182,437	273,655
Deputy Chief, Communications	1	24	182,437	273,655
Deputy Director, Bus Maintenance	1	22	149,062	223,592
Deputy Director, Bus Transportation	1	22	149,062	223,592
Deputy Director, Intelligent Transportation Systems (ITS)	1	22	149,062	223,592
Deputy Director, Office of Civil Rights	1	22	149,062	223,592
Deputy Director, Real Estate Management and Development	1	22	149,062	223,592
Deputy Director, Safety and Security	2	22	149,062	223,592
Deputy Director, Transportation Authority Program	1	22	149,062	223,592
Deputy District Secretary	1	20	121,792	182,688

**Table of District Position Classifications (Ord. 109 effective 07/01/2023)**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Deputy General Manager/CEO	1	26	223,285	334,928
Designer	1	15	73,494	110,241
Digital Communications Specialist	3	14	66,432	101,441
Director, Accounting	1	23	164,907	247,361
Director, Budgets and Financial Analysis	1	23	164,907	247,361
Director, Bus Maintenance	1	23	164,907	247,361
Director, Bus Transportation	1	23	164,907	247,361
Director, Contracts and Procurement	1	23	164,907	247,361
Director, Customer Experience	1	23	164,907	247,361
Director, Facilities Maintenance	1	23	164,907	247,361
Director, Financial Planning and Analysis	1	23	164,907	247,361
Director, Government & Community Affairs	1	23	164,907	247,361
Director, Grants and Fund Management	1	23	164,907	247,361
Director, Human Resources	1	23	164,907	247,361
Director, Information Technology	2	23	164,907	247,361
Director, Marketing and Market Research	1	23	164,907	247,361
Director, Planning	1	23	164,907	247,361
Director, Planning and Fund Management	1	23	164,907	247,361
Director, Real Estate and Development	1	23	164,907	247,361
Director, Safety and Security	1	23	164,907	247,361
Director, Transportation Authority Program	1	23	164,907	247,361
Director, Treasury	1	23	164,907	247,361
Distribution Clerk	2	11	49,063	82,707
Distribution Coordinator	1	15	73,494	110,241
EEO Program Administrator	1	18	99,511	149,267
Employee Relations Administrator	1	18	99,511	149,267
Engineer III	2	19	110,089	165,134
Environmental Compliance Coordinator	1	16	81,306	121,960
Executive Assistant II	2	14	66,432	101,441
Executive Assistant III	1	15	73,494	110,241
Executive Officer, District Secretary, Executive Administration	1	21	134,739	202,108
Executive Officer, Planning & Development	1	24	182,437	273,655
Executive Officer, Transportation Authority	1	24	182,437	273,655
Facilities Project Engineer	1	19	110,089	165,134
Financial Analyst III	2	18	99,511	149,267
Financial Reporting Accountant	3	17	89,949	134,924
Government and Community Affairs Officers	6	18	99,511	149,267
Graphic Specialist	2	12	54,279	89,167
Human Resources Analyst	7	15	73,494	110,241
Human Resources Project Manager	1	19	110,089	165,134
Human Resources Specialist	6	12	54,279	89,167
Information Technology (IT) Analyst II	4	16	81,306	121,960
Information Technology (IT) Enterprise Architect	1	20	121,792	182,688
Information Technology (IT) Project Manager	1	19	110,089	165,134
Information Technology (IT) Security Architect II	1	20	121,792	182,688
Information Technology (IT) System Administrator I	3	14	66,432	101,441
Information Technology (IT) System Administrator II	1	16	81,306	121,960
Insurance and Claims Administrator	1	18	99,511	149,267
Intelligent Transportation Systems (ITS) Administrator	1	17	89,949	134,924
Intelligent Transportation Systems (ITS) Analyst	1	17	89,949	134,924
Intelligent Transportation Systems (ITS) Senior Technician	2	16	81,306	121,960
Intelligent Transportation Systems (ITS) Technician	5	15	73,494	110,241
Internal Communications and Employee Engagement Administrator	1	17	89,949	134,924

**Table of District Position Classifications (Ord. 109 effective 07/01/2023)**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Inventory Specialist	1	14	66,432	101,441
Maintenance Contract Administrator	2	18	99,511	149,267
Management Analyst (Limited 2-Year Term)	6	13	60,049	93,495
Manager, Accessible Transit Services	1	20	121,792	182,688
Manager, Ad Revenue	1	20	121,792	182,688
Manager, Budgets	3	20	121,792	182,688
Manager, Bus Contracts	1	19	110,089	165,134
Manager, Bus Maintenance	2	20	121,792	182,688
Manager, Bus Transportation	2	19	110,089	165,134
Manager, Civil Rights Programs	1	20	121,792	182,688
Manager, Communications	1	19	110,089	165,134
Manager, Creative Services	1	20	121,792	182,688
Manager, Customer Service	1	19	110,089	165,134
Manager, Digital Communications	1	19	110,089	165,134
Manager, EEO and Title VI	1	20	121,792	182,688
Manager, Employee Relations	1	21	134,739	202,108
Manager, Environmental Compliance	1	20	121,792	182,688
Manager, Facilities Maintenance	1	19	110,089	165,134
Manager, Fare Program Operations	1	20	121,792	182,688
Manager, Financial Planning and Analysis	1	20	121,792	182,688
Manager, Financial Reporting	1	21	134,739	202,108
Manager, Government and Community Affairs	2	20	121,792	182,688
Manager, Grants and Capital Accounting	1	20	121,792	182,688
Manager, Grants and Fund Programming	1	20	121,792	182,688
Manager, Human Resources	2	21	134,739	202,108
Manager, Information Technology (IT) and Telecommunications	2	20	121,792	182,688
Manager, Information Technology (IT) Infrastructure Cybersecurity	1	21	134,739	202,108
Manager, Market Research and Development	1	20	121,792	182,688
Manager, Materials and Inventory Control	1	19	110,089	165,134
Manager, Operations Planning, Bus	1	20	121,792	182,688
Manager, Payroll	1	21	134,739	202,108
Manager, Planning (ECR/Major Corridor)	1	20	121,792	182,688
Manager, Procurement	2	20	121,792	182,688
Manager, Real Estate Management and Capital Project Support	1	20	121,792	182,688
Manager, Revenue Management	1	20	121,792	182,688
Manager, Strategic Development	1	19	110,089	165,134
Manager, Transit Operations Training	1	20	121,792	182,688
Manager, Transit Oriented Development	1	20	121,792	182,688
Manager, Treasury Debt & Investments	1	21	134,739	202,108
Marketing Promotions Specialist	1	14	66,432	101,441
Marketing Specialist	1	14	66,432	101,441
Mobility Project Coordinator	1	17	89,949	134,924
Multimedia Specialist	1	14	66,432	101,441
Network Administrator II	4	18	99,511	149,267
Network Administrator III	1	19	110,089	165,134
Operations Contract Analyst	3	16	81,306	121,960
Planning Administrator	8	19	110,089	165,134
Planning Analyst II	2	16	81,306	121,960
Planning Analyst III	3	17	89,949	134,924
Principal Grants Analyst	1	19	110,089	165,134
Procurement Administrator I	2	15	73,494	110,241
Procurement Administrator II	7	17	89,949	134,924
Procurement Administrator III	6	19	110,089	165,134
Procurement Specialist	1	14	66,432	101,441

**Table of District Position Classifications (Ord. 109 effective 07/01/2023)**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Program Manager, Sea Level Rise & Erosion Mitigation	1	21	134,739	202,108
Project Coordinator (Communications)	1	16	81,306	121,960
Project Manager	4	19	110,089	165,134
Public Affairs Specialist	3	14	66,432	101,441
Public Information Officer	2	18	99,511	149,267
Rail Safety Officer	1	18	99,511	149,267
Real Estate Administrator	2	19	110,089	165,134
Recruitment Coordinator	1	14	66,432	101,441
Safety and Security Data Analyst	1	16	81,306	121,960
Safety Coordinator	2	16	81,306	121,960
Safety Engineer	1	18	99,511	149,267
Scheduling Specialist	1	12	54,279	89,167
Senior Applications Developer	1	19	110,089	165,134
Senior Grants Analyst	1	18	99,511	149,267
Senior Network Engineer	1	19	110,089	165,134
Senior Operations Financial Analyst	1	19	110,089	165,134
Senior Payroll and Accounts Payable Specialist	1	13	60,049	93,495
Senior Project Manager	2	20	121,792	182,688
Senior Rail Safety Officer	1	19	110,089	165,134
Senior Safety Coordinator	1	18	99,511	149,267
Senior Systems Engineer - MSAzu	1	19	110,089	165,134
Supervisor, Customer Service	1	15	73,494	110,241
Supervisor, Fare Programs Operations	1	18	99,511	149,267
Supervisor, Human Resources Shared Services	1	18	99,511	149,267
Supervisor, Payroll	1	18	99,511	149,267
Surveyor	1	18	99,511	149,267
Systems Administrator II	3	19	110,089	165,134
Systems Administrator III	1	19	110,089	165,134
Systems Software Analyst	2	19	110,089	165,134
Title VI Social Equity Administrator	1	18	99,511	149,267
Training and Development Administrator	1	18	99,511	149,267
Transit Asset Management Analyst	1	17	89,949	134,924
Transportation Authority Financial Program Manager	1	19	110,089	165,134
Warranty Analyst	1	14	66,432	101,441
Web Developer II	1	15	73,494	110,241
Web Developer III	1	17	89,949	134,924

**Table of Caltrain Position Classifications (Ord. 109 effective 07/01/2023)**

**Exhibit "C"**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Administrative Analyst II	2	16	81,306	121,960
Administrative Analyst III	3	18	99,511	149,267
Administrative Support Specialist	5	12	54,279	89,167
Assistant Manager, System Communications	1	19	110,089	165,134
Budget Analyst III	1	18	99,511	149,267
Business Operations Project Manager	1	19	110,089	165,134
CAD Technician	1	14	66,432	101,441
Chief of Staff	1	25	201,830	302,745
Chief Officer, Caltrain Modernization Program	1	25	201,830	302,745
Chief Operating Officer, Rail	1	25	201,830	302,745
Chief Safety Officer	1	25	201,830	302,745
Chief, Rail Commercial & Business Development	1	25	201,830	302,745
Chief, Rail Design & Construction	1	25	201,830	302,745
Chief, Rail Planning	1	25	201,830	302,745
Construction Liaison Manager	1	17	89,949	134,924
Contract Administrator	2	18	99,511	149,267
Customer Experience Coordinator	1	16	81,306	121,960
Cybersecurity Architect II	1	20	121,792	182,688
Deputy Director, 4th King Site	1	22	149,062	223,592
Deputy Director, Asset Management	1	22	149,062	223,592
Deputy Director, Caltrain Policy Development	1	22	149,062	223,592
Deputy Director, Capital Program Delivery	1	22	149,062	223,592
Deputy Director, Capital Program Planning	1	22	149,062	223,592
Deputy Director, Construction Services	1	22	149,062	223,592
Deputy Director, Overhead Contact Systems (OCS)	1	22	149,062	223,592
Deputy Director, Program Management & Environmental Compliance	1	22	149,062	223,592
Deputy Director, Project Controls	1	22	149,062	223,592
Deputy Director, Quality Assurance & Standards	1	22	149,062	223,592
Deputy Director, Rail Systems Engineering	1	22	149,062	223,592
Deputy Director, Rail Vehicle Maintenance	1	22	149,062	223,592
Deputy Director, Railroad Infrastructure Maintenance	1	22	149,062	223,592
Deputy Director, Traction Power	1	22	149,062	223,592
Deputy Director, Transit Oriented Development (TOD) & Real Estate	1	22	149,062	223,592
Director, Budgets and Financial Analysis	1	23	164,907	247,361
Director, Capital Program Delivery	1	23	164,907	247,361
Director, Capital Program Management	1	23	164,907	247,361
Director, DTX Program	1	23	164,907	247,361
Director, Engineering	1	23	164,907	247,361
Director, Government & Community Affairs	1	23	164,907	247,361
Director, Grants and Fund Management	1	23	164,907	247,361
Director, Overhead Contact Systems (OCS)	1	23	164,907	247,361
Director, Rail Activation and Transition (Limited 2-year Term)	1	23	164,907	247,361
Director, Rail Contracts & Budget	1	23	164,907	247,361
Director, Rail Maintenance	1	23	164,907	247,361
Director, Rail Network and Operations Planning	1	23	164,907	247,361
Director, Rail Operations	1	23	164,907	247,361
Director, Rail Signal Communications (Limited 2-year Term)	1	23	164,907	247,361
Director, Railyards Development Project	1	23	164,907	247,361
Director, Real Estate Development	1	23	164,907	247,361
Director, Strategy and Policy	1	23	164,907	247,361
Director, System Integration CalMod	1	23	164,907	247,361
Director, Systemwide Planning & Programming	1	23	164,907	247,361
Document Controls Specialist	3	12	54,279	89,167
DTX Coordinator	1	18	99,511	149,267

**Table of Caltrain Position Classifications (Ord. 109 effective 07/01/2023)**

**Exhibit "C"**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Engineer II	7	18	99,511	149,267
Engineer III	23	19	110,089	165,134
Executive Assistant III	1	15	73,494	110,241
Field Inspector/TAM	1	14	66,432	101,441
GIS Administrator	1	18	99,511	149,267
GIS Analyst II	1	17	89,949	134,924
Human Resources Analyst (Rail)	1	15	73,494	110,241
Human Resources Business Partner (Rail)	1	19	110,089	165,134
Management Analyst (Limited 2-year Term)	1	13	60,049	93,495
Manager, Asset Management	1	20	121,792	182,688
Manager, Budgets	1	20	121,792	182,688
Manager, Business Partnerships	1	20	121,792	182,688
Manager, Caltrain Planning	1	20	121,792	182,688
Manager, Capital Projects and Environmental Planning	1	20	121,792	182,688
Manager, Construction Services	1	21	134,739	202,108
Manager, Cost Control	1	20	121,792	182,688
Manager, Energy	1	20	121,792	182,688
Manager, Engineering	3	21	134,739	202,108
Manager, Engineering Standards	1	20	121,792	182,688
Manager, Engineering -Vehicles	1	20	121,792	182,688
Manager, Engineering, Traction and Power	1	20	121,792	182,688
Manager, External Affairs (Limited 3-Year Term)	1	19	110,089	165,134
Manager, Facility Engineering	1	20	121,792	182,688
Manager, Fleet Planning	1	20	121,792	182,688
Manager, GIS	1	20	121,792	182,688
Manager, Maintenance Rail Equipment	1	20	121,792	182,688
Manager, Project Estimates	1	20	121,792	182,688
Manager, PTC	1	20	121,792	182,688
Manager, Quality Control/Auditor	1	20	121,792	182,688
Manager, Rail Compliance	1	20	121,792	182,688
Manager, Rail Contracts and Budget	2	20	121,792	182,688
Manager, Rail Manuals & Training	1	20	121,792	182,688
Manager, Rail Network Engineering	1	20	121,792	182,688
Manager, Rail Operations	2	19	110,089	165,134
Manager, Rail Operations Planning	1	20	121,792	182,688
Manager, Records Management	1	19	110,089	165,134
Manager, Signal and Crossing	1	20	121,792	182,688
Manager, Standards and Procedures	1	20	121,792	182,688
Manager, Stations	1	20	121,792	182,688
Manager, Stations and Communications Maintenance	1	19	110,089	165,134
Manager, Third Party Projects	1	20	121,792	182,688
Manager, Train Control Systems	1	20	121,792	182,688
Manager, Transportation Communications (Rail)	1	20	121,792	182,688
Manager, Utility	1	20	121,792	182,688
Manager, WAF Technology Research & Development	1	20	121,792	182,688
Network Administrator II, Rail	1	18	99,511	149,267
Operations Contract Analyst	1	16	81,306	121,960
Planning Administrator	9	19	110,089	165,134
Planning Analyst II	2	16	81,306	121,960
Planning Analyst III	1	17	89,949	134,924
Policy Program Manager	1	20	121,792	182,688
Program Director, Diridon	1	23	164,907	247,361
Program Management Administrator, CalMod	1	18	99,511	149,267
Project Controls Administrator	1	19	110,089	165,134

**Table of Caltrain Position Classifications (Ord. 109 effective 07/01/2023)**

**Exhibit "C"**

Job Title	Authorized Positions	Pay Grade	Salary Range	
Project Controls Analyst III	3	18	99,511	149,267
Project Controls Analyst/Scheduler	1	16	81,306	121,960
Project Manager	5	19	110,089	165,134
Rail Liaison	1	18	99,511	149,267
Rail Operations Analyst III	1	18	99,511	149,267
Senior Energy Analyst	1	18	99,511	149,267
Senior Manager, Rail Systems Engineer	1	21	134,739	202,108
Senior Project Manager	5	20	121,792	182,688
Utility Coordinator	1	18	99,511	149,267

**Table of Represented Position Classifications (Ord. 109 effective 07/01/2023)**

**Exhibit "D"**

Job Title	Authorized Positions	Class	Salary Range
Bus Contracts Inspector	3	IBT2	a
Bus Operator (full-time/part-time)(b)	348	ATU1	a
Bus Operator Mentor Coordinator	1	TBD	a
Bus Operator Trainee	as needed	ATU1	\$27.00 hour
Bus Transportation Supervisor	18	IBT1	a
Customer Service Representative 1 (full-time)	9	ATU2	a
Customer Service Representative 1 (part-time)	4	ATU2	a
Customer Service Representative 2	2	ATU2	a
Dispatcher	4	IBT1	a
Facilities Technician	5	IBT5	a
Maintenance Instructor	2	IBT4	a
Maintenance Supervisor	8	IBT4	a
Mechanic "A"	36	ATU1	a
Mechanic "B"	17	ATU1	a
Mechanic "C"	11	ATU1	a
Radio Controller	3	IBT1	a
Receptionist	1	ATU2	a
Storeskeeper	7	ATU1	a
Transit Instructor	10	IBT3	a
Utility Maintenance Supervisor	2	IBT4	a
Utility Worker	30	ATU1	a

**Notes:**

(a) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 - Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 - Bus Transportation Supervisory Unit, IBT2 - Bus Contracts Inspector Unit, IBT3 - Transit Instructor Unit, IBT4 - Utility and Maintenance Supervisor and Maintenance Instructor Unit, and IBT5 - Facilities Technician Unit).

(b) Part-time operators shall not exceed 17 percent of the total number of operators, in accordance with the current Amalgamated Transit Union (ATU1) Collective Bargaining Agreement.

**Table of General Manager and Executive Director Position Classifications (Ord. 109 effective 07/01/2023)**

**Exhibit "E"**

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Job Title	Authorized Positions	Class	Salary Range
General Manager/CEO	1	GM	350,000
Executive Director, Caltrain	1	ED	364,959

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**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operating Officer  
Subject: **Authorize Expansion of Scope of the South Base Battery Electric Bus  
Infrastructure Project Procurement**

**Action**

Staff proposes the Committee recommend the Board authorize expansion of the scope of the South Base Battery Electric Bus (BEB) Charging Infrastructure Project (Project) Construction Manager General Contractor (CMGC) procurement to include an option for infrastructure to charge up to 110 additional BEBs.

**Significance**

In December 2022, the Board of Directors (Board) authorized the use of the CMGC delivery method for the Project, with the scope of work limited to infrastructure sufficient to charge 37 buses at the South Base Maintenance Facility in San Carlos (South Base). This scope of work will facilitate charging for all of the BEBs that the District has procured to-date. However, after the District and the to-be-selected CMGC enter into an agreement for pre-construction services and/or for construction, the Board could make a decision to purchase up to an additional 110 BEBs for South Base as part of the District's transition to a 100% zero emission fleet. To eliminate the need for a new solicitation for a contract to construct the charging infrastructure for the additional BEBs, if such a decision is made, staff recommends that the scope of the solicitation for the CMGC procurement be expanded to include an option to construct charging infrastructure for up to an additional 110 BEBs.

**Budget Impact**

If the District opts to expand the South Base BEB fleet, the Project contract option would be funded from approved capital budgets using a variety of funding sources that may include Federal, State, and local revenues and grants.

**Background**

The Project is a necessary step towards the San Mateo County Transit District's (District) transition to a 100% zero emission fleet by 2040 as mandated by the California Air Resources Board (CARB).

So far, the District has procured BEBs to replace 37 end-of-life diesel buses as a component of the District's Innovative Clean Transit Plan (Plan) that guides the District's transition from diesel and gasoline-powered vehicles to a zero emission fleet, without early retirement of diesel vehicles.

The Plan outlines the District's intent to replace an additional 110 diesel buses at South Base with zero emission buses when they reach the end of their useful life with BEBs, hydrogen fuel cell electric buses, or a combination of both.

The zero emission buses and associated infrastructure will benefit not only those who rely on public transportation, but also help improve air quality while reducing GHG emissions, including in disadvantaged and low-income communities. The transition to zero emission technology represents the District's commitment to providing sustainable public transit services for the communities it serves and supporting the State of California and CARB in leading the reduction of transportation impacts on air quality and the climate.

The Board authorized use of the CMGC project delivery method for the Project because it will:

- Allow the District to competitively select a contractor based on qualifications and expertise needed to build the Project;
- Enable the District's design consultant, CMGC, and SamTrans Bus Operations staff to work collaboratively during the design phase to resolve constructability concerns;
- Engage the CMGC early in the design phase to minimize design-related change orders and provide opportunities to shorten the construction schedule; and
- Allow the District to retain control of the design.

Proposal(s) submitted in response to this CMGC procurement will be evaluated on a best-value basis, considering both technical factors and price. The winning proposer will initially enter into an agreement for pre-construction services with the District. At a mutually-agreed-upon point, the District and the CMGC will negotiate the price for construction. Upon agreement on the price for construction, the District and the CMGC will enter into a construction contract. The Board would retain authority to determine whether to exercise the option after it decides what type of zero emission buses to purchase for the remainder of the South Base fleet transition.

Prepared By: Liria C. Larano

Deputy Chief, Fleet & Facilities  
Infrastructure

650-288-9151

**Resolution No. 2023-**

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

\* \* \*

**Authorizing Expansion of Scope of the South Base Battery Electric Bus Infrastructure Project  
Procurement**

**Whereas**, the South Base Battery Electric Bus (BEB) Infrastructure Project (Project) is a necessary step towards the San Mateo County Transit District's (District) transition to a 100% zero emission fleet by 2040 as mandated by the California Air Resources Board (CARB); and

**Whereas**, the District has procured BEBs to replace 37 end-of-life diesel buses as a component of the District's Innovative Clean Transit Plan (Plan) that guides the District's transition from diesel and gasoline-powered vehicles to a zero emission fleet, without early retirement of diesel vehicles; and

**Whereas**, the Plan outlines the District's intent to replace an additional 110 diesel buses at the South Base Maintenance Facility (South Base) when they reach the end of their useful life with BEBs, hydrogen fuel cell electric buses, or a combination of both; and

**Whereas**, the zero emission buses and associated infrastructure will benefit not only those who rely on public transportation, but also help improve air quality while reducing GHG emissions, including in disadvantaged and low-income communities; and

**Whereas**, the transition to zero emission technology represents the District's commitment to providing sustainable public transit services for the communities it serves and supporting the State of California and CARB in leading the reduction of transportation impacts on air quality and the climate; and

**Whereas**, in December 2022, the Board of Directors (Board) authorized the use of the Construction Manager General Contractor (CMGC) delivery method for the Project, with the scope of work limited to infrastructure sufficient to charge 37 buses at South Base; and

**Whereas**, this scope of work will facilitate charging for all of the BEBs that the District has procured to-date; and

**Whereas**, the Board authorized use of the CMGC project delivery method for the Project because it will:

- Allow the District to competitively select a contractor based on qualifications and expertise needed to build the Project;
- Enable the District's design consultant, CMGC, and SamTrans Bus Operations staff to work collaboratively during the design phase to resolve constructability concerns;
- Engage the CMGC early in the design phase to minimize design-related change orders and provide opportunities to shorten the construction schedule; and
- Allow the District to retain control of the design; and

**Whereas**, after the District and the to-be-selected CMGC enter into an agreement for pre-construction services and/or for construction, the Board could make a decision to purchase up to an additional 110 BEBs for South Base as part of the District's transition to a 100% zero emission fleet; and

**Whereas**, expanding the scope of the solicitation for the CMGC procurement to include an option to construct charging infrastructure for up to an additional 110 BEBs eliminates the potential need for a new solicitation for a contract to construct the charging infrastructure for the additional BEBs at South Base; and

**Whereas**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize expansion of the scope of the CMGC procurement for the Project to include an option for infrastructure to charge up to 110 additional BEBs.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District authorizes expansion of the scope of the South Base Battery Electric Bus Charging Infrastructure Project Construction Manager General Contractor procurement to include an option for infrastructure to charge up to 110 additional BEBs.

Regularly passed and adopted this 12th day of July, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary



# Expansion of Scope of South Base BEB Infrastructure Procurement

Item #8.b.4.  
7/12/2023



# Finance Committee Agenda Item

**8.b.4** Authorize Expansion of Scope of the South Base Battery Electric Bus (BEB) Infrastructure Project Procurement

# Background

- South Base BEB Infrastructure Project (Project) is an essential component of the District's Innovative Clean Transit (ICT) Plan that guides the District's transition to a 100% zero emission fleet as mandated by the California Air Resources Board
- District has procured BEBs to replace 37 end-of-life diesel buses
- Project will construct charging infrastructure in South Base for the 37 BEBs procured by the District



## BEB Charging Infrastructure at South Base

# Charging Infrastructure for 37 BEBs at South Base



# Project Procurement

- In December 2022 the Board authorized the Construction Management General Contractor (CMGC) delivery method for construction of charging infrastructure at South Base for 37 BEBs only
- Board authorization is required for alternative project delivery methods such as CMGC

## CMGC Features\*

- Contractor selected based on qualifications and expertise
- Early collaboration among SamTrans, designer, contractor, & PG&E
- Contractor input during design phase
  - Minimizes design-related change orders
  - Provides opportunities to shorten the schedule
- Integrates use of options to award distinct scopes of work

\* Not achievable through traditional D-B-B delivery method

# Current Procurement Scope

- Charging infrastructure at South Base for 37 BEBs
- Cost Estimate for Construction: \$23 - \$28 million
- Expected Contract Completion: mid to late 2026
- Procurement to proceed in 2023
- Does not include charging infrastructure for additional BEBs that could be procured based on an updated ICT Plan

# ICT Plan - Recommended Updates\*

- Replace entire North Base fixed-route diesel fleet with hydrogen fuel cell electric buses (FCEBs)
- Decide in 2024 on which type of zero emission bus would replace the remaining fixed-route diesel fleet at South Base: BEBs, FCEBs, or a combination of both

\* Based on staff recommendations at March 2023 Special Board Meeting

# ICT Plan – Updated Fleet Procurement

Zero Emission Buses (ZEBs)	Purchase Year												Total ZEBs
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
	Procured			To be Procured									
FCEBs (North Base)	0	10	0	105	26	0	0	0	0	0	0	31	172
BEBs (South Base)	7	30	0										37
ZEBs (South Base)				0	36	0	0	0	50	0	0	24	110
	7	40	0	105	62	0	0	0	50	0	0	55	319

# Why expand scope of CMGC Procurement?

- Eliminates need to procure a new contract to construct additional BEB infrastructure if the Board decides in 2024 to purchase additional BEBs for South Base
- Reduces procurement costs and shortens Project schedule
- Scope is expanded by including a contract option to construct charging infrastructure for up to an additional 110 BEBs
- Board would retain authority to determine whether to exercise the option

# Expanded Procurement Scope

- Charging Infrastructure at South Base for 37 BEBs
- Plus: Option for charging infrastructure at South Base for up to an additional 110 BEBs
- Construction Cost Estimate:

Charging for 37 BEBs: \$23 - \$28 million

Charging for 110 BEBs: \$60 - \$65 million

Total: \$83 - \$93 million

# Progress Update

- North Base (NB): 1 BEB delivered in November 2022  
16 BEBs expected in Summer 2023  
Total - NB: 17 BEBs
- South Base (SB): 20 BEBs expected in late 2024
- Interim chargers required at NB & SB to charge BEBs until permanent BEB charging infrastructure is installed at SB in 2026
- 17 BEBs to be transferred from NB to SB in 2026
- Interim chargers to be used for zero emission paratransit vehicles

# North Base

- Interim charging for 17 BEBs
- Construction work is complete
- 10 chargers commissioned in May 2023



# South Base

- Interim charging for 20 BEBs
- Construction work is in progress
- 10 chargers scheduled to be commissioned by late 2024



# Funding

- Secured funding for construction of charging infrastructure for 37 BEBs
  - Federal – FTA \$ 8.7 million
  - State – LCTOP \$ 4.6 million
  - State – LPP \$14.8 million (competitive)
  - Sales Tax \$ 4.5 million
  - Total \$32.6 million (Construction + Soft Costs)

## Funding (cont'd.)

- Funding for construction of charging infrastructure for additional 110 BEBs is TBD
- Funding Opportunities:
  - FTA Low-No Competitive  
(annual, next opportunity Spring 2024)
  - State LPP Competitive  
(biannual, next opportunity mid-2024)

## Next Steps

- Expand the scope of the CMGC procurement by adding an option for construction of charging infrastructure for up to 110 BEBs
- Make a decision by 2024 on which type of zero emission bus should replace the remaining fixed route diesel fleet at South Base
- Seek outside funding for zero emission infrastructure and vehicles

# Q & A



Item #8.b.4.  
7/12/2023

# Thank You



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

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Joshua Mello, Executive Officer, Planning and Development  
Subject: **Headquarters Facility Update**

**Action**

This information item provides background information on the San Mateo County Transit District (SamTrans) Headquarters Facility (HQ) Project, sets forth policy and financial considerations. No action will be taken at this meeting. Staff anticipates returning with an action item on this issue at the August 2, 2023, Board meeting.

**Discussion**

This report is comprised of the following sections:

- A. History of HQ Project
- B. Policy context and financial considerations of three HQ options
- C. Staff capacity to execute the HQ Project
- D. Recommended potential next steps, for discussion and final consideration in August.

Staff will make a PowerPoint presentation to summarize the information in this report and will welcome questions and feedback.

A. History of HQ Project

The HQ was constructed in the mid-1970's to serve as the headquarters of Eureka Federal Savings and Loan. SamTrans purchased the facility in May 1990. The building is approximately 140,000 gross square feet, with parking under the building and in an adjoining four-story parking structure with 410 total parking spaces. The site sits on approximately 1.8 acres.

For more than 30 years the HQ has served as the administrative "Central Office" supporting the administrative needs of SamTrans as well as the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA).

Since the early 2000s, SamTrans has been addressing the efficiency and functionality of the HQ. The building has significant deferred maintenance relative to basic system functions that will require massive investments to address. The floor plans of the HQ are inefficient by modern standards. In light of these issues, the future of the HQ building is important for the Board to consider.

## Board Review of HQ Project

In 2019 the Board began to seriously evaluate options for the potential rehabilitation or reconstruction of the HQ on its current site. During a Board retreat on [March 19, 2019](#), the Board discussed the status of the HQ building and the potential need to significantly rehabilitate or rebuild. And on [September 2, 2020](#), via SamTrans Resolution 2020-39, the Board awarded Jones Lang LaSalle (JLL) a contract for the provision of real estate consulting services to help SamTrans explore entering into a public-private partnership (P3) with a private developer to maximize the value of SamTrans's HQ Building asset and to contribute to downtown San Carlos.

When this project started, the San Mateo County office market was strong, and a public-private partnership (P3) model was considered the most cost-effective approach. At the time, financial modeling suggested that construction of more office space than the agencies required would help offset overall project costs. This option is now considered infeasible due to the current environment in which office vacancies have led to lower rents while construction costs remain high and have increased by approximately 24% in the last 3 years.

At the workshop on [May 27, 2022](#), the Board received an HQ redevelopment update in which JLL discussed the Public Private Partnership (P3) concept and presented seven HQ redevelopment options and associated costs.

## HQ Ad-Hoc Committee

In October 2022, staff retained additional project management support to prioritize a review of HQ project options for discussion with the Board-appointed HQ Ad-Hoc Committee. From November 2022 to February 2023, while the staff-consultant team worked on refining space needs information, current and anticipated operating/capital costs, and budget/financial information related to the project, the office space market had shifted significantly with technology company layoffs and other economic factors that presented promising new potential HQ options.

At the Ad-Hoc meetings, staff presented the concept that the shifting macroeconomic climate and real estate market dynamics made the acquisition of an office building in San Mateo County worth considering. Accordingly, the Committee requested that staff develop more detailed financial and market information on this concept.

At a subsequent meeting, staff returned with anticipated future costs of remaining in the existing HQ building, the current and future space needs of the agencies, conceptual off-site office space options in the county, and how the new HQ could be funded. More specifically, the staff/consultant team advised:

1. The assessment of agency space needs assumes modest growth during the next 20 years. The amount of space occupied by JPB in the new HQ would impact the size of the

building and JPB is currently conducting its own space planning study. The gross square footage required in a new building to serve SamTrans, the TA and JPB can range from 95-109,000 square feet (Attachment A).

2. On the issue of employee retention and recruitment, HQ employees were surveyed in April 2023 to provide insight into employee priorities for a future HQ. The key takeaway from the survey for retention/recruitment was that employees value being within walking distance of a transit hub (Caltrain and/or BART), in an amenity-rich neighborhood.
3. Staff proposed the following HQ objectives to the Ad-Hoc Committee to frame the HQ project:
  - a. Efficient use of space with predictable and lower operating costs
  - b. New or existing mission-consistent location, proximate to transit
  - c. Office that supports employee recruitment and retention and anticipated staff growth
  - d. Prudent investment of District funds

#### B. Policy and Financial Considerations of Three HQ Options

SamTrans's long-term financial outlook discussed at a Board workshop on [March 17, 2023](#) reveals that due to the foresight of past Boards and the willingness of San Mateo County residents to financially support public transit, SamTrans is in a stronger financial position than some other transit agencies.

Nevertheless, SamTrans anticipates requiring capital funds to address zero emission bus fleet and infrastructure transition, state of good repair investments, technology modernization, bus stop improvements, and future planning and development efforts. In addition, the agency contemplates a series of major capital projects including the North Base Building 200 replacement and sea level rise mitigation projects.

As part of the upcoming District Strategic Plan update, staff will update the Capital Improvement Program (CIP) for the Board's review. The last SMCTD Strategic Plan covered the years 2015-2019. The update will assess the long-term future capital needs of the agency, how these needs align with anticipated revenues over a 10-year horizon, and potential financing mechanisms for the projects and programs. It is expected the District Strategic Plan with the CIPT will be presented to the Board in draft form by mid-2024.

Table 1 is an excerpt from the above-referenced March 17, 2023 Board workshop presentation. It outlines the project and programs discussed in that meeting.

## District Funded Capital Projections (in \$ millions)

	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
Vehicles	\$41	\$13	\$13	\$0	\$0	\$21	\$0	\$0	\$46	\$0	\$135
N Base FCEB Infrastructure	20	11	3	2	0	0	0	0	0	0	36
S Base BEB Infrastructure	3	11	2	4	5	71	6	6	0	0	108
Infrastructure, Technology, Maintenance, Other Projects	16	43	25	25	25	25	25	25	25	25	259
<b>Total</b>	<b>\$79</b>	<b>\$78</b>	<b>\$44</b>	<b>\$31</b>	<b>\$30</b>	<b>\$118</b>	<b>\$31</b>	<b>\$31</b>	<b>\$71</b>	<b>\$25</b>	<b>\$538</b>

- Costs are shown in year of expenditure dollars
- Cost of Vehicles - assume 30% of the cost is paid by sales tax
- Starting FY26, \$25M/year assumed for ongoing regular maintenance and special projects

Three options for the HQ Replacement Project are described below and summarized in Table 2 at the end of this section. Total costs of the three options range from \$122-263 million. Funding for all options could include a mixture of capital funds and debt. The approximate annual debt service costs for the HQ project range from \$7-9 million with the annual cost of bond repayment included in each year's operating budget for 30 years, until the bonds are completely paid off. A summary of three hypothetical financing options in the current interest rate environment is attached (Attachment B).

### Option 1: Continue to Occupy the Current Building

The condition of the current HQ was discussed above. System failures (e.g., elevators have recently "trapped" employees for up to 30 minutes, HVAC, etc.) occur regularly and cost more to operate and repair than modern equipment would. The building is very energy inefficient and not constructed to modern seismic standards. Many of the spaces in the building are divided, making collaboration among staff difficult, and efficient hybrid work and space sharing, impractical.

Costs to continue to occupy the existing HQ building include:

- Annual Operating Costs - JLL estimates that annual operating costs in the current building (utilities, maintenance, custodial) are approximately \$500,000 greater than a newer building (Attachment C). This difference may grow to approximately \$2 million by 2027, depending on projected annual cost escalations.

- Future Anticipated Capital Costs – Staff contracted with architecture and engineering firms (Group4 and Bureau Veritas) to assess the building systems conditions and assess recommend capital improvement costs to address major systems in the building. These firms estimated \$49 million in costs over the next ten years and another \$24 million in costs from years 11 to 20.

In this option, the referenced expenditures represent the minimum necessary to operate the building, but do not provide a modern building.

If the agency chooses to engage in a voluntary seismic upgrade for this 1970s building, it will cost an estimated \$7 million and would impact use of the building while such repairs are conducted. The estimate below includes a voluntary seismic upgrade.

It is noteworthy that all costs described above may be significantly more once work is commenced. For example, often in roof repairs, structural problems are encountered only after the old roof is removed.

Finally, the cost to cure the deferred maintenance significantly outweighs the value of the building itself, as estimated by JLL.

#### Option 2: Rebuild a New Building on Current Site

From 2019 through late last year, this was the primary option being discussed by the Board. Elements of this option would include:

- Finalizing builder solicitation process and documents
- Implementing community engagement/entitlement plan
- Leasing temporary space and moving employees out of HQ
- Demolishing the existing building (completely or to the concrete core and shell)
- Constructing a new HQ building
- Moving employees back into the new HQ building

If this option was pursued, JLL recommends that the parking garage be left in place and outfitted to modern standards. Given the high cost of building parking, it is anticipated that this would reduce overall project costs.

Staff also analyzed an Option 2A, which would completely gut the existing interior building, leaving the concrete structure in place and rebuilding the interior to modern standards. Such a project would impact all aspects of the building. It would include cutting into structural walls for seismic improvements, moving non-structural walls to create internal efficiency, removing floors and ceilings to install new electric, plumbing and information systems and completely replacing all heating and cooling ducts.

The resultant cost for Option 2A is substantially similar to the cost of constructing a new building. Although there may be advantages in terms of streamlining any necessary outside approvals, there would be no significant cost savings in such a modernization project.

### Option 3: Acquire a New Building

This option was not considered viable until a few months ago. Downtown transit-oriented office submarkets in San Mateo County have historically been very strong. Buildings, or vacant properties meeting SamTrans's space and locational requirements have been available infrequently, or not at all, at a premium cost. Recent capital market volatility has impacted asset values and distress in the local office market and created a willingness of certain office building owners to sell, where such willingness did not previously exist.

The JLL team has provided insight into potential off-market opportunities that SamTrans could pursue. They believe the value the agency could potentially achieve with an acquisition is unique in the recent history of the Bay Area office market. This window of opportunity may present office space purchase options that meet the agency's space needs, are located near transit and are available at discounted values. They also believe that this window may be narrow, based on a confluence of the current economic climate and post-COVID events.

To ensure greater control of long-term occupancy costs, staff focused its assessment on purchasing a building versus a leasing option. If a long-term rental with an option to purchase presented itself, this could be an alternative option for the Board's consideration. The JLL broker believes it is unlikely that such opportunities will present themselves.

As discussed with the Ad-Hoc HQ committee, staff offered the following important parameters if SamTrans pursued an office building acquisition:

- Cost: Total capital outlay not to exceed \$136 million. Costs include acquisition, tenant improvements, moving, project management, and all other expenses.
- Location: No more than ½ to ¾ mile walk to rail transit.
- Offer: All offers would be reviewed by the HQ Ad-Hoc Committee prior to the submission to the owner.
- Purchase: Execution of any purchase agreement would be contingent upon the completion of due diligence and formal Board approval
- Schedule: Intensive focus on identifying properties and exploring potential business terms, assuming Board approval to proceed first with option #3. If no feasible purchase option is identified within four months, keep looking, but return to Board to consider next steps.

The below table summarizes the cost of each option discussed above:

**Table 2: HQ Building Option Costs (\$M)**

OPTION	ESTIMATED CAPITAL COST	ESTIMATED TOTAL PROJECT COST (WITH FINANCING)	SOURCE
<b>1. CONTINUE TO OCCUPY CURRENT BUILDING</b>	<b>73.17</b>	<b>121.97</b>	<b>GROUP4 / BUREAU VERITAS reports, MAY 2023</b>
<b>2. REBUILD A NEW BUILDING ON CURRENT SITE</b>	<b>150.0</b>	<b>263.47</b>	<b>JLL ESTIMATE, APRIL 2023</b>
<b>2A. MODERNIZE BUILDING ON CURRENT SITE</b>	<b>130.0</b>	<b>226.63</b>	
<b>3. ACQUIRE A NEW BUILDING</b>	<b>136.0</b>	<b>237.68</b>	<b>JLL ESTIMATE, APRIL 2023</b>

*All financing options assume a 4.5% fixed interest rate, a 30-year term, and a \$15.2 million dollar down payment from the Caltrain/SamTrans Governance MOU.*

Other Options Considered

Staff and JLL studied other potential options for the HQ project that were rejected as infeasible and have not been carried forward as recommended options:

- Build New on Vacant Property. An option for the SamTrans to purchase a vacant property near transit and construct a new building was considered. The primary reason this option is considered infeasible is that JLL and staff believe it is extremely unlikely that vacant land proximate to a Caltrain and/or BART station would become available soon. Nonetheless, JLL conducted an analysis to determine the cost to buy property near transit and rebuild a building similar to one of the off-market opportunities discussed above. As noted in Table 2, staff anticipates the total cash outlay associated with an off-market building would be less than \$140M. JLL estimates that the cost to build such a building on land near transit, using today's construction cost estimates and land value estimates, would be almost twice this much.
- Lease Office Space. A final consideration would be to pursue a long or short-term office space lease. Within the current market, attractive lease rates could potentially be achieved. Assuming a rate of \$5/SF for leased building, SamTrans would pay over \$6 million/year, commencing in year one. Importantly, a lease would likely subject SamTrans to yearly CPI increases and market risk at the end of the lease term. This option is considered less

desirable than other options, in light of the marginal potential initial cost savings and medium to long term cost risk.

C. Staff Capacity to Execute the Project

In terms of staffing capacity to execute this project, there are a number of financial and implementation issues to address. Staff is currently augmenting existing resources. These resources, described below, would support expeditious action after receiving Board direction to proceed with one of the options:

- Real Estate Broker – A broker would be a key member of the team. A solicitation is underway to ensure the resource is in place should the Board take action on option #3 this summer.
- Financing – Staff is working with the District’s Financial Advisors (who are already in place and engaged on this issue) and will retain a bond consultant team to provide support in terms of developing a recommended capital fund / debt ratio for the project financing and implementing a plan in time to support an acquisition.
- Tenant Improvement Planning – Staff would work with JLL (on current contract) to ensure that the structure of tenant improvements of a new facility could be completed in a timely and cost-effective manner. This work will be conducted should the District decide to go with a new building.
- Employee Relocation Support – Staff would identify consultant resources to support an efficient move of employees to an alternate permanent location or temporary leased office space. This work is conducted only after a new building is purchased and Tenant Improvements completed and is therefore not in the critical path.

D. Potential Next Steps

Depending on input from today’s meeting, staff is prepared to bring an action item to the Board on August 2, 2023, recommending one of the options discussed in this report, or another option that results from this meeting.

**Attachments**

- A. Estimated SamTrans office space needs
- B. Financing options (5/5/23 HQ Ad-Hoc Committee presentation - Page 13)
- C. JLL operating cost chart

Prepared By: Josh Mello Executive Officer, Planning and Development 650-508-6278

## Attachment A



### Office space needed by SamTrans for HQ

Scenarios	SamTrans	JPB/Caltrain	Total	Program Notes
Current HQ Occupancy 100% SamTrans 100% JPB/Caltrain 100% Consultants	66,000 RSF	+25,000 RSF	<b>91,000 RSF</b> <b>(109,200 GSF)</b>	* RSF - Rentable square footage. Gross Square Footage (GSF) adds approx. 20% additional square footage to size of building needed.  Scenarios Include <ul style="list-style-type: none"> <li>• Dais/Boardroom</li> <li>• Standardized 10x12 office sizes</li> <li>• Standardized 6x8 workstation sizes</li> <li>• 1:1 employee ratio</li> <li>• Ability to flex in future to hybrid work space</li> <li>• Excludes CalMod from HQ occupancy</li> </ul>
Reduced HQ Occupancy 100% SamTrans 50% JPB/Caltrain 100% Consultants	66,000 RSF	+13,000 RSF	<b>79,000 RSF</b> <b>(94,800 GSF)</b>	

**Attachment B**



**Debt Financing: Cash Scenarios  
Project Cost \$150M**

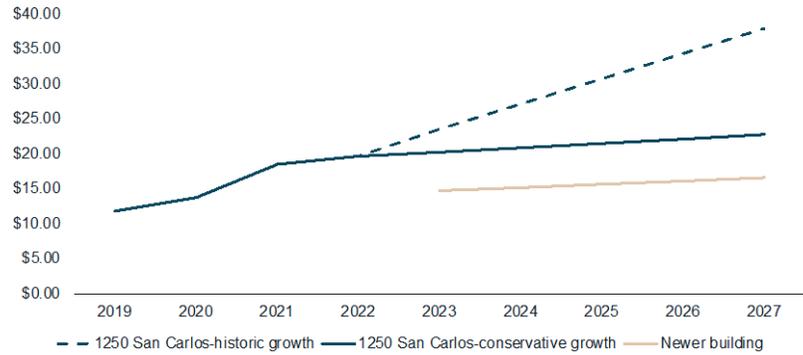
	<u>Scenario 1</u>	<u>Scenario 2</u>	<u>Scenario 3</u>
Cash Contribution	\$30,000,000	\$15,000,000	\$0
Borrowing Need	\$120,000,000	\$135,000,000	\$150,000,000
Par Amount	107,675,000	121,055,000	134,440,000
Avg Ann. Debt Service	7,096,571	7,978,382	8,860,650
Total Debt Service	207,574,688	233,367,688	259,174,000
All-in TIC	4.069%	4.064%	4.060%

## Attachment C

### Operations and Maintenance

#### Estimated Cost per Square Foot

- Operations and maintenance costs at 1250 San Carlos may range from \$23-\$38 per square foot by 2027.
  - Between FY 2019 and FY 2022, HQ building operations and maintenance costs increased by an average of 18.5% annually. Should this growth continue, the per square foot cost could reach nearly \$38 by 2027.
  - Applying a conservative growth rate of 3% annually shows costs reaching over \$23 per square foot in 2027.
- Operations and maintenance costs for a newer building are lower than the costs currently incurred for 1250 San Carlos. Applying a 3% annual growth rate results in costs of nearly \$17 per square feet by 2027.



Source: SamTrans, JLL, 2023



# Headquarters Facility Update



**Board of Directors - July 12, 2023**



## Today's Information Item Outline

- Background information on the SamTrans Headquarters Facility (HQ) Project
- Policy and financial considerations
- Potential Board action for consideration at a future meeting

## History of HQ Project

- **March 2019:** HQ facility was discussed at the Board workshop
  - *Functional obsolescence, high operating costs, and deferred maintenance*
- **September 2020:** JLL selected to assist with HQ replacement assessment and possible project implementation
- **August 31, 2021:** HQ Ad-Hoc Committee reviewed development scenarios, including maximum rebuild on-site
- **May 27, 2022:** Board reviews public-private partnership (PPP) scenarios and risk allocation

## **HQ Ad-Hoc Committee**

### **March 7, 2023 Meeting**

- Staff presented concept of acquiring an office building in San Mateo County is worth considering due to changing real estate conditions.
- Ad-Hoc Committee was receptive to this concept and requested staff develop more detailed financial and market information.

### **May 5, 2023 Meeting**

- Upon further review and analysis, staff presented the following:
  - Anticipated future costs of remaining in the existing HQ building
  - Current and future space needs of the agencies
  - Conceptual off-site office space options in San Mateo County
  - Financing options for the HQ

At the May 5, 2023 meeting the HQ Ad-Hoc Committee directed staff to bring proposed next steps forward to the full Board.

## Policy and Financial Considerations

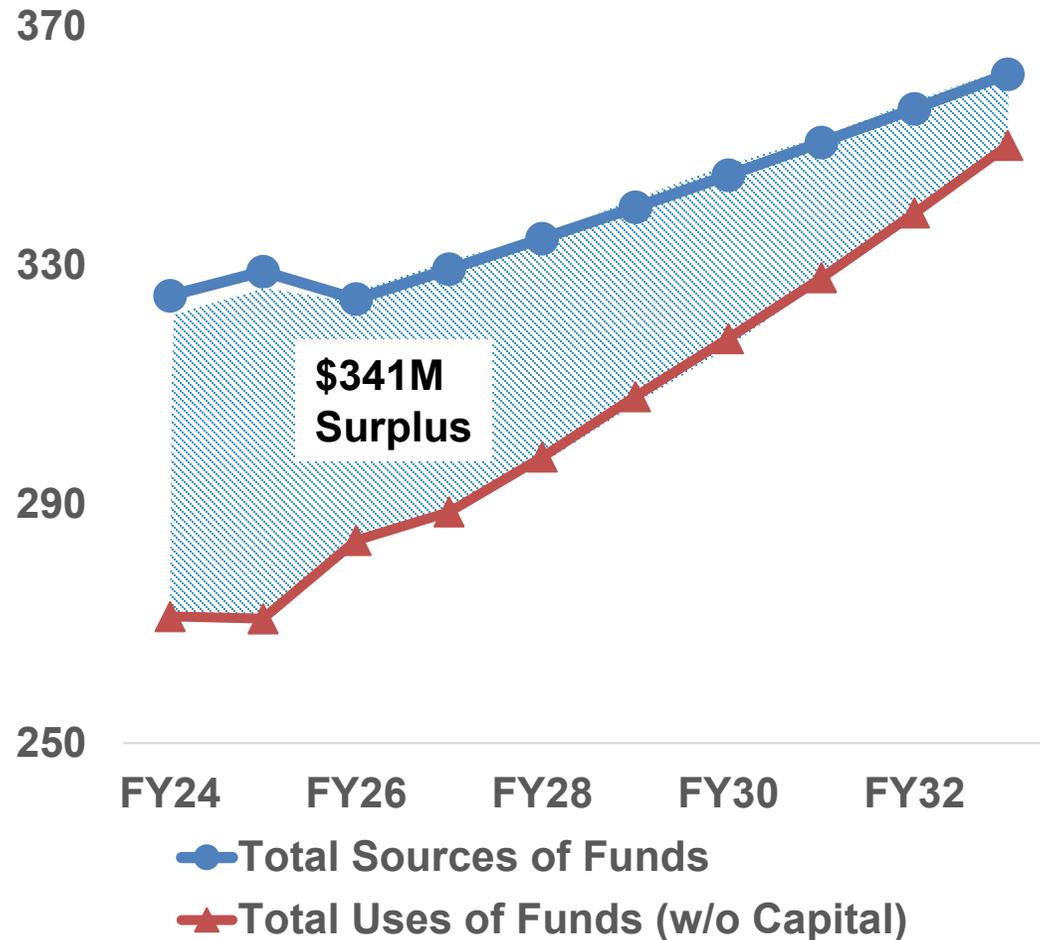
**March 2023:** Board reviewed at the Financial Workshop SamTrans' long-term financial outlook, including significant future capital funding needs, innovative clean transit (ICT) implementation, state of good repair needs, etc.

The District will be embarking on preparing a new District Strategic Plan, and the Plan will include a Capital Improvement Program (CIP):

- Thorough assessment of the long-term future capital needs of the agency
- How needs align with anticipated revenues over a multi-year time horizon
- The CIP is an update to the March 2023 Financial Workshop initial assessment
- Development of the District Strategic Plan will be reviewed with the Board over the course of mid-2023 – mid 2024

## 10-Year Base Projections without Capital (in \$ millions)

- Without including future capital projections, 10-year cumulative surplus is \$341M
- Expenditure growth outpaces revenue growth
- This is not a complete picture without including significant capital costs**

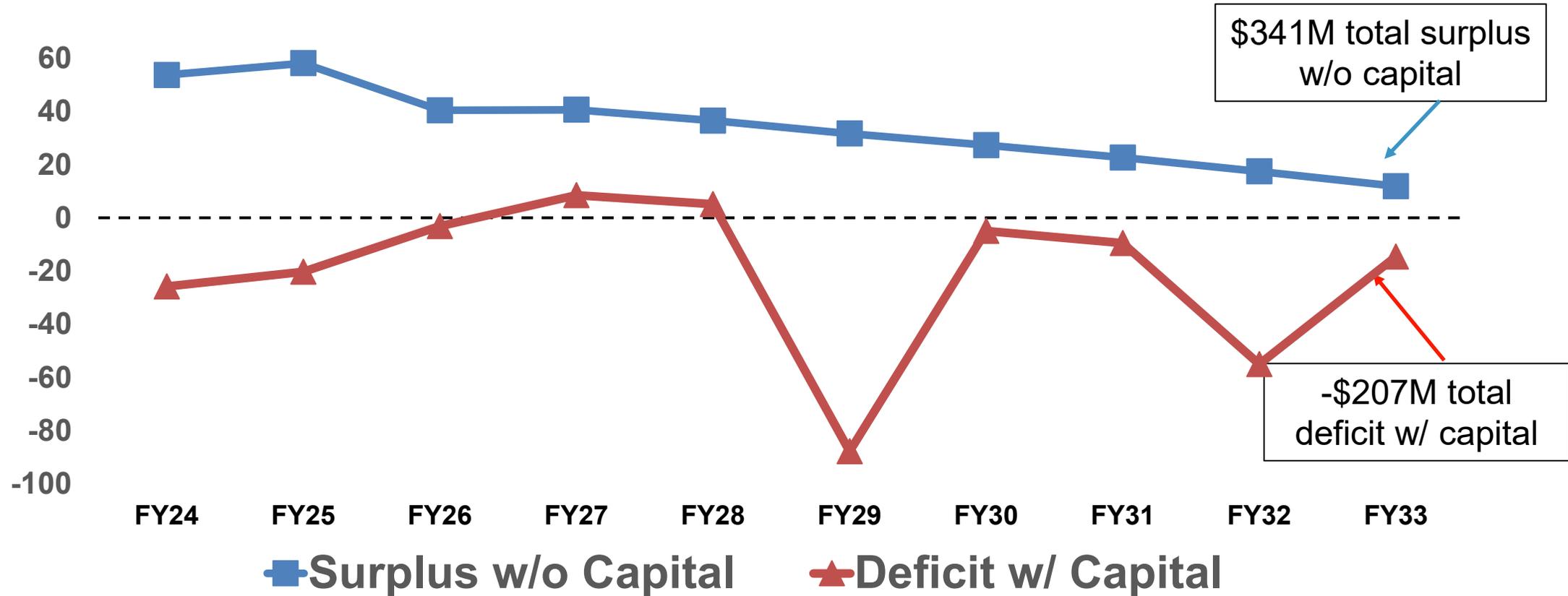


## District Funded Capital Projections (in \$ millions)

	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	Total
Vehicles	\$41	\$13	\$13	\$0	\$0	\$21	\$0	\$0	\$46	\$0	<b>\$135</b>
N Base FCEB Infrastructure	20	11	3	2	0	0	0	0	0	0	<b>36</b>
S Base BEB Infrastructure	3	11	2	4	5	71	6	6	0	0	<b>108</b>
Infrastructure, Technology, Maintenance, Other Projects	16	43	25	25	25	25	25	25	25	25	<b>259</b>
<b>Total</b>	<b>\$79</b>	<b>\$78</b>	<b>\$44</b>	<b>\$31</b>	<b>\$30</b>	<b>\$118</b>	<b>\$31</b>	<b>\$31</b>	<b>\$71</b>	<b>\$25</b>	<b>\$538</b>

- Costs are shown in year of expenditure dollars
- Cost of Vehicles - assume 30% of the cost is paid by sales tax
- Starting FY26, \$25M/year assumed for ongoing regular maintenance and special projects

### Surplus/Deficits Projections (in \$ millions)



- Without additional outside funding, a cumulative **-\$207M** deficit is projected

\*Deficits include \$538M of capital cost +\$10M for additional O&M and energy

## Option 1 – “No Build” Continue to Occupy Current Building

Current building not up to modern standards and will require significant investment in upcoming years.

- **Annual operating costs:** Estimated annual operating costs in the current building are approximately *\$500,000 greater than a newer building*. Difference may grow to *~\$2 million by 2027*, depending on projected annual cost escalations.
- **Future anticipated capital costs:** Architecture and engineering firms (Group4 and Bureau veritas) assessed building systems conditions and recommended capital improvement costs to address major systems in the building. The firms’ estimated \$49 million in costs over the next 10 years and another \$24 million in years 11 to 20.

In light of the building’s current configuration, this investment would have a limited impact on enhancing the efficiency of the district’s workspace.

## Option 2 – Rebuild a New Building on Current Site

Replacement of the HQ was previously expected to be accomplished through a Public Private Partnership (P3). The reduced demand for office space makes the P3 process currently infeasible. We would likely go for a traditional **Design-Bid-Build** process:

- Finalizing builder solicitation process and documents
- Implementing community engagement/entitlement plan
- Leasing temporary space and moving employees out of HQ
- Demolishing the existing building (completely or to the concrete core and shell)
- Constructing a new HQ building
- Moving employees back into the new HQ building

This option is estimated to be complete no earlier than 2028.

## Option 3 – Acquire a New Building

Changed local office market makes this scenario more attractive. This includes the following parameters, which have been vetted with consultants and staff:

- **Cost:** Total capital outlay not to exceed \$136 million. Costs include acquisition, tenant improvements, moving, project management, and all other expenses.
- **Location:** In San Mateo County and less than ½ - to ¾-mile walk to BART and/or Caltrain
- **Size:** SamTrans, TA, and JPB spaces needs range from 95-109,000 square feet

If the Board approves this option, then:

- **Offer:** All offers would be reviewed by the HQ Ad-Hoc committee prior to the submission to the owner.
- **Purchase:** Execution of any purchase agreement would be contingent upon the completion of due diligence and formal Board approval.

## HQ Building Option Costs (\$M)

OPTIONS	ESTIMATED CAPITAL COST	TOTAL PROJECT COST (WITH FINANCING)	SOURCE
<b>1. CONTINUE TO OCCUPY CURRENT BUILDING</b>	73.17	121.97	GROUP4 / BUREAU VERITAS REPORTS
<b>2A. REBUILD A NEW BUILDING ON CURRENT SITE</b>	150.0	263.47	JLL ESTIMATE, APRIL 2023
<b>2B. MODERNIZE BUILDING ON CURRENT SITE</b>	130.0	226.63	
<b>3. ACQUIRE A NEW BUILDING</b>	136.0	237.68	JLL ESTIMATE, APRIL 2023

(\* ) ALL FINANCING OPTIONS ASSUME A 4.5% FIXED INTEREST RATE, A 30-YEAR TERM, AND A \$15.0 MILLION DOLLAR DOWN PAYMENT

## Other Scenarios Also Considered

Staff and JLL studied other potential scenarios for the building that were rejected as infeasible and have not been carried forward as recommended options

- **Build on Vacant Property Near Transit:** JLL and staff believe it is extremely unlikely that vacant land proximate to a Caltrain and/or BART station would become available soon. Construction costs would also make this option significantly more expensive than the other options.
- **Leasing Options:** This option is considered less desirable than other options in light of the marginal potential initial cost savings and medium- to long-term cost risk.

## Staff Capacity to Execute Project

Ad-Hoc Committee discussed the issue of staff resources to carry out the project. Staff proposes the following to secure necessary resources:

- **Real Estate Broker**: A broker could be secured by early August 2023.
- **Financing**: Staff is actively working with the District's Financial Advisor on financing scenarios.
- **Tenant Improvement Planning**: JLL's current contract could provide support to design and construct tenant improvements.
- **Employee Relocation Support**: Staff would identify consultant resources to assist with move(s).

## Next Steps

Board input on the three options at today's meeting is important.

Depending on that input, staff is prepared to bring an action item recommending an option to the Board on August 2, 2023.

# Questions / Discussion / Board Input



**BOARD OF DIRECTORS 2023**

JOSH POWELL, CHAIR  
MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
RICO E. MEDINA  
RAY MUELLER  
PETER RATTO

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

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

#### San Mateo County Transit District

**Wednesday, July 12, 2023 – 3:00 pm**

or immediately following the Finance Committee meeting

- |        |  |               |
|--------|--|---------------|
| 8.c.1. | Call to Order  |               |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 7, 2023 | Motion        |
| 8.c.3. | SamTrans Adaptation and Resilience Plan Update   | Informational |
| 8.c.4. | Adjourn  |               |

**Committee Members: David J. Canepa (Chair), Rico E. Medina, Peter Ratto**

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**

**June 7, 2023**

Committee Members Present: R. Medina, P. Ratto

Committee Members Absent: D. Canepa (Chair)

Other Board Members Present Constituting Committee of the Whole: M. Chuang, M. Fraser,  
R. Guilbault, R. Mueller, J. Powell

Other Board Members Absent: J. Gee

Staff Present: A. Chan, D. Olmeda, J. Cassman, S. van Hoften, J. Brook, D. Seamans

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

Committee Member Peter Ratto called the meeting to order at 3:20 pm.

**8.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability  
Committee Meeting of April 5, 2023**

Motion/Second: Powell/Fraser

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.c.3. Fare Programs Informational Update: Clipper Next Generation, Clipper BayPass Pilot  
Program, and Redwood City / Sequoia Union High School Districts Youth Unlimited  
Pass Program**

Chelsea Schultz, Principal Planner, provided the initial part of the presentation about the different phases of the fare program and how it modernizes retail and customer service through new technology.

Afelda Aguilera, Administrative Assistant to the Director of Community Schools and Partnerships, Redwood City School District, and Jackie Campos, Safe Routes to School Specialist, City of Redwood City, provided the second part of the presentation on the Youth Unlimited program. They highlighted the impact that the program has had in the community by removing financial barriers to transportation access for youth.

Director Marina Fraser, Chair Josh Powell, and Committee Member Ratto thanked the speakers for providing community feedback about the Youth Unlimited program.

Public Comment:

Adina Levin said she was pleased to hear about the success of the Youth Unlimited program.

**8.c.4. Clipper START Program Update and Proposed Fare Structure Changes**

Justin Horng, Senior Planner, provided the presentation on the background of the Clipper START program and the proposed fare structure changes, which included alignment with SamTrans' policies, financial impacts, and MTC (Metropolitan Transportation Commission) actions.

Chair Powell noted that SamTrans has only used up approximately 2 percent of their reimbursement. Mr. Horng said that while there was exponential growth for the first year, MTC is figuring out ways to bolster and promote the program. Chair Powell asked if SamTrans had any control over the income requirement for families. April Chan, General Manager/CEO, said it is a regional requirement made by MTC when they established the Clipper START program. Director Fraser said she felt that the income of \$60, 000 for a family of four was unrealistic and spoke in support of changing income levels to reflect reality.

Public Comment:

Adina Levin said she also serves on MTC's Policy Advisory Council and said that MTC is exploring having automated sign-ups for Clipper START for users who are participating in medical or food benefit programs.

Motion/Second: Powell/Fraser

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.c.5. Adjourn**

The meeting adjourned at 3:58 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: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Joshua Mello, Executive Officer, Planning and Development  
Subject: **SamTrans Adaptation and Resilience Plan Update**

**Action**

This item is informational.

**Significance**

In Fall 2018, SamTrans received a grant from Caltrans under the SB1-funded Integrated Climate Adaptation and Resilience Program (ICARP) to prepare an Adaptation and Resilience Plan. The SamTrans Adaptation and Resilience Plan, conducted between 2019-2021, included an analysis of the impacts Sea Level Rise (SLR) and High Heat have on SamTrans facilities and passengers.

The Sea Level Rise Analysis found that both bus base facilities are vulnerable to sea level rise in the 2050 and 2100 timeframes. The High Heat Analysis found that while SamTrans facilities and assets do not face significant near-term high heat risk, passengers are likely to experience escalating heat impacts as the century progresses.

Staff presented the completed study findings at the March 2021 Board meeting. Since staff presented the Adaptation and Resilience Plan to the Board in 2021, staff has worked to implement Adaptation and Resilience Study recommendations in the following ways:

1. SamTrans supported a OneShoreline multi-jurisdictional FEMA grant application to fund initial scoping to raise the Redwood Shores Levee, which would protect South Base from flooding. The grant application is under consideration.
2. SamTrans coordinated respective agency perimeter flood solutions with SFO.
3. SamTrans incorporated research on High Heat into the Bus Stop Improvement Plan study.
4. SamTrans will account for Adaptation and Resilience Plan data and findings in all projects at North Base going forward, including ZEB facility design.
5. North Base levee project description being developed; funding for initial scoping is being sought; and a PM recruitment is forthcoming.

Overall costs to mitigate against the effects of sea level rise and high heat are anticipated to be substantial. Staff is currently reviewing the cost estimates in the study and will be updating them based on the latest industry review and construction cost information. The individual capital projects and costs of such projects will be incorporated into an upcoming SamTrans Capital Improvement Program (CIP) update.





# SamTrans Adaptation and Resilience Plan

Item #8.c.3.  
7/12/2023



SamTrans Board of Directors  
July 12, 2023

# Agenda

- Purpose and Overview of SamTrans Adaptation & Resilience Study
- Sea Level Rise Analysis
- High Heat Analysis

# Overview

- Purpose: assess the climate vulnerability of SamTrans bus base facilities and riders, prepare responsive actions
- The SamTrans Adaptation and Resilience Plan, completed in 2021, has two components:
  - Sea Level Rise (SLR) Analysis
  - High Heat Analysis
- Advisory group participants: Caltrans, SFO, South San Francisco, San Carlos, San Carlos Airport, Redwood City, BCDC, San Mateo County, and the Bay Trail
- Extensive engagement with SamTrans operations and maintenance staff

# Sea Level Rise (SLR) Analysis

# SLR Analysis Summary

- Purpose: assess the risk of SLR, storm surge, and inundation to SamTrans' facilities, vehicles, employees, and riders
- Method: analyzed probability of flooding for the years 2050 and 2100 for North Base and South Base
- Identified and evaluated high-level adaptation strategies to increase SamTrans' resilience to flooding



# North Base Vulnerability 2050

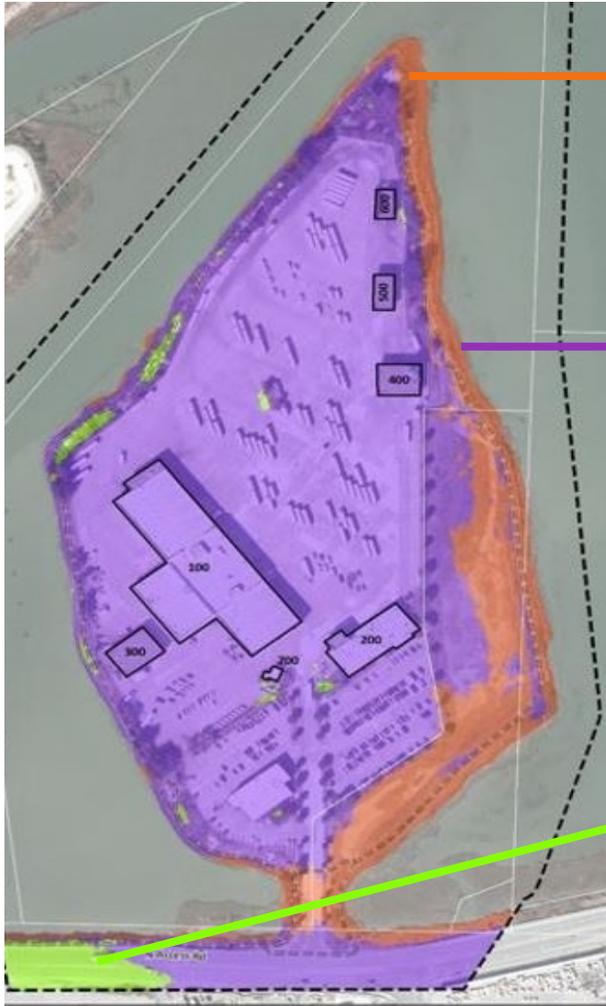


Orange: present day baseline flood

Orange & purple combined:  
probable by 2050

Orange, purple & green combined:  
unlikely by 2050

# North Base Vulnerability 2100

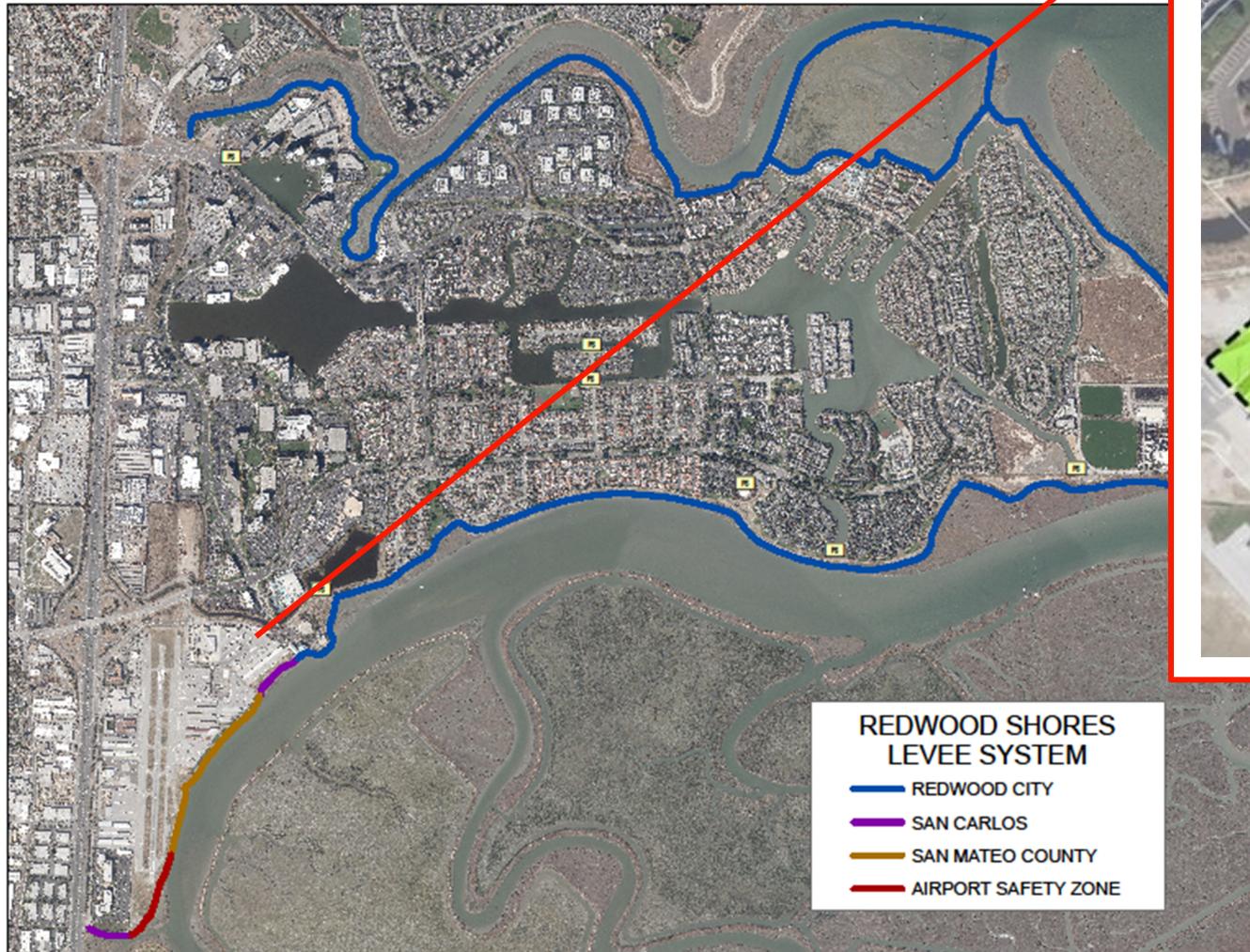


Orange: present day baseline flood

Purple combined: probable by 2100

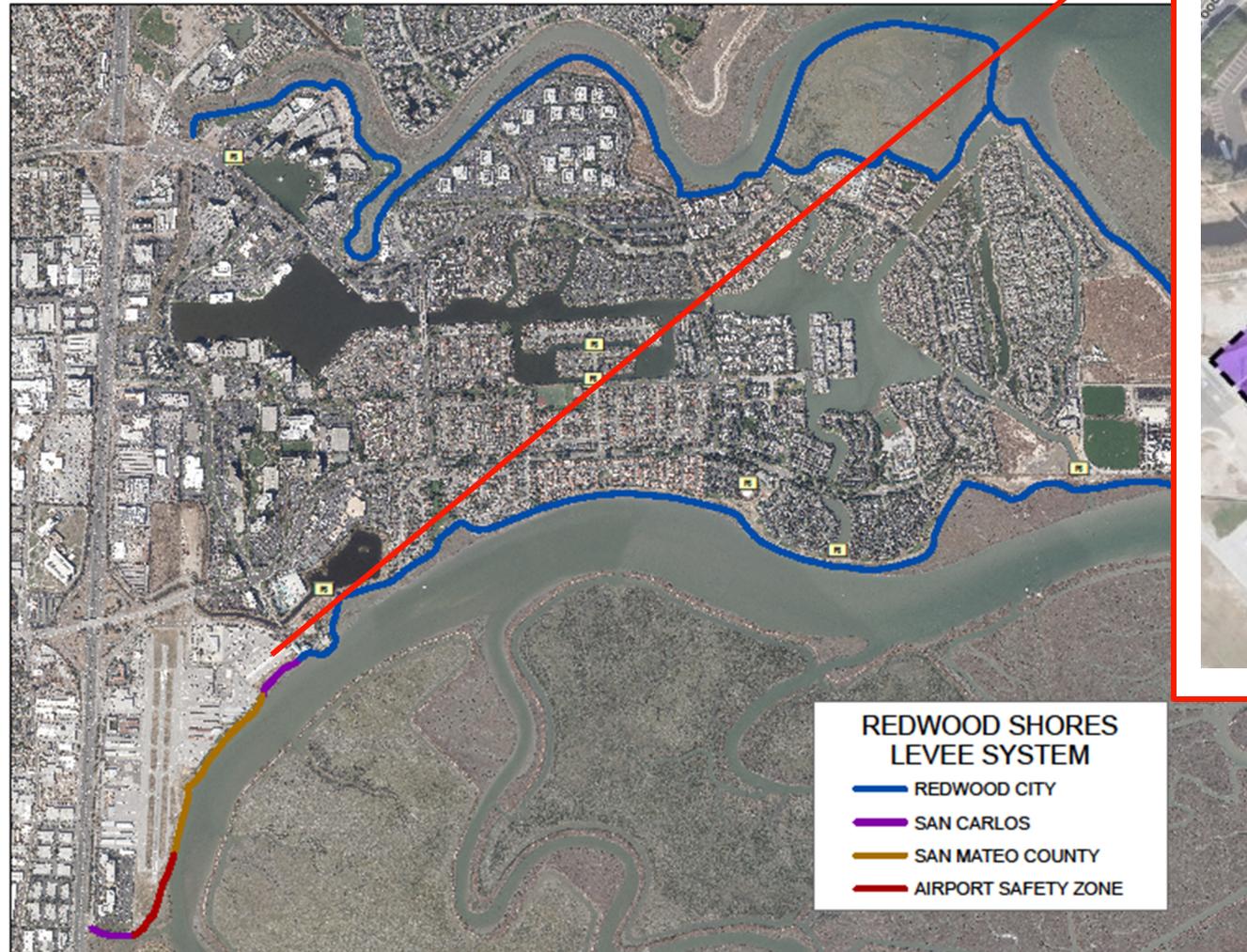
Green: unlikely by 2100

# South Base Vulnerability 2050



Green: unlikely by 2050

# South Base Vulnerability 2100



Purple: probable by 2100

# SLR Response Actions

- Engage with regional partners on key infrastructure mitigations
  - North Base
    - SFO: connect flood control systems
      - SFO and SamTrans have coordinated regarding project timing and collaboration. SFO sent SamTrans a Letter of Intent to coordinate
    - Communicating with OneShoreline regarding multi-jurisdictional coordination
  - South Base
    - Support One Shoreline/agencies efforts to raise Redwood Shores Levee
      - SamTrans joined a multi-agency FEMA grant coordinated by OneShoreline to fund initial design, currently under consideration
    - Work with SMC to address Phelps Slough flooding at SB (outstanding)

## SLR Response Actions, cont'd

- All NB projects will account for SLR findings going forward
  - ZEB and other projects such as Building 200 Replacement
    - For example, locating infrastructure to avoid flooding, adding raised pads
- Build North Base perimeter modular levee with a total height of 19'
  - Project Description being developed
  - Grant funding will be sought for initial scoping
  - PM recruitment estimated FY24
  - Ongoing coordination with SFO

# SLR Response Actions, cont'd

- North Base Modular Levee High-Level Schedule

	FY 24	FY 25	FY26	FY27	FY 28
Preliminary Design	Blue				
Environmental Clearance		Green			
Procurement			Brown		
Final Design			Blue		
Construction Begins					Yellow

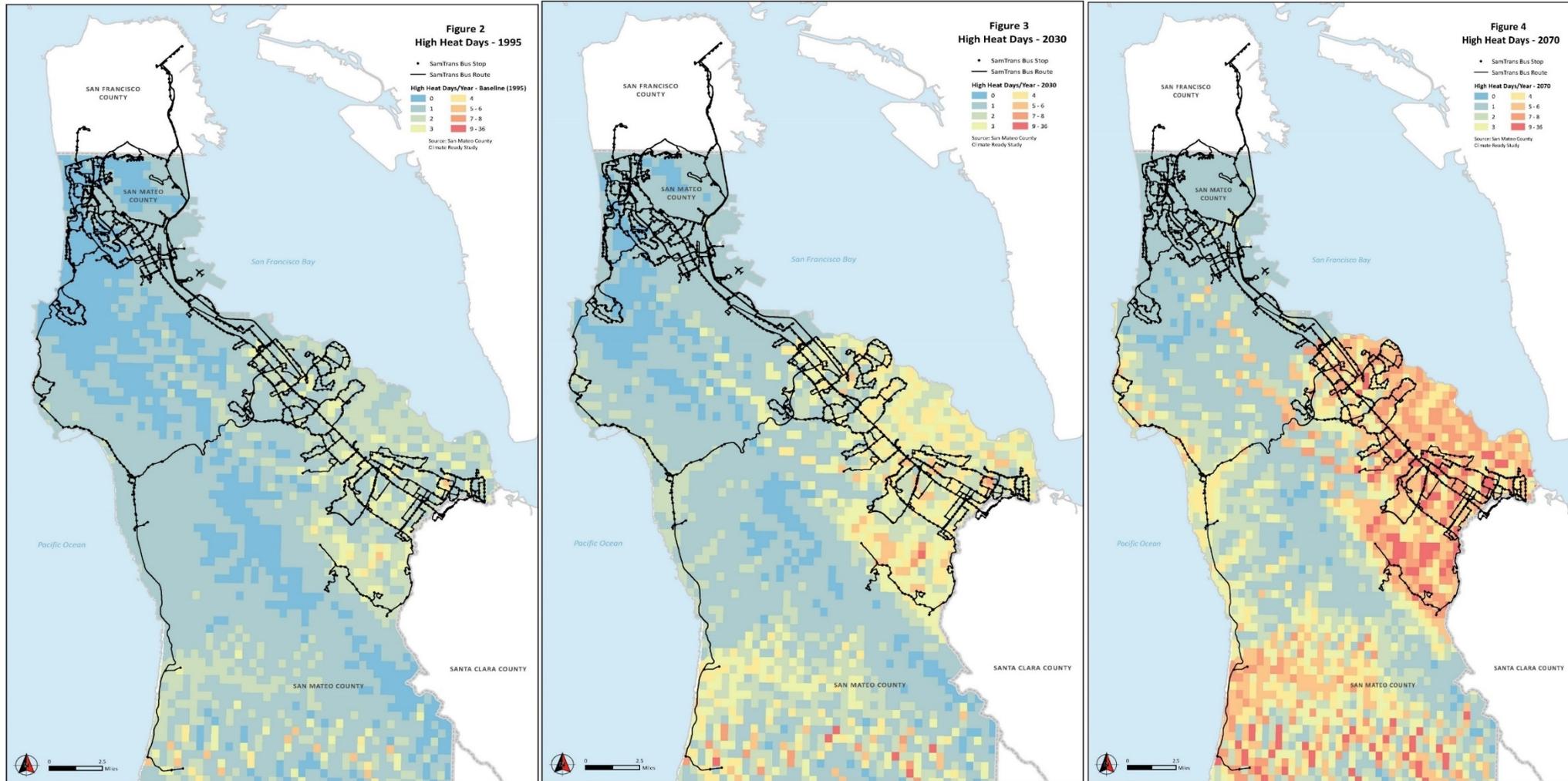
# High Heat Analysis

# High Heat Analysis Summary

- Purpose: assess the vulnerability of SamTrans' bus base facilities, employees, and riders to climate intensified high-heat

Year	Temp Increase (°F)	Max High Heat Days	Increase in Air Conditioning Days
1995	-	13	-
2030	1.4 to 2.2	21	89%
2070	3.8 to 5	35	676%

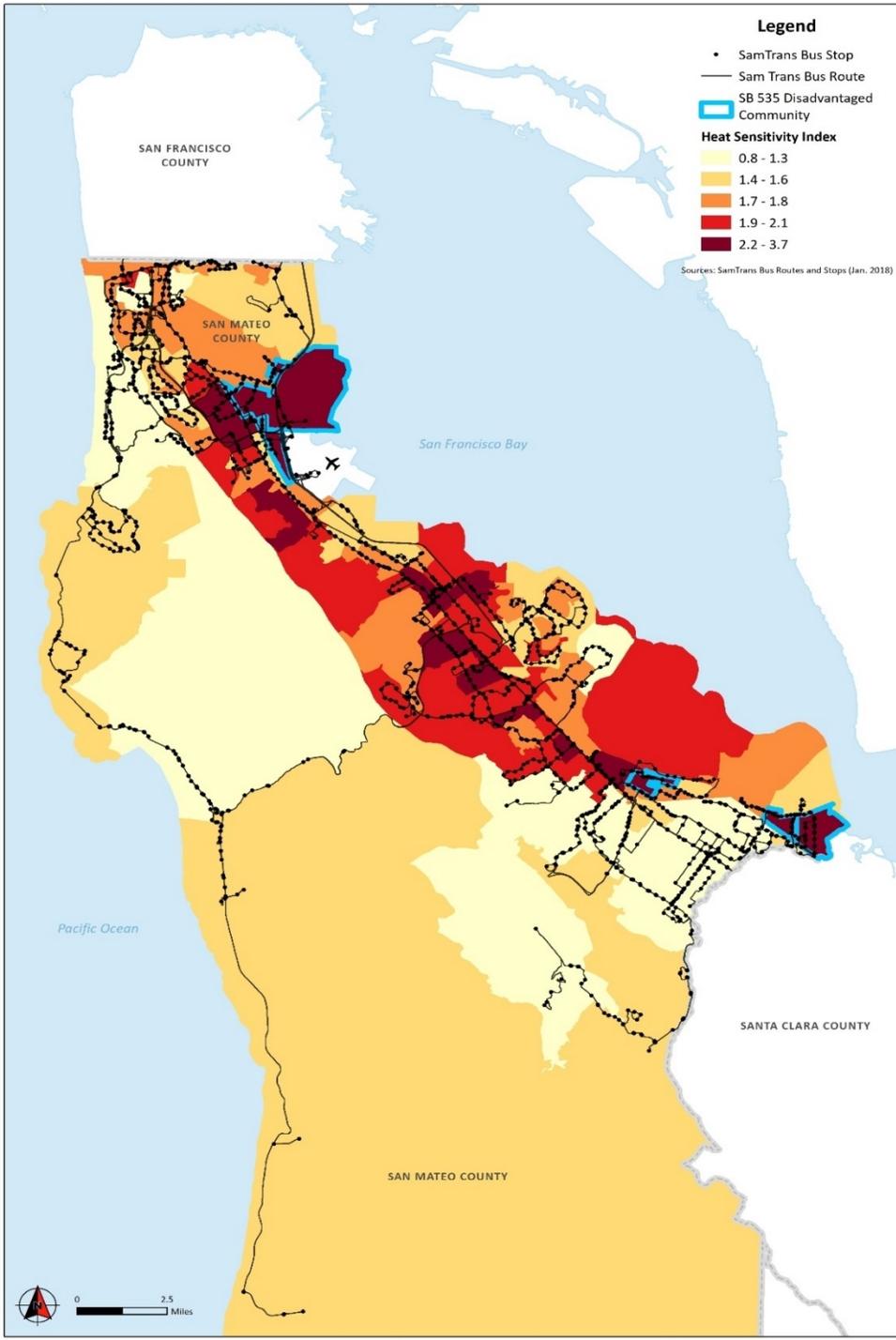
# High Heat Projections Through 2070



# Heat Sensitivity Index

The index accounts for:

- Income / poverty level
- Asthma rate
- % Age 65+
- % No access to vehicle
- % People with disability impacting movement
- SB 535 CalEnviroScreen communities
- Heat Island Effect



# Heat Response Actions

- Develop bus stop design that protects from heat
  - Bus Stop Improvement Plan underway, accounts for Heat Index findings
- Exploring additional research analyzing relationship between extreme weather and ridership, paratransit rider vulnerability

# Thank you

## Contact:

Amelia Timbers

Environmental and Sustainability Planning Manager

[timbersa@samtrans.com](mailto:timbersa@samtrans.com)

(650) 508-7713



**BOARD OF DIRECTORS 2023**

JOSH POWELL, CHAIR  
MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
RICO E. MEDINA  
RAY MUELLER  
PETER RATTO

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

### Legislative Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, July 12, 2023 – 3:15 pm**

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

- |        |  |               |
|--------|--|---------------|
| 8.d.1. | Call to Order  |               |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of June 7, 2023 | Motion        |
| 8.d.3. | State and Federal Legislative Update                                     | Informational |
| 8.d.4. | Adjourn  |               |

**Committee Members: Ray Mueller (Chair), 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 Legislative Committee /  
Committee of the Whole**

**June 7, 2023**

Committee Members Present: R. Mueller (Chair), R. Medina

Committee Members Absent: None

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

Other Board Members Absent: D. Canepa, J. Gee

Staff Present: A. Chan, D. Olmeda, J. Cassman, S. van Hoften, J. Brook, D. Seamans

**8.d.1. Call to Order**

Committee Chair Ray Mueller called the meeting to order 3:59 pm.

**8.d.2. Approval of Minutes of the Legislative Committee Meeting of May 3, 2023**

Motion/Second: Ratto/Powell

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

**8.d.3. State and Federal Legislative Update and Approval of Legislative Proposal: Support  
Assembly Bill (AB) 1377 (Friedman)**

Jessica Epstein, Manager, Government and Community Affairs, provided an update on recent federal and state legislation.

On the federal side, she said an agreement was reached to raise the debt ceiling until January 2025. She said there is a new mechanism to force Congress to come to an agreement about appropriations this year.

At the state level, she said the Governor released his May revise on May 12. She said the budget deficit had increased to \$31.5 billion from the \$22.5 billion that the Governor had cited in January. She said the Senate and Assembly have proposed to restore TIRCP (Transit and Intercity Rail Capital Program) funding to levels consistent with the 2022 Budget Act.

Ms. Epstein noted that there is opposition on some of the Brown Act bills that the District is tracking. She said Assembly Bill (AB) 1377 would allow jurisdictions to address homeless challenges in their communities, including transit facilities.

Chair Josh Powell commented on the limits to accessibility for Board members who are required to attend meetings in person.

Motion/Second: Medina/Ratto

Ayes: Chuang, Fraser, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Canepa, Gee

#### **8.d.4. Adjourn**

The meeting adjourned at 4:08 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. 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: April Chan, 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 2023 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 Wright Petrik	Government and Community Affairs Officer	650-730-4951

## SamTrans Federal Report June 2023

### *Congressional Update*

#### President Signs Debt Limit Deal

- On June 3, President Biden signed legislation increasing the debt ceiling through January 2025 and limit federal spending through the same amount of time. Congress worked quickly to pass the bill after Speaker McCarthy and President Biden reached an agreement on May 27.
- The Fiscal Responsibility Act ([H.R. 3746](#)) keeps non-defense spending at current FY 2023 levels in 2024 when factoring in agreed-upon appropriations adjustments. Negotiators also included new language incentivizing Congress to pass FY 2024 spending bills on time, or spending will be subject to additional cuts if a continuing resolution is passed.
- In addition to spending cuts, the bill includes provisions addressing COVID funding and permitting reform. Provisions included in the bill would codify the President's plan to resume student debt payments beginning September 1. In addition, the bill includes a new provision expanding work requirements for Supplemental Nutrition Assistance Program (SNAP) for adults aged 50-54 without dependents. Despite the new work requirements, the provision will be sunset in 2030.
- In order to incentivize a successful appropriations process, the agreement provides that, if all 12 appropriations bills are not enacted by January 1 of the following year, discretionary spending will temporarily operate at a maximum of 99% of current levels. Caps on defense funding would be lower, and caps on nondefense funding would be higher. These revised spending limits would be in place until all discretionary accounts receive a final, full-year appropriation in each fiscal year. In the event final appropriations are enacted before April 30, the spending limits revert to the original levels. If an agreement is not reached and appropriations are still on a short-term continuing resolution (CR) on April 30, a sequestration would be ordered to eliminate any breach of the reset discretionary spending limits.

#### Appropriations Update

- The House Appropriations Committee has set its subcommittee allocations that the debt limit package enacted earlier this month as “a ceiling, not a floor,” and that the FY 2024 appropriations bills would limit new spending to the Fiscal Year (FY) 2022 topline levels.

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Holland & Knight LLP | www.hklaw.com

- The FY 2024 Defense, Military Construction-VA, and Homeland Security spending bills would all be spared from cuts, with each measure receiving a small boost for the fiscal year that begins Oct. 1.
- The Financial Services, Interior-Environment, State-Foreign Operations, Agriculture, Labor-HHS-Education, Commerce-Justice-Science, and Transportation-HUD bills would all see reductions, with as much as a quarter to a third of funding sliced from current levels, in most cases. The Financial Services bill would see a 59 percent decrease from current levels.
- With government funding set to expire in less than four months, House and Senate leaders will need to strike a bipartisan, bicameral compromise to prevent a shutdown and keep federal dollars flowing past the October 1 start of the new fiscal year.

## Senate & House Appropriations Markups Schedule

- For the first time in two years, the Senate Appropriations Committee has scheduled a full committee markup to set their FY24 subcommittee allocations. The markup will be on June 22, and the Committee will also pass its FY 2024 Military-Construction and FY2024 Agriculture Appropriations bills.
- On June 21, the House Appropriations Committee passed the FY 2024 Homeland Security and Legislative Branch bills, and on June 22, the committee will mark up its FY 2024 Defense, Financial Services, and Energy and Water spending bills.
- On June 22, the House Committee will release the bill text for the FY 2024 Transportation/HUD Appropriations bill. No markup has been scheduled, though.

## *Administration Update*

### DOT Announces ATTAIN Awards

- On May 25, the U.S. Department of Transportation [announced](#) the awards for the Advanced Transportation Technology and Innovation (ATTAIN) Program. The ATTAIN Program funds projects that use advanced technologies to improve Americans' travel experience on highways and in public transit. DOT distributed \$52 million to eight recipients across the United States for projects addressing transit, climate resilience, pedestrian infrastructure, smart signals, and other transportation innovations.
- Before the passage of the Infrastructure Investment and Jobs Act (IIJA), ATTAIN was previously known as the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program. The IIJA amended ATCMTD and provided the program with additional funding.

### FTA Requests Input on National Public Transportation Safety Plan

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- The Federal Transit Administration (FTA) is requesting public comment on the updated version of the National Public Transportation Safety Plan (NSP). The NSP is FTA's primary guidance document for safety improvements in public transit. Recipients of FTA Urbanized Area Formula Grants are required to develop Agency Safety Plans (ASP). The PTASP's proposed changes include new requirements for ASPs, among other modifications.
- The proposed changes would increase the number of safety performance targets that PTASP-applicable transit agencies must abide by. Transit agencies receiving urban formula (Section 5307) funds and serving an urbanized area with a population of 200,000 or more must also address key safety risks identified by the new plan. In addition, there are new minimum voluntary safety standards and recommended best practices for transit agencies.
- The new plan would replace the version issued in January 2017. Interested parties have until July 31 to submit comments through [Regulations.gov](https://www.regulations.gov).



June 28, 2023

TO: Board of Directors, San Mateo County Transit District

FM: Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – July 2023**

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### **General Update**

July 1 marks the start of the 2023-24 Fiscal Year. The Legislature sent Governor Newsom a budget bill on June 15, as constitutionally required, and on June 26, [announced](#) an agreement with the Administration on the state budget, which includes the Governor's infrastructure streamlining package (much more on this below). Policy committees have been hearing bills sent over from the other house and will have until July 14 to hear and report bills to the fiscal committees or the floor. July 14 also marks the start of the Legislature's Summer Recess. The Legislature will reconvene from Summer Recess on August 14 and have a month to finish the first year's business before they adjourn for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year and can be viewed [here](#).

### **Update on State Budget**

Following the main budget appropriations bill, [SB 101 \(Skinner\)](#), which was sent to the Governor on June 15, the Legislature approved a revised set of bills reflecting the final state budget agreement for FY 2023-24. On June 27, the Legislature sent the Governor numerous budget bills, including [AB 102 \(Ting\)](#) and [SB 125 \(Committee on Budget and Fiscal Review\)](#), which reflect the three-party agreement with Governor Newsom on the Budget Act's transportation/transit investments and policy.

AB 102, which responds to the advocacy efforts of the California Transit Association, regional agencies, transit systems, and their allies, would restore **\$2 billion** in General Fund support to the Transit and Intercity Rail Capital Program (TIRCP), returning General Fund investment in the TIRCP to **\$4 billion** total for FY 2023-24 and FY 2024-25. This funding will flow to regional transportation planning agencies (RTPAs) on a population-based formula (using PUC 99313) for investment in transit and rail capital projects, but allow the flexibility to direct up to 100% of this funding to meet the operational needs of agencies in their jurisdictions.

This bill would also commit **\$1.1 billion** in new and previously appropriated transit funding for the newly created Zero-Emission Transit Capital Program (ZETCP). This funding would flow to RTPAs on a population- and revenue-based formula (using PUC 99313 and 99314). While the funds allocated for the ZETCP are proposed for zero-emission vehicles and refueling infrastructure, regions will have the flexibility to direct up to 100% of this funding to meet the operational needs of agencies in their jurisdictions. AB 102 would preserve funding for the CARB's HVIP-Transit and CEC's Clean Transportation Programs for FYs 2021-22 and 2022-23.

As noted above, the Legislature also sent the Governor SB 125 representing the transportation trailer bill. This bill would institute accountability and reform requirements on regions and their transit agencies to access the funding included in AB 102, extend statutory relief measures secured in 2020 and 2021 for transit agencies, and create a new state-level Transit Transformation Task Force at the California State Transportation Agency (CalSTA), as previously ensconced in AB 761 (Friedman).

The accountability and reform requirements included in these bills would apply to all RTPAs receiving funding under AB 102 - irrespective of whether a RTPA proposes to direct the funding it receives to transit capital or operations. Essentially, the bill now requires RTPAs to submit short- and long-term financial plans, and operations data, for regional transit to access this funding.

The accountability and reform requirements would further require that, as a condition of receiving the funding in AB 102, an RTPA post on its internet website a summary of monthly ridership data, consistent with the data submitted to the National Transit Database, from all its transit operators during the period for which it receives funding.

Finally, the final budget agreement also includes the Governor's infrastructure streamlining package, including [NEPA assignment for local transit projects](#), [expedited judicial review for certain types of transportation projects](#), and [changes to the administrative record process under CEQA](#).

For a much more detailed description of the final budget agreement, please see the California Transit Association's June 26 [Funding Update](#) and June 29 [Legislative Bulletin](#).

#### **Update on Bills with Positions**

Two bills that SamTrans supported will not be moving forward this year:

#### **AB 463 (Hart) Electricity Prioritization for Transit Service – SUPPORT**

This bill would provide transit agencies with priority access to electricity when facing grid disruptions caused by natural or man-made disasters, rolling blackouts, utility company "Public Safety Power Shutoffs" (PSPS), and increasing demand on California's electrical grid. **Held in Assembly Appropriations**

#### **AB 817 (Pacheco) Brown Act - Advisory Bodies – SUPPORT**

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. **Two-year bill.**

#### **Bills of Interest**

##### **SB 532 (Wiener) Bridge Toll Increase**

This bill would increase the toll for vehicles for crossing toll bridges in the San Francisco Bay area by \$1.50 until December 31, 2028, and require the revenues collected from this toll to be used by MTC for allocation to transit operators that provide service within the San Francisco Bay area and experiencing an operations funding challenge. Any transit operator seeking an allocation would be required to submit a 5-year projection of its operating need.

#### **Grants for Zero-Emission Buses and Infrastructure**

##### **Vehicles:**

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$70 million in FY 2021-22, \$70 million in FY 2022-23)*** – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive

Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and State General Fund.

**Current Guidelines:** Found [here](#)

**Status:** [Funding cycle for FY 2021-22 remains open; FY 2022-23 now open](#)

#### **Vehicles and Infrastructure:**

***Volkswagen Environmental Mitigation Trust (\$130 million total)***- The Volkswagen (VW) Environmental 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 \$65 million tranches. The second tranche of \$65 million was released in November 2022.

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

Additionally, see CARB's updated policy found [here](#) authorizing VW Environmental Mitigation Trust awards to be coupled with HVIP vouchers.

**Status:** [Funding cycle open](#)

***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 2022-23 \(\\$10 million\) opened on February 17](#)

#### **Cybersecurity and Transit Security**

***Transit Security Grant (\$93 million in FY 2022)*** – The Transit Security Grant Program provides funding to eligible public transportation systems (which include intra-city bus, ferries and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase transportation infrastructure resilience.

**Current Guidelines:** Found [here](#)

**Status:** Funding for FY 2022 awarded; funding for FY 2023 expected Q2 2023.

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman D</a></p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 7</a> <a href="#">Friedman D</a></p> <p>Transportation: project selection processes.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent possible, feasible, applicable, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified principles into their processes for project development, selection, and implementation. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 9</a> <a href="#">Muratsuchi D</a></p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism and would require regulatory changes to take effect no later than January 1, 2025. The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board’s environmental justice advisory committee. The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided. The bill would require the chairperson of the state board to appear before the Joint Legislative Committee on Climate Change Policies to present the results of an evaluation and specified proposed revisions to the regulations implementing the market-based compliance mechanism. The bill would authorize, following the chairperson’s appearance before the Joint Legislative Committee on Climate Change Policies, the state board to revise the regulations implementing the market-based compliance mechanism so that the mechanism can more effectively meet the</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
		goals of the act and objectives specified in the most recent scoping plan. This bill contains other existing laws.	
<a href="#">AB 16</a> <a href="#">Dixon</a> R  Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill was held.	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 adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 53</a> <a href="#">Fong, Vince</a> R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill was held.</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. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 69</a> <a href="#">Waldron</a> R</p> <p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 96</a> <a href="#">Kalra</a> D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>On the Senate Floor.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matters subject to collective bargaining. This bill would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p>	<p>Watch</p>
<p><a href="#">AB 126</a> <a href="#">Reyes</a> D</p> <p>Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.</p>	<p>In the Senate Budget and Fiscal Review Committee.</p>	<p>Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 241</a> <a href="#">Reyes D</a></p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>On the Assembly Floor.</p>	<p>Existing law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Existing law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Existing law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 316</a> <a href="#">Aguiar-Curry D</a></p> <p>Vehicles: autonomous vehicles.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 400</a> <a href="#">Rubio, Blanca D</a></p> <p>Local agency design-build projects: authorization.</p>	<p>In the Senate Governance &amp; Finance Committee.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. "Local agency" is defined, in part, for this purpose to include specified local and regional agencies responsible for the construction of transit projects, including any joint powers authority formed to provide transit service. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025 .This bill would delete from the definition of "local agency" any joint powers authority formed to provide transit services, and would instead expand that definition to include any joint powers authority responsible for the construction of transit projects, thereby authorizing additional joint powers authorities to use the above-described design-build procurement process. The bill would extend the repeal date to January 1, 2031. By expanding the design-build authorization to additional joint powers authorities and by extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing 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 6/27/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 463</a> <a href="#">Hart D</a></p> <p>Electricity: prioritization of service: public transit vehicles.</p>	<p>This bill was held.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Existing law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2023</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 480</a> <a href="#">Ting D</a>  Surplus land.</p>	<p>In the Senate Governance &amp; Finance Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law requires a local agency to take formal action in a regular public meeting to declare that land is surplus and is not necessary for the agency’s use and to declare land as either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. This bill would recast that provision and would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is “exempt surplus land” if the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect. The bill would also require a local agency to provide a written notification to the Department of Housing and Community Development of its declaration and findings 30 days before disposing of land declared “exempt surplus land.” Because this bill would require local officials to perform additional duties, it 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 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 504</a> <a href="#">Reyes D</a></p> <p>State and local public employees: labor relations: disputes.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act and the Ralph C. Dills Act, regulate the labor relations of employees and employers of local public agencies and the state, respectively. Those acts grant specified employees, including, among others, certain employees of fire departments, of local public agencies and the state the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. The acts grant the Public Employment Relations Board the power to hear specified disputes in relation to these provisions and to make determinations regarding them. With regard to certain employees of fire departments, existing law provides that those persons do not have the right to strike or recognize a picket line of a labor organization while in the course of the performance of their official duties. This bill would provide that it is not unlawful or a cause for discipline or other adverse action against a public employee for that public employee to refuse to enter property that is the site of a primary labor dispute, perform work for a public employer involved in a primary labor dispute, or go through or work behind a primary picket line. The bill would prohibit a public employer from directing a public employee to take those actions. The bill would authorize a recognized employee organization to inform employees of these rights and encourage them to exercise those rights. The bill would also state that a provision in a public employer policy or collective bargaining agreement that purports to limit or waive the rights set forth in this provision shall be void against public policy. The bill would exempt certain public employees of fire departments from these provisions. The bill would include related legislative findings. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 540</a> <a href="#">Wicks D</a></p> <p>Social Service Transportation Improvement Act: coordinated transportation services agencies.</p>	<p>In the Assembly Transportation Committee.</p>	<p>The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. This bill would authorize a coordinated transportation service agency to review and comment on specified plans and projects relevant to its jurisdiction, and would require specified agencies to respond to the comments. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 557</a> <a href="#">Hart D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Senate Judiciary Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. 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 the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. Specifically, the bill would extend indefinitely that authority in the circumstances under which the legislative body either (1) meets for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (2) has previously made that determination. The bill would also extend the period for a legislative body to make the above-described findings related to a continuing state of emergency to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2023</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 610</a> <a href="#">Holden D</a></p> <p>Student Transit Pass Pilot Program: free student transit passes.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Student 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 student transit passes to persons attending public educational institutions, and persons 18 years of age or younger, 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 public educational institutions and would also authorize grant funds to be used to create a new fare free student transit pass program or to maintain, subsidize, or expand an existing fare free student transit pass program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to submit an application without a public educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free student transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 719</a> <a href="#">Boerner Horvath</a> D</p> <p>Medi-Cal benefits.</p>	<p>In the Senate Health Committee.</p>	<p>Existing law establishes the Medi-Cal program, which is administered by the State Department of Health Care Services and under which qualified low-income individuals receive health care services. The Medi-Cal program is, in part, governed and funded by federal Medicaid program provisions. Existing law establishes a schedule of benefits under the Medi-Cal program, including nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Existing law requires nonmedical transportation to be provided by the beneficiary's managed care plan or by the department for a Medi-Cal fee-for-service beneficiary. This bill would require the department to require managed care plans to contract with public transit operators for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public transit operator. The bill would require the rates reimbursed by the managed care plan to the public transit operator to be based on the department's fee-for-service rates for nonmedical and nonemergency medical transportation service.</p>	<p>Watch</p>
<p><a href="#">AB 756</a> <a href="#">Papan</a> D</p> <p>Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.</p>	<p>This is a two-year bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of all state highways. This bill would require the department, in consultation with the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state. The bill would require the department's 6PPD and 6PPD-quinone programmatic environmental review process to include, among other specified components, a pilot project at a particular highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified. The bill would require, no later than December 31, 2026, the Director of Transportation to submit a report to the Legislature describing the department's strategy to eliminate the discharge of 6PPD and 6PPD-quinone by the department to all salmon and steelhead trout bearing surface waters of the state. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 761</a> <a href="#">Friedman D</a></p> <p>Transit Transformation Task Force.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. 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 ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 817</a> <a href="#">Pacheco D</a></p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other existing laws.</p>	<p>Supported April 2023</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 819</a> <a href="#">Bryan D</a></p> <p>Crimes: public transportation: fare evasion.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.</p>	<p>Watch</p>
<p><a href="#">AB 914</a> <a href="#">Friedman D</a></p> <p>Electrical infrastructure: California Environmental Quality Act: exemptions: review time period.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this time period, the bill would require the state agency to submit to the Legislature a report setting forth the reasons for why the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1374</a> <a href="#">Alvarez D</a></p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1377</a> <a href="#">Friedman</a> D</p> <p>Homeless Housing, Assistance, and Prevention Program: Round 3.</p>	<p>In the Senate Human Services Committee.</p>	<p>Existing law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Existing law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This includes data on the applicant’s progress towards meeting their outcome goals, to be submitted annually, for each year of the program, and other information if the applicant has not made significant progress towards those goals. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit facilities owned and operated by a transit agency, as defined. This bill contains other existing laws.</p>	<p>Supported June 2023</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1379</a> <a href="#">Papan D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. This bill, with respect to those general provisions on teleconferencing, would require a legislative body electing to use teleconferencing to instead post agendas at a singular designated physical meeting location, as defined, rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body’s members are in person at a singular designated physical meeting location. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1484</a> <a href="#">Zbur D</a></p> <p>Temporary public employees.</p>	<p>In the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. Existing law generally requires that the scope of representation under the act include all matters relating to employment conditions and employer-employee relations, while excepting the consideration of the merits, necessity, or organization of any service or activity provided by law or executive order. Existing law states that the Legislature finds and declares that the duties and responsibilities of local agency employer representatives under the act are substantially similar to the duties and responsibilities required under existing collective bargaining enforcement procedures and therefore the costs incurred by the local agency employer representatives in performing those duties and responsibilities under that act are not reimbursable as state-mandated costs. This bill would impose specified requirements with respect to the temporary employees, as defined, of a public employer who have been hired to perform the same or similar type of work that is performed by permanent employees represented by a recognized employee organization. In this regard the bill would require those temporary employees to be automatically included in the same bargaining unit as the permanent employees, as specified, upon the request of the recognized employee organization. The bill would also require a public employer to, upon hire, provide each temporary employee with their job description, wage rates, and eligibility for benefits, anticipated length of employment, and procedures to apply for open, permanent positions. By imposing new duties on local agencies that employ temporary employees, the bill would impose a state-mandated local program. The bill would require complaints alleging a violation of its provisions to be processed as unfair practice charges under the act. The bill would additionally include the same findings and declarations as set forth above. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1525</a> <a href="#">Bonta D</a></p> <p>Transportation projects: priority populations.</p>	<p>This bill was held.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. This bill would require the agency, the Department of Transportation, and the California Transportation Commission, on or before July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each agency, Department of Transportation, or California Transportation Commission project, as defined, to, among other things, determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, as specified. The bill would require the agency, the Department of Transportation, and the California Transportation Commission, on and after July 1, 2025, to jointly evaluate all new proposed projects by the criteria, and, on or before July 1, 2026, and annually thereafter, to jointly submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations, as specified. The bill would require the agency, the California Transportation Commission, and the Department of Transportation, on or before July 1, 2026, and triennially thereafter, to jointly establish a percentage, of at least 60%, of moneys allocated for agency, Department of Transportation, or California Transportation Commission projects, excluding administrative costs, to be allocated for projects that are located in priority populations, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, and would require those entities to allocate moneys consistent with that established percentage.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1550</a> <a href="#">Bennett</a> D</p> <p>Green hydrogen.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the State Air Resources Board to develop and adopt hydrogen fuel regulations to ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas emissions, criteria air pollutant emissions, and toxic air contaminant emissions, including by requiring that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable energy resources, as specified. Under existing law, a violation of those regulations, and other provisions pertaining to motor vehicle fuels, is a crime. This bill would require, on and after January 1, 2045, that all hydrogen produced and used in California for the generation of electricity or fueling of vehicles be green hydrogen, as defined, in furtherance of the state’s policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. The bill would require the state board, in consultation with the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1637</a> <a href="#">Irwin</a> D</p> <p>Local government: internet websites and email addresses.</p>	<p>In the Senate Governance &amp; Finance Committee.</p>	<p>The California Constitution authorizes cities and counties to make and enforce within their limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws and further authorizes cities organized under a charter to make and enforce all ordinances and regulations in respect to municipal affairs, which supersede inconsistent general laws. This bill, no later than January 1, 2027, would require a local agency, as defined, that maintains an internet website for use by the public to ensure that the internet website utilizes a “.gov” top-level domain or a “.ca.gov” second-level domain and would require a local agency that maintains an internet website that is noncompliant with that requirement to redirect that internet website to a domain name that does utilize a “.gov” or “.ca.gov” domain. This bill, no later than January 1, 2027, would also require a local agency that maintains public email addresses to ensure that each email address provided to its employees utilizes a “.gov” domain name or a “.ca.gov” domain name. By adding to the duties of local officials, 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 6/27/23

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>In the Assembly Local Government Committee.</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 April 2023</p>
<p><a href="#">SB 5</a> <a href="#">Nguyen</a> R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>In the Senate Governance &amp; Finance Committee.</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>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 12</a> <a href="#">Stern</a> D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This bill was held.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 32</a> <a href="#">Jones</a> R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill was held.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 69</a> <a href="#">Cortese D</a></p> <p>California Environmental Quality Act: local agencies: filing of notices of determination or exemption.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires, among other things, 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 requires a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the county clerk of each county in which the project will be located, as provided. CEQA authorizes a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the county clerk of each county in which the project will be located, as provided. CEQA requires the county clerk to make the notice available for public inspection and post the notice within 24 hours of receipt in the office or on the internet website of the county clerk, as specified. This bill would require a local agency to file a notice of determination with the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would authorize a local agency to file a notice of exemption with the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would require the notice, including any subsequent or amended notice, to be posted both in the office and on the internet website of the county clerk and on the State Clearinghouse website of the Office of Planning and Research within 24 hours of receipt. By imposing duties on local agencies, the bill would create 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 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 84</a> <a href="#">Gonzalez</a> D</p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Existing law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Existing law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 101</a> <a href="#">Skinner</a> D</p> <p>Budget Act of 2023.</p>	<p>On the Governor's desk.</p>	<p>This bill would make appropriations for the support of state government for the 2023–24 fiscal year and will serve as the Budget Act of 2023-24.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 146</a> <a href="#">Gonzalez D</a></p> <p>Public resources: infrastructure: contracting.</p>	<p>In the Assembly Budget Committee.</p>	<p>Existing law authorizes the Secretary of Transportation to assume the responsibilities of the United States Secretary of Transportation under the federal National Environmental Policy Act of 1969 (NEPA) and other federal environmental laws for any railroad, public transportation, or multimodal project undertaken by state agencies, as specified. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of these responsibilities. Existing law repeals these provisions on January 1, 2025. This bill would extend the above authorization to December 31, 2033. The bill would additionally authorize the Secretary of Transportation, consistent with, and subject to the requirements of, any memorandum of understanding between the state and federal government and upon the request of a local or regional agency with the authority to implement transportation projects, to assume responsibilities under the NEPA and other federal environmental laws for any railroad, local public transportation, or multimodal project implemented by the requesting local or regional agency. The bill would impose terms and conditions similar to those with respect to the above-described authority to assume those responsibilities for projects undertaken by state agencies, including providing consent for the jurisdiction of the federal courts, as provided. The bill would require the secretary to report to the transportation policy committees of the Legislature regarding the assumption of responsibilities under the NEPA requested by a local or regional agency by December 31, 2033. The bill would repeal these provisions on December 31, 2033. 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 149</a> <a href="#">Caballero D</a></p> <p>California Environmental Quality Act: administrative and judicial procedures: record of proceedings: judicial streamlining.</p>	<p>In the Assembly Budget Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) 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 provides that in certain specified actions or proceedings, the plaintiff or petitioner may elect to prepare the record of proceedings, subject to certification of its accuracy by the public agency. CEQA requires that a copy of the certified record of proceedings be lodged with the court. This bill would authorize the public agency to deny the request of the plaintiff or petitioner to prepare the record of proceedings, as provided, in which case the bill would require the public agency or the real party in interest to bear the costs of preparation and certification of the record of proceedings and would prohibit the recovery of those costs from the plaintiff or petitioner. The bill would require the court to schedule a case management conference within 30 days of the filing of an action to review the scope, timing, and cost of the record of proceedings. The bill would require that an electronic copy of the certified record of proceedings be lodged with the court. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 272</a> <a href="#">Laird D</a></p> <p>Sea level rise: planning and adaptation.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2034, as provided. 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, 2029, 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, 2024, the California Coastal 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 also require, on or before December 31, 2024, the San Francisco Bay Conservation and Development Commission, in close coordination with the California Coastal Commission, the Ocean Protection Council, and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. The bill would make the operation of its provisions contingent upon an appropriation for its purposes by the Legislature in the annual Budget Act or another statute. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 411</a> <a href="#">Portantino D</a></p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill, until January 1, 2028, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act. The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 532</a> <a href="#">Wiener D</a></p> <p>San Francisco Bay area toll bridges: toll increase: transit operating expenses.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA 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 on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. To the extent this bill would mandate that MTC or a transit operator provide a new program or higher level of service, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 537</a> <a href="#">Becker</a> D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows “just cause,” including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 747</a> <a href="#">Caballero D</a></p> <p>Land use: economic development: surplus land.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Existing law specifies the Legislature’s intent regarding those provisions. This bill would authorize a city, county, or city and county, in addition to a sale or lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes. The bill would additionally state the Legislature’s intent is to ensure that residents of the state have access to jobs that allow them to afford housing without the need for public subsidies. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 6/27/23

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 2</a> <a href="#">Skinner</a> D</p> <p>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law requires operators of refineries in the state that produce gasoline meeting California specifications, within 30 days of the end of each calendar month, to submit a report to the State Energy Resources Conservation and Development Commission containing certain information regarding its refining activities related to the production of gasoline in that month. Existing law requires the commission to notify a refiner that has failed to timely provide the required information and imposes a civil penalty on the refiner that fails to submit the required information within 5 days of being notified of the failure. This bill would establish a maximum gross gasoline refining margin at an unspecified amount per gallon and would authorize the commission to annually adjust the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to petition the court to enjoin a refiner from exceeding the maximum gross gasoline refining margin. The bill would also authorize the commission to assess an administrative civil penalty on a refiner for exceeding the maximum gross gasoline refining margin, as provided. The bill would authorize the commission to grant a refiner’s request for an exemption from the maximum gross gasoline refining margin upon a showing by the refiner of reasonable cause, and to subject the refiner to alternative maximum margins or other conditions set by the commission. The bill would require a refiner seeking an exemption to file a statement under the penalty of perjury setting forth the basis of the request for exemption. By requiring the statement to be filed under the penalty of perjury, this bill would expand the scope of the crime of perjury, thereby imposing a state-mandated local program. The bill would require the penalties collected to be deposited into the Price Gouging Penalty Fund, which the bill would create in the State Treasury. The bill would require moneys in the fund, upon appropriation by the Legislature, to be returned, as refunds, to residents of the state. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>