

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

February 1, 2023, 2:00 pm

San Mateo County Transit District

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

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

<https://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.

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

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

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

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

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

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

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

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

Wednesday, February 1, 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. Swearing-in:

2.a. Peter Ratto for a term ending 12-31-2026 (Transportation Expert representing San Mateo County Board of Supervisors)

3. Roll Call

4. Report from Closed Session at January 19 Special Board Meeting

4.a. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b) Title: General Manager/CEO Informational

5. Consent Calendar

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

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|---------|--|---------------|
| 5.b. | Approval of Minutes of the Board of Directors Regular Meeting of January 4, 2023 and Special Meeting of January 19, 2023 | Motion |
| 5.c. | Acceptance of Statement of Revenues and Expenses for the Period Ending December 31, 2022 | Motion |
| 5.d. | Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook | Motion |
| 5.e. | Authorize an Amendment to the Contract with Giro, Inc. for the Purchase of Two Hastus Software Modules | Resolution |
| 5.f. | Award of Contract for Janitorial and Bus Stop Cleaning Services | Resolution |
| 6. | Public Comment for Items Not on the Agenda
<i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | |
| 7. | Report of the Chair | |
| 7.a. | Honoring National African American History Month | Resolution |
| 7.b. | Resolution of Appreciation for Carole Groom | Resolution |
| 8. | Report of the General Manager/CEO | |
| 8.a. | General Manager/CEO Report – January 25, 2023 | Informational |
| 8.b. | Authorize Agreement with Peninsula Corridor Joint Powers Board to Add a New Safety Position Reporting Directly to the Caltrain Executive Director | Motion |
| 9. | Board Member Requests/Comments | |
| 10. | Recess to Committee Meetings | |
| 10.a. | Community Relations Committee / Committee of the Whole
<i>M. Chuang (Chair), R. Mueller, P. Ratto</i> | |
| 10.a.1. | Call to Order | |
| 10.a.2. | Approval of Minutes of the Community Relations Committee Meeting of January 4, 2023 | Motion |
| 10.a.3. | Accessible Services Update | Informational |

SamTrans Board of Directors Meeting
February 1, 2023

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|--|---------------|
| 10.a.4. Paratransit Coordinating Council Update | Informational |
| 10.a.5. Citizens Advisory Committee Update | Informational |
| 10.a.6. Quarterly Report Quarter 1 Fiscal Year 2023 | Informational |
| 10.a.7. Monthly Performance Report December 2022 | Informational |
| 10.a.8. Adjourn | |
| 10.b. Legislative Committee / Committee of the Whole
<i>R. Mueller (Chair), R. Medina</i> | |
| 10.b.1. Call to Order | |
| 10.b.2. Approval of Minutes of the Legislative Committee Meeting of
January 4, 2023 | Motion |
| 10.b.3. State and Federal Legislative Update | Informational |
| 10.b.4. Adjourn | |
| 11. Reconvene Board of Directors Meeting | |
| 12. Matters for Board Consideration: Community Relations Committee | |
| 12.a. Accessible Services Update | Informational |
| 12.b. Paratransit Coordinating Council Update | Informational |
| 12.c. Citizens Advisory Committee Update | Informational |
| 12.d. Quarterly Report Quarter 1 Fiscal Year 2023 | Informational |
| 12.e. Monthly Performance Report December 2022 | Informational |
| 13. Matters for Board Consideration: Legislative Committee | |
| 13.a. State and Federal Legislative Update | Informational |
| 14. Communications to the Board of Directors | Informational |

SamTrans Board of Directors Meeting
February 1, 2023

15. Date/Time of Next Regular Meeting - Wednesday, March 1, 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.

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Joan Cassman, Legal Counsel
Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue**

Action

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

Significance

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

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

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

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

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

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

The Governor has announced his plan to withdraw the COVID-19 State of Emergency on February 28, 2023. If he proceeds with this plan, the District Board and committees will return to in-person meetings in March.

Budget Impact

There is no impact on the budget.

Background

COVID-19 and AB 361

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

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

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

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared State of Emergency is still in place. Rates of COVID-19 infections and hospitalizations have continued to fluctuate, and new variants continue have continued to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to

protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

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

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

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

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

AB 1944

Effective January 1, 2023 Assembly Bill (AB) 1944 established an additional option for Board and committee members unable to attend in-person meetings remotely due to emergency, illness/injury or caregiving. These rules supplement the teleconference provisions already included in the Brown Act.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2023 -

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

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

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

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

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

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

Whereas, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (CDPH), and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that COVID-19 presents ongoing risks of severe illness, even in vaccinated populations; and

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

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

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

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

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

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

Be It Further Resolved, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (the earlier of 30 days or until the COVID-19 State of Emergency is withdrawn), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 1st day of February, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

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

Minutes of Board of Directors Meeting

January 4, 2023

Members Present: D. Canepa, M. Chuang (joined at 2:18 pm), M. Fraser (Vice Chair) (left at 2:48 pm and rejoined at 4:21 pm), J. Gee (left at 3:58 pm and rejoined at 4:52 pm), R. Guilbault, R. Medina, R. Mueller, J. Powell (Chair), P. Ratto
(Via Teleconference)

Members Absent: None

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

1. Call to Order/Pledge of Allegiance

Chair Peter Ratto called the meeting to order at 2:02 pm and led the Pledge of Allegiance.

2. Swearing-in:

Dora Seamans, District Secretary, administered the Oath of Office to continuing Directors Marina Fraser and Rico E. Medina, and new Directors David Canepa and Ray Mueller for terms expiring 12-31-2026. (Director Marie Chuang was delayed and subsequently took the Oath of Office.)

3. Roll Call

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

4. Report from Closed Session at December 7 Board Meeting

- 4.a. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b)
Title: General Manager/CEO**

Joan Cassman, Legal Counsel, said the Board received a report and no action was taken.

5. Consent Calendar

- 5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue – Approved by Resolution No. 2023-1**
- 5.b. Approval of Minutes of the Board of Directors Meeting of December 7, 2022**
- 5.c. Acceptance of Statement of Revenues and Expenses for the Period Ending November 30, 2022**

5.d. Authorize Execution of Contracts to Renew Vision, Life and Accidental Death and Dismemberment, and Long-term Disability Insurance Benefits – Approved by Resolution No. 2023-2

5.e. Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit – Approved by Resolution No. 2023-3

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Chuang

6. Public Comment for Items Not on the Agenda

There were no public comments.

7. Report of the Chair

7.a. Report of the Chair and Vice Chair Nominating Committee

Director Rico Medina announced the Committee's nomination of Vice Chair Josh Powell as Chair and Director Marina Fraser as Vice Chair.

7.b. Election of 2023 Officers

The directors agreed to appoint Vice Chair Josh Powell as Chair and Director Marina Fraser as Vice Chair for 2023.

Public Comment:

Hank Farzaneh said that the bus for Route 250 is too large for such low ridership. Chair Ratto responded that the re-routing was a result of the implementation of Reimagine SamTrans, which was a District-wide attempt to take route ridership and usage into consideration. He added that Route 250 is one of the best-patronized local lines.

Director Marie Chuang joined the meeting at 2:18 pm.

Ms. Seamans welcomed Director Chuang and administered the Oath of Office.

Motion/Second: Gee/Medina

Ayes: Canepa, Chuang, Fraser, Gee, Guilbault, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

7.c. Appointment of Nominating Committee for the San Mateo County Transit District Representative to the Peninsula Corridor Joint Powers Board

Chair Josh Powell noted that he had selected Directors Jeff Gee and Ray Mueller, and himself as the nominating committee to select the new SamTrans representative on the Caltrain Board.

7.d. Recognizing January as National Slavery and Human Trafficking Prevention Month – Approved by Resolution No. 2023-4

Chair Powell read the resolution into the record.

Motion/Second: Chuang/Powell

Ayes: Canepa, Chuang, Fraser, Gee, Guilbault, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

7.e. Resolution of Appreciation for Carole Groom

Chair Powell said the item was postponed until the February meeting as former Director Groom could not attend.

7.f. Resolution of Appreciation for Dave Pine – Approved by Resolution No. 2023-5

Chair Powell read the resolution into the record.

Motion/Second: Guilbault/Gee

Ayes: Canepa, Chuang, Fraser, Gee, Guilbault, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

Public Comment:

Adina Levin, TEAMC, said they wanted to congratulate former Director Pine on his years of service and support of Caltrain and SamTrans.

Former Director Pine expressed his appreciation for serving on the SamTrans Board.

8. Report of the General Manager/CEO

8.a. General Manager/CEO Report – December 28, 2022

April Chan, General Manager/CEO, expressed the staff's appreciation for former Director Pine and welcomed new Directors David Canepa, Marie Chuang, and Ray Mueller.

April Chan, General Manager/CEO, welcomed the new directors. She said that the only major impact on the District from the December 31 storm was at the Linda Mar Park N Ride, where the parking lot flooded and notification was sent out. She reported that in addition, the Operations team was instrumental in helping to move residents from a flooded mobile home park. Ms. Chan said that Grace Martinez, Acting Chief Financial Officer, was leaving the District and Kathleen Kelly would be acting as Interim Chief Financial Officer.

8.b. MTC Regional Coordination Update

Ms. Chan introduced Chelsea Schultz, Planning Administrator, who provided the presentation.

Director Marina Fraser left the meeting at 2:48 pm.

Director Jeff Gee asked if the baseline of connection points been mapped. Shruti Hari, Metropolitan Transportation Commission, said the connections would be identified through the connected network planning process over the coming year. Director Gee asked if the regional aspect would have priority over the local aspects. Ms. Hari said the priority was to provide a seamless experience for the Bay Area traveler. Director asked if there was a financial model for

the project. Ms. Hari said they have an initial budget and are looking to the MTC (Metropolitan Transportation Commission) for guidance. Ms. Chan said there were efforts to protect local service to respond to the voters.

Director Ray Mueller asked if there would be more layers of signoff. Ms. Chan said that local service is completely within the District's jurisdiction.

Director Marie Chuang asked if MTC would approve the initial funding and initial framework. Ms. Hari concurred and said it depended upon approval of the proposal itself. Ms. Chan said there would be no SamTrans funding going towards this effort.

Director David Canepa said the goal was to eliminate the current barriers within the regional system. He asked how the maps and wayfinding would work. Ms. Hari said the goal was to become more customer-focused.

Director Peter Ratto said he supported not sacrificing local service in favor making regional connections. He said he supported wayfinding, which is currently not standardized amongst the various transit agencies.

Chair Powell asked how they access the voice of the customer, and Ms. Hari noted that the RNM (Regional Network Management) has a Voice of the Customer Advisory Committee.

Public Comment:

Adina Levin said she was supportive of making regional transit available through fare integration and transit pass programs.

8.c. Update on Policy Regarding New Brown Act Remote Meetings Exceptions and Potential Legislative Positions Related to Remote Meeting Exceptions

Ms. Cassman introduced Shayna van Hoften, Legal Counsel, who provided the presentation.

Director Gee said the inability to meet remotely can affect recruitment of agency members. He said he was interested in supporting guidelines as opposed to policies.

Director Canepa said at Commute.org, they had a similar discussion and said he supported further discussion.

Director Rose Guilbault said she supported having guidelines rather than policies.

Public Comment:

Roland said they might want to have input into the MTC Legislative Committee.

Adina Levin said she supported flexibility.

Director Mueller said he supported having guidelines to modernize the Brown Act, while supporting its original intent.

9. Board Member Requests/Comments

There were no requests or comments.

10. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 3:56 pm.

Director Jeff Gee left the meeting at 3:58 pm.

Director Marina Fraser rejoined the meeting at 4:21 pm.

11. Reconvene Board of Directors Meeting

Chair Powell reconvened the Board meeting at 4:46 pm.

12. Matters for Board Consideration: Legislative Committee

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

12.a. Adoption of 2023 Draft Legislative Program

Motion/Second: Chuang/Medina

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

Noes: None

Absent: Gee

Director Medina reported on the following item:

12.b. State and Federal Legislative Update

13. Matters for Board Consideration: Community Relations Committee

Director Guilbault reported on the following items:

13.a. Accessible Services Update

13.b. Paratransit Coordinating Council Update

13.c. Monthly Performance Report | November 2022

14. Matters for Board Consideration: Finance Committee

Director Medina led the Board in voting on the following items all together in one motion:

14.a. Authorizing an Open Market Procurement of Switchgear for the SamTrans South Base Switchgear Replacement Project – Approved by Resolution No. 2023-6

14.b. Awarding a Contract to Anvil Builders, Inc. for the South Base Switchgear Replacement Project for a Total Contract Amount of \$2,492,675, and Delegating Authority to the General Manager/CEO to Approve the Project Design – Approved by Resolution No. 2023-7

14.c. Increasing the Contract Contingency Authority for the North Base Bus Maintenance Facility Charger Replacement Project and Delegating Authority to the General Manager/CEO to Approve the Project Design – Approved by Resolution No. 2023-8

14.d. Authorizing an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Study Services to Extend the Contract by Two Years and Increase the Total Contract Amount by \$200,000 – Approved by Resolution No. 2023-9

14.e. Awarding a Contract to Transdev Services, Inc. for Microtransit Services for a Total Not-to-exceed Amount of \$9,720,761 for a Three-year, Five-month Base Term – Approved by Resolution No. 2023-10

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: Gee

15. Communications to the Board of Directors

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

16. Date/Time of Next Regular Meeting

Chair Powell announced the time and location of the next meeting as Wednesday, February 1, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

17. General Counsel Report

17.a. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b)

Title: General Manager/CEO

Ms. Cassman introduced the closed session and asked if the members wanted to conduct the session due to the late hour. Director Medina said he wanted to move forward. Director Mueller asked how long it was expected to last, and Ms. Cassman estimated that it would last 45 minutes.

Director Chuang said she had a hard stop at 5:00 pm. Director Canepa said he needed to leave but suggested the Board proceed.

Director Jeff Gee rejoined the meeting at 4:52 pm.

Chair Powell proposed the closed session be continued to the February regular meeting, and the Board concurred.

18. Adjourn

The meeting adjourned at 4:55 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.

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California
Minutes of Board of Directors Special Meeting**

January 19, 2023

Members Present: D. Canepa, M. Chuang, M. Fraser (Vice Chair), J. Gee, R. Guilbault,
(Via Teleconference) R. Medina, R. Mueller (joined at 3:08 pm), J. Powell (Chair), P. Ratto

Members Absent: None.

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

1. Call to Order/Roll Call

Chair Josh Powell called the meeting to order at 3:03 pm. Dora Seamans, District Secretary, confirmed that a quorum of the Board was present.

2. Report from the Nominating Committee for the San Mateo County Transit District Representative to the Peninsula Corridor Joint Powers Board

Chair Powell announced that the Committee consisting of Directors Jeff Gee, Ray Mueller, and himself recommended Director Rico Medina as the SamTrans representative on the Caltrain Board.

Motion/Second: Chuang/Guilbault

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

Noes: None

Absent: Mueller

3. Closed Session: Public Employee Performance Evaluation – Annual Goal-setting Pursuant to Government Code Section 54957(b)

Title: General Manager/CEO

Joan Cassman, Legal Counsel, announced the closed session and said since it was not anticipated that the Board would take any reportable action, they would adjourn the meeting following the closed session and she would provide a report-out at the next regular meeting on February 2.

The Board adjourned to closed session at 3:06 pm.

Director Ray Mueller joined the meeting at 3:08 pm.

4. Adjourn

The meeting adjourned at 4:07 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.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period Ending December 31, 2022**

Action

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

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

Significance

Annual Forecast: The annual forecast was updated based on actual revenue and expense trends through December 2022. The forecast was derived by analyzing trends and reviewing details with cost center managers. A surplus of \$3.5M is projected, mainly driven by increased Sales Tax revenue estimates and lower expense forecasts.

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 18) are forecasted \$15.8M higher than budget primarily due to Sales Tax revenues (page 1, line 10 & 11). Sales Tax revenues are forecasted \$13.5M higher than budget based on the latest projections which continue to reflect strong recovery from the pandemic. Investment Income (page 1, line 12) is projected \$1.5M higher than budget due to rising interest rates to combat inflation. Passenger Fares (page 1, line 1) is higher than budget by \$0.7M due to continued improving ridership.

Forecast Expenses: Total Uses of Funds (page 1, line 42) are forecast \$6.8M lower than budget. Contracted Urban Bus Service (page 3, line 34) is lower than budget by \$5.1M driven by DNO impact in the first half of FY23, due to driver shortages, not meeting revenue miles operating metrics and incentives; \$1.2M lower than budget expenses in Professional Services (page 3, line 7) due to less spend planned for Microtransit operations; \$0.2M favorable to budget Technical Services (page 3, line 8) due to reduction in IT contracts; \$0.2M lower Shuttle Service (page 3, line 61) due to 3 suspended shuttles through Dec'22 with 1 to resume in Jan'23.

Year to Date Revenues: As of December year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$16.8 million higher than the prior year. This is primarily driven by the increases in Local TDA and STA Funds (page 1, line 2), District Sales Tax (page 1, line 10), 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 increases are partially offset by the decreases in CARES ACT and CRRSSAA and ARPA (page1, line 4).

Year to Date Expenses: As of December year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$23.6 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, 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 December 2022.

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

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2023
DECEMBER 2022

% OF YEAR ELAPSED: 50.0%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	4,408,055	5,376,215	968,159	22.0%	9,739,000	10,460,000	721,000
2 Local TDA and STA Funds	21,249,966	32,943,228	11,693,262	55.0%	65,886,455	65,886,455	-
3 Pass through to Other Agencies	298,686	298,686	-	0.0%	597,375	597,375	-
4 CARES ACT and CRRSAA and ARPA	15,633,362	-	(15,633,362)	(100.0%)	11,882,760	11,882,760	-
5 Operating Grants	634,190	1,102,483	468,293	73.8%	3,931,070	3,931,070	-
6 SMCTA Measure A	1,929,911	2,524,409	594,498	30.8%	4,330,880	4,330,880	-
7 AB434 Funds, TA Funded Shuttle & Other	214,261	56,250	(158,011)	(73.7%)	114,300	114,300	-
8 Subtotal - Operating Revenues	44,368,431	42,301,271	(2,067,160)	(4.7%)	96,481,840	97,202,840	721,000
Other Revenue Sources							
10 District Sales Tax	51,226,147	59,361,411	8,135,264	15.9%	108,272,000	117,295,000	9,023,000
11 Measure W Sales Tax	25,558,115	29,639,533	4,081,418	16.0%	54,136,000	58,647,500	4,511,500
12 Investment Income	1,174,318	3,385,469	2,211,151	188.3%	2,840,000	4,337,141	1,497,141
13 Other Interest, Rent & Other Income	2,631,923	4,894,701	2,262,778	86.0%	9,249,477	9,261,977	12,500
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	12,641,835	14,798,041	2,156,207	17.1%	47,076,041	47,076,041	-
15							
16 Subtotal - Other Revenues	93,232,337	112,079,155	18,846,818	20.2%	221,573,518	236,617,659	15,044,141
17 Total Revenues	137,600,768	154,380,426	16,779,658	12.2%	318,055,358	333,820,499	15,765,141
18 Total Sources of Funds	137,600,768	154,380,426	16,779,658	12.2%	318,055,358	333,820,499	15,765,141
19							
USES OF FUNDS							
20							
21 PCJPB, SMCTA & SAMTR Capital W&B	12,641,835	14,798,041	2,156,207	17.1%	47,076,041	47,076,041	-
22 Motor Bus	64,401,968	73,892,902	9,490,933	14.7%	159,508,835	153,020,435	(6,488,400)
23 A. D. A. Programs	8,594,526	9,750,234	1,155,708	13.4%	18,712,269	18,634,269	(78,000)
24 Other Multi-Modal Programs	846,798	2,573,031	1,726,234	203.9%	5,926,200	5,738,700	(187,500)
25 Pass through to Other Agencies	298,686	298,686	-	0.0%	597,375	597,375	-
26 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
27 Total Operating Expense	86,783,813	101,312,894	14,529,081	16.7%	231,916,131	225,162,231	(6,753,900)
28							
29 Total Operating Surplus / (Deficit)	50,816,955	53,067,532	2,250,577	4.4%	86,139,227	108,658,268	22,519,041
30							
31 District Sales Tax Capital	1,821,103	2,763,700	942,598	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	3,405,361	11,767,994	8,362,633	245.6%	23,535,988	23,535,988	-
33 Reserves for Future Capital Allocation	-	-	-	0.0%	-	-	-
34 Sales Tax Allocation - Capital Program	5,226,463	14,531,694	9,305,231	178.0%	29,063,388	29,063,388	-
35							
36 Total Debt Service	4,206,341	3,949,541	(256,800)	(6.1%)	19,144,578	19,144,578	-
37							
38 Operating Reserve	-	-	-	-	27,814,124	27,814,124	-
39 Sales Tax Stabilization Fund	-	-	-	-	8,120,400	8,120,400	-
40 Pension	-	-	-	-	21,000,000	21,000,000	-
41							
42 Total Uses of Funds	96,216,617	119,794,129	23,577,512	24.5%	337,058,621	330,304,721	(6,753,900)
43							
44 SURPLUS/(DEFICIT)	41,384,151	34,586,297	(6,797,854)	(16.4%)	(19,003,263)	3,515,778	22,519,041
45 Draw from Prior Years' Surplus	-	-	-	0.0%	19,003,263	-	(19,003,263)
46 ADJUSTED SURPLUS/(DEFICIT)	41,384,151	34,586,297	(6,797,854)	(16.4%)	-	3,515,778	3,515,778

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 DECEMBER 2022							
% OF YEAR ELAPSED: 50.0%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	4,196,212	5,128,740	932,528	22.2%	9,309,000	10,000,000	691,000
2							
3 LOCAL (TDA) TRANSIT FUND	17,236,926	26,514,000	9,277,074	53.8%	53,028,002	53,028,002	-
4							
5 STATE TRANSIT ASSISTANCE	2,787,990	4,547,598	1,759,608	63.1%	9,095,193	9,095,193	-
6							
7 OPERATING GRANTS	95,539	219,930	124,392	130.2%	1,341,421	1,341,421	-
8							
9 DISTRICT SALES TAX REVENUE	37,761,558	32,360,722	(5,400,837)	(14.3%)	81,273,360	72,396,819	(8,876,541)
10							
11 INVESTMENT INTEREST INCOME	964,500	3,163,045	2,198,545	227.9%	2,475,000	3,972,141	1,497,141
12							
OTHER REVENUE SOURCES:							
15 Rental Income	519,955	1,067,288	547,333	105.3%	1,555,354	1,755,354	200,000
16 Advertising Income	70,962	723,017	652,055	918.9%	1,246,099	1,246,099	-
17 Other Income	768,327	168,562	(599,765)	(78.1%)	185,406	185,406	-
18 TOTAL OTHER REVENUES	1,359,244	1,958,867	599,623	44.1%	2,986,859	3,186,859	200,000
19							
20 TOTAL MOTOR BUS	64,401,969	73,892,902	9,490,933	14.7%	159,508,835	153,020,435	(6,488,400)
21							
AMERICAN DISABILITIES ACT:							
23 Passenger Fares Redi-Wheels	211,844	247,475	35,631	16.8%	430,000	460,000	30,000
24 Local TDA 4.5 Redi-Wheels	907,206	1,395,474	488,268	53.8%	2,790,948	2,790,948	-
25 Local STA - Paratransit	317,844	486,156	168,312	53.0%	972,312	972,312	-
26 Operating Grants	538,652	882,553	343,902	63.8%	2,589,649	2,589,649	-
27 Sales Tax Revenue - ADA	3,751,528	3,571,176	(180,352)	(4.8%)	6,033,480	5,925,480	(108,000)
28 Interest Income - Paratransit Fund	209,818	222,424	12,606	6.0%	365,000	365,000	-
29 SMCTA Measure A Redi-Wheels	1,929,911	2,524,409	594,498	30.8%	4,330,880	4,330,880	-
30 Measure M Paratransit	727,724	420,567	(307,157)	(42.2%)	1,200,000	1,200,000	-
31 TOTAL ADA PROGRAMS	8,594,527	9,750,234	1,155,708	13.4%	18,712,269	18,634,269	(78,000)
32							
MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 AB434 Funds-SamTrans Shuttle	214,261	56,250	(158,011)	(73.7%)	114,300	114,300	-
36 Employer SamTrans Shuttle Funds	618,367	2,232,435	1,614,068	261.0%	4,880,200	4,692,700	(187,500)
37 Dumbarton Rental Income	270,865	282,832	11,967	4.4%	182,418	182,418	-
38 Sales Tax Revenue - Gen. Operating Asst.	(256,695)	1,515	258,209	100.6%	749,282	749,282	-
39							
40 TOTAL MULTIMODAL	846,797	2,573,031	1,726,234	203.9%	5,926,200	5,738,700	(187,500)
41							
42 TOTAL REVENUES	73,843,293	86,216,167	12,372,874	16.8%	184,147,304	177,393,404	(6,753,900)

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2023
DECEMBER 2022

% OF YEAR ELAPSED: 50.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	34,425,872	40,837,685	6,411,813	18.6%	80,520,163	80,520,163	-
2							
3 Services:							
4 Board of Directors	72,847	65,951	(6,897)	(9.5%)	118,733	118,733	-
5 Contracted Vehicle Maintenance	409,597	545,210	135,613	33.1%	1,252,376	1,252,376	-
6 Property Maintenance	770,159	819,959	49,800	6.5%	2,035,714	2,035,714	-
7 Professional Services	2,365,749	2,230,355	(135,395)	(5.7%)	7,231,919	6,081,919	(1,150,000)
8 Technical Services	3,068,828	4,158,537	1,089,710	35.5%	11,469,170	11,269,170	(200,000)
9 Other Services	1,417,707	1,632,503	214,796	15.2%	5,666,269	5,666,269	-
10 Materials & Supply:							
11 Fuel and Lubricants*	1,663,303	2,357,182	693,879	41.7%	5,817,626	5,817,626	-
12 Bus Parts and Materials	874,679	1,335,266	460,587	52.7%	2,483,496	2,483,496	-
13 Uniforms and Driver Expense	215,290	176,921	(38,369)	(17.8%)	799,140	799,140	-
14 Timetables and Tickets	31,860	28,173	(3,687)	(11.6%)	175,633	175,633	-
15 Office Supplies / Printing	125,619	308,125	182,507	145.3%	408,243	408,243	-
16 Other Materials and Supply	50,714	102,914	52,200	102.9%	132,550	132,550	-
17							
18 Utilities:							
19 Telephone	240,246	337,928	97,683	40.7%	669,200	669,200	-
20 Other Utilities	724,944	763,383	38,439	5.3%	1,676,400	1,676,400	-
21 Insurance	2,673,454	2,863,740	190,286	7.1%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	668,514	414,659	(253,855)	(38.0%)	600,000	600,000	-
23 Workers' Compensation	1,673,135	1,854,422	181,287	10.8%	3,790,476	3,790,476	-
24 Taxes and License Fees	469,575	387,610	(81,965)	(17.5%)	668,846	668,846	-
25 Leases and Rentals	40,223	19,261	(20,962)	(52.1%)	81,900	81,900	-
26 Promotional and Legal Advertising	118,919	299,097	180,178	151.5%	1,299,786	1,299,786	-
27 Training and Business Travel	78,123	150,798	72,675	93.0%	790,790	790,790	-
28 Dues and Membership	83,535	52,100	(31,435)	(37.6%)	250,032	250,032	-
29 Postage and Other	57,908	78,926	21,018	36.3%	207,492	207,492	-
30							
31 Total District Operated Buses	52,320,799	61,820,705	9,499,906	18.2%	131,176,899	129,826,899	(1,350,000)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	9,747,905	8,772,516	(975,389)	(10.0%)	23,638,400	18,500,000	(5,138,400)
35 Coastside Services	821,146	849,648	28,501	3.5%	1,805,000	1,805,000	-
36 Redi Coast Non-ADA	92,117	104,208	12,091	13.1%	212,000	212,000	-
37 La Honda - Pescadero	8,138	18,375	10,238	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	73,971	79,750	5,779	7.8%	158,000	158,000	-
39 CUB Related Wages & Benefits	183,790	264,619	80,829	44.0%	605,512	605,512	-
40 CUB Related Other Support	49,936	131,169	81,233	162.7%	140,760	140,760	-
41 CUB Insurance	1,255,604	1,397,472	141,868	11.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(151,438)	454,440	605,878	(400.1%)	200,000	200,000	-
43 Total Contracted Bus Service	12,081,169	12,072,197	(8,973)	(0.1%)	28,331,936	23,193,536	(5,138,400)
44							
45 TOTAL MOTOR BUS	64,401,968	73,892,902	9,490,933	14.7%	159,508,835	153,020,435	(6,488,400)

* Fuel and Lubricants costs were reduced by a realized gain of \$781,796 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES
FISCAL YEAR 2023
DECEMBER 2022

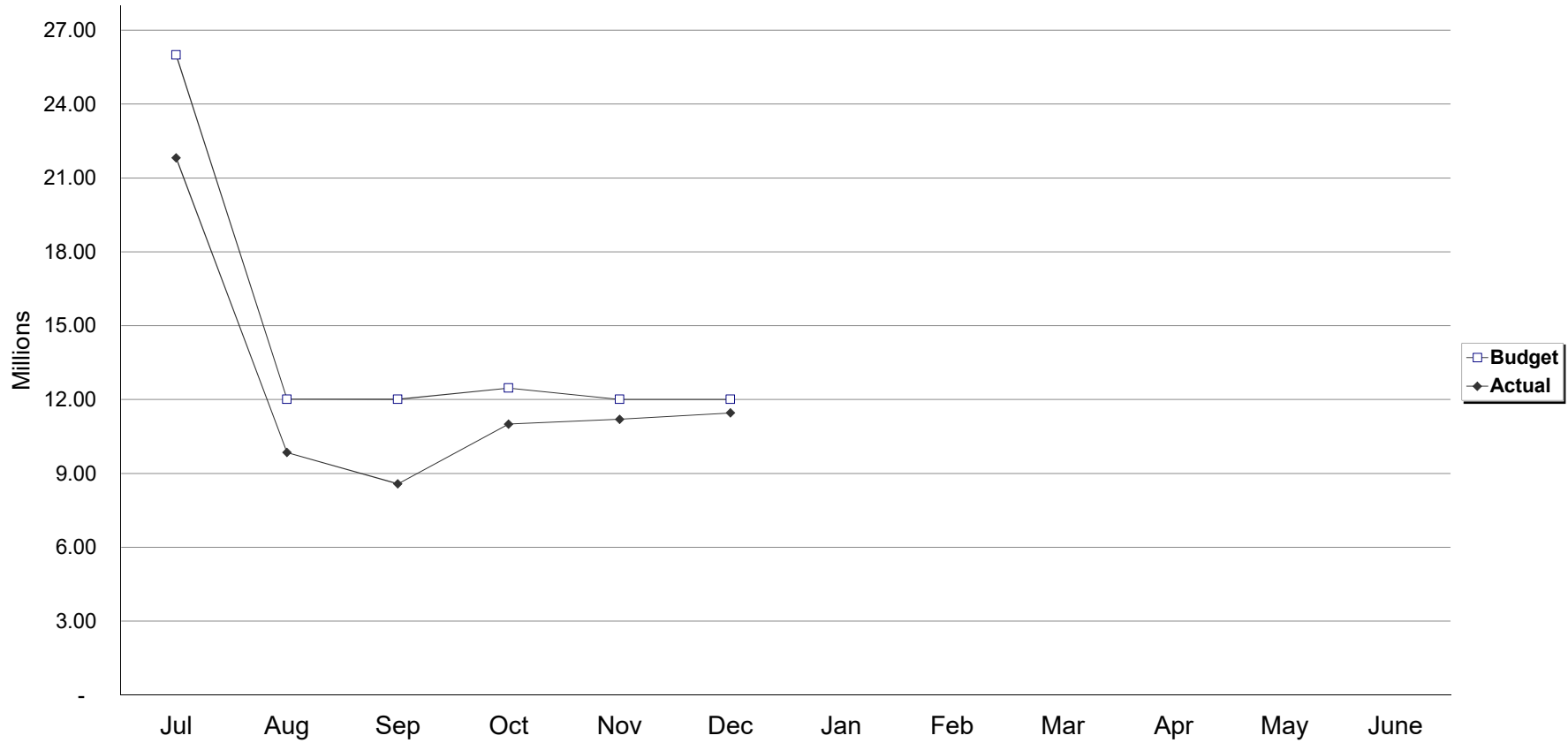
% OF YEAR ELAPSED: 50.0%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
46 AMERICAN DISABILITY ACT PROGRAMS							
47							
48 Elderly & Disabled/Redi-Wheels	3,838,302	4,133,184	294,883	7.7%	8,285,000	8,285,000	-
49 ADA Sedans / Taxi Service	1,146,378	1,237,096	90,718	7.9%	2,457,000	2,457,000	-
50 Coastside ADA	645,307	853,375	208,068	32.2%	1,306,000	1,306,000	-
51 ADA Related Wages & Benefits	1,149,209	1,418,727	269,518	23.5%	2,947,711	2,947,711	-
52 ADA Related Other Support	758,805	933,338	174,533	23.0%	2,328,014	2,250,014	(78,000)
53 ADA Insurance	1,056,526	1,174,414	117,888	11.2%	1,188,544	1,188,544	-
54 ADA Claims Reserves & Payments	-	100	100	100.0%	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	8,594,526	9,750,234	1,155,708	13.4%	18,712,269	18,634,269	(78,000)
57							
58 MULTI-MODAL TRANSIT PROGRAMS							
59							
60							
61 SamTrans Shuttle Service	751,992	2,327,818	1,575,826	209.6%	5,287,500	5,100,000	(187,500)
62 Shuttle Related Wages & Benefits	34,713	126,121	91,409	263.3%	256,282	256,282	-
63 Dumbarton M.O.W.	-	20,274	20,274	100.0%	182,418	182,418	-
64 Maintenance Multimodal Facilities	60,093	98,818	38,725	64.4%	200,000	200,000	-
65							
66 TOTAL MULTI-MODAL PROGRAMS	846,798	2,573,031	1,726,234	637.3%	5,926,200	5,738,700	(187,500)
67							
68 TOTAL OPERATING EXPENSES	73,843,292	86,216,167	12,372,875	16.8%	184,147,304	177,393,404	(6,753,900)
69							

SAN MATEO COUNTY TRANSIT DISTRICT

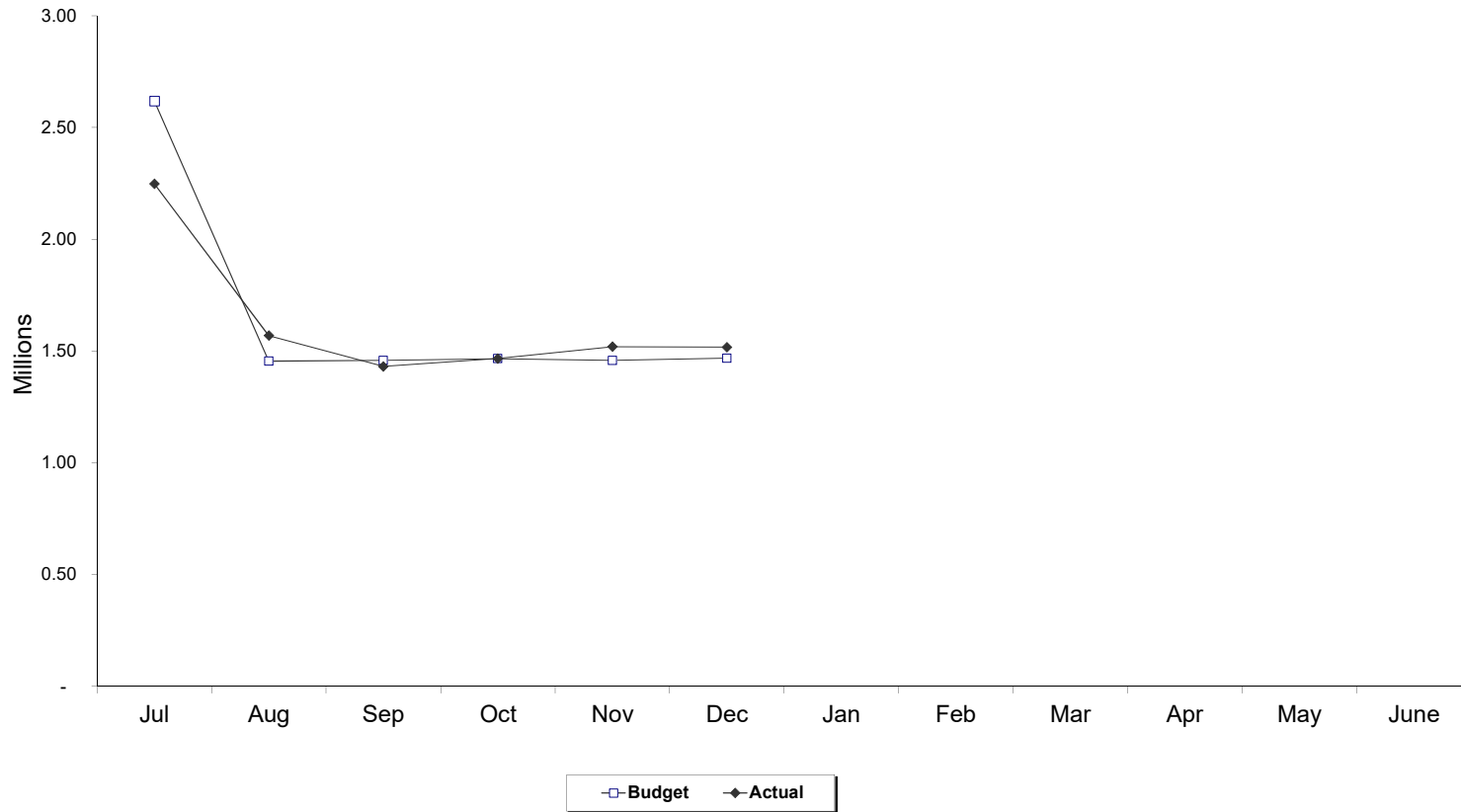
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2023



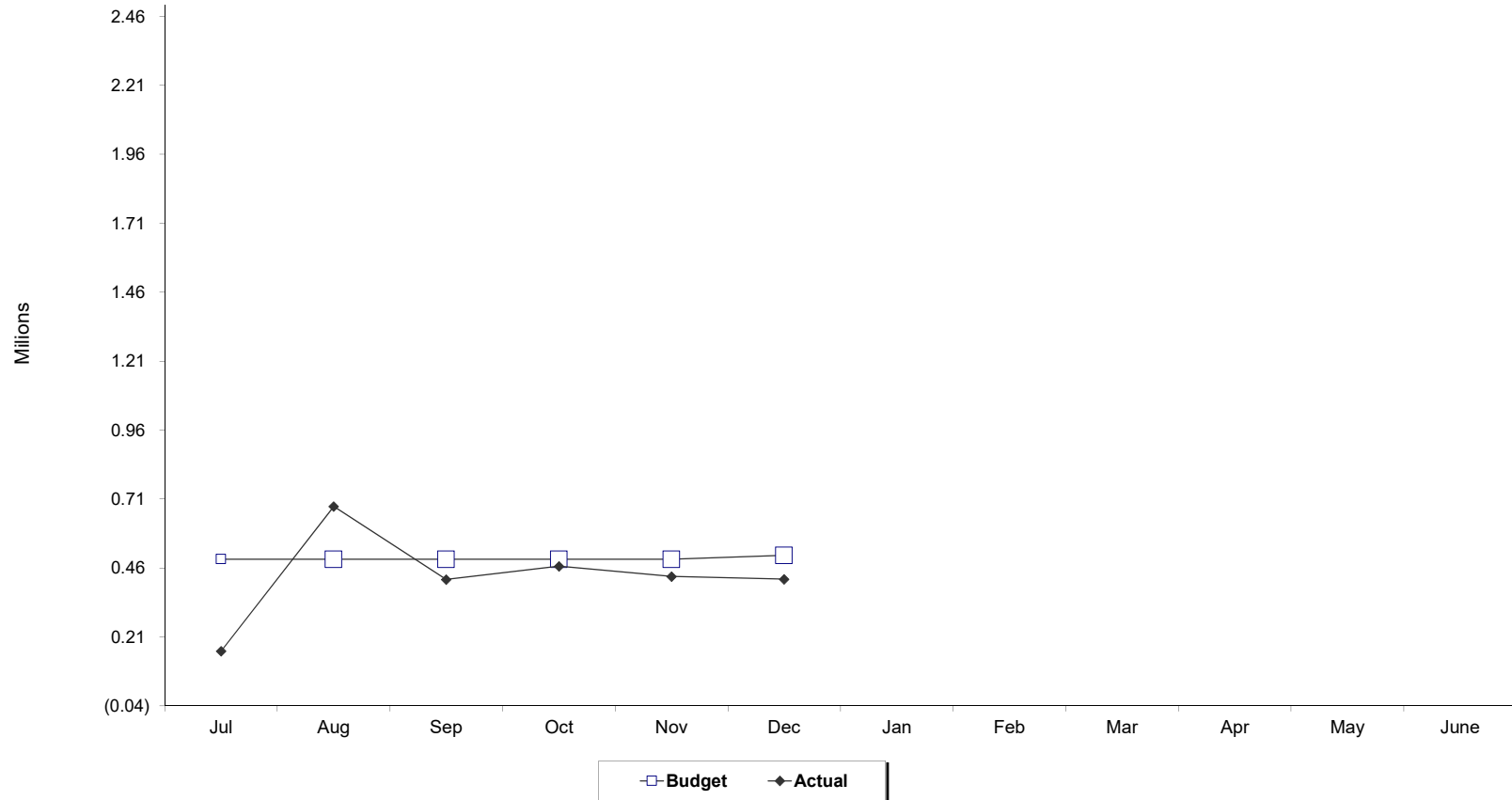
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	25,998,477	12,010,496	12,006,708	12,464,158	12,007,068	12,010,331						
Actual	21,818,382	9,845,874	8,573,523	11,005,352	11,196,251	11,453,519						
CUMULATIVE EXPENSES												
Budget	25,998,477	38,008,973	50,015,681	62,479,839	74,486,907	86,497,238						
Actual	21,818,382	31,664,256	40,237,779	51,243,131	62,439,382	73,892,902						
Variance - F(U)	4,180,095	6,344,717	9,777,902	11,236,708	12,047,525	12,604,336						
Variance %	16.1%	16.7%	19.5%	18.0%	16.2%	14.6%						

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
MONTHLY EXPENSES												
Budget	2,618,125	1,454,381	1,457,281	1,465,281	1,457,381	1,467,281						
Actual	2,248,116	1,568,907	1,430,922	1,466,196	1,519,028	1,517,065						
CUMULATIVE EXPENSES												
Budget	2,618,125	4,072,506	5,529,787	6,995,068	8,452,449	9,919,730						
Actual	2,248,116	3,817,023	5,247,946	6,714,142	8,233,169	9,750,234						
Variance - F(U)	370,008	255,482	281,840	280,926	219,280	169,496						
Variance %	14.1%	6.3%	5.1%	4.0%	2.6%	1.7%						

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
MONTHLY EXPENSES												
Budget	491,809	491,309	491,309	491,309	491,309	506,309						
Actual	158,050	683,102	418,126	465,795	428,828	419,131						
CUMULATIVE EXPENSES												
Budget	491,809	983,118	1,474,427	1,965,736	2,457,045	2,963,354						
Actual	158,050	841,152	1,259,278	1,725,072	2,153,900	2,573,031						
Variance - F(U)	333,759	141,966	215,149	240,664	303,145	390,323						
Variance %	67.9%	14.4%	14.6%	12.2%	12.3%	13.2%						

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

12/31/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	115,743,369.77
Bank of America Checking (Restricted)	12,522,501.76
Wells Fargo	0.00
LAIF	74,796,281.30
ICD Investment (Market values)	35,365,219.10

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	201,517,984.81
MMF - US Bank Custodian Account	9,961,600.54

Debt Service Reserves Held By Trustee	7,291,221.52
--	---------------------

TOTAL	<u><u>457,198,178.80</u></u>
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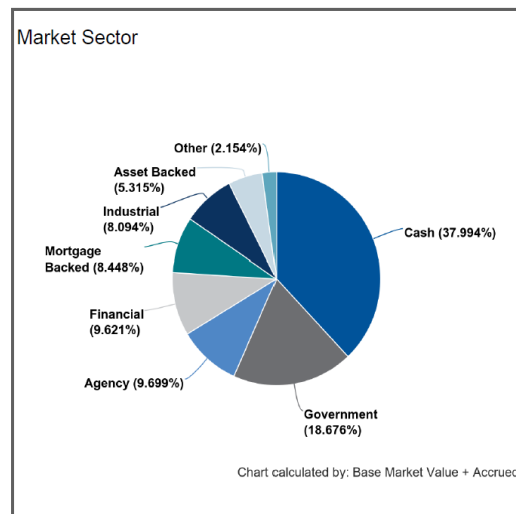
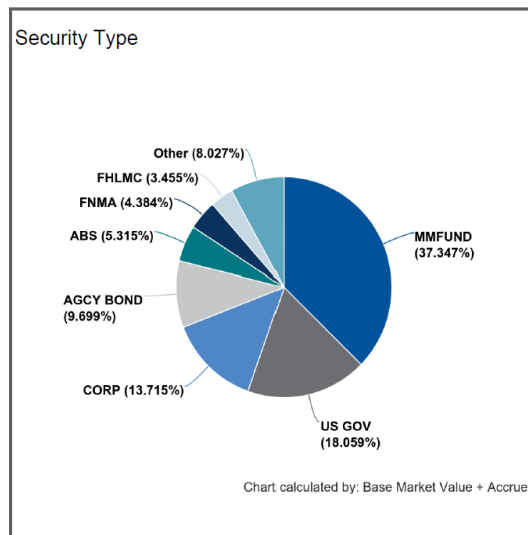
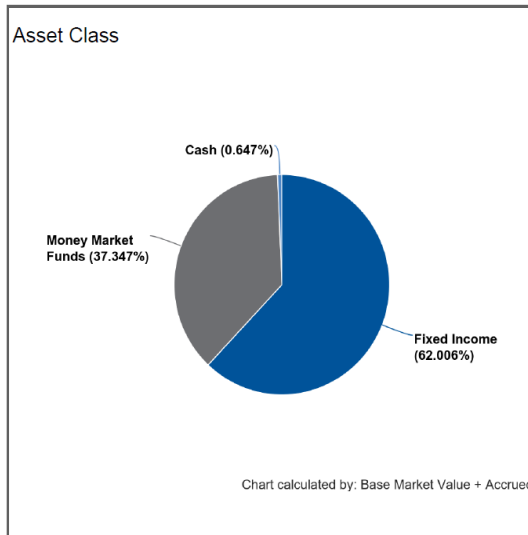
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	2,081,668.51
MMFund	120,123,100.94
Fixed Income	199,436,316.30
Duration	1.602
Convexity	0.032
WAL	1.341
Years to Final Maturity	1.939
Years to Effective Maturity	1.340
Yield	4.560
Book Yield	1.564
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	29.597%
(SM - LAIF) State of California	23.255%
United States	18.059%
Federal Home Loan Mortgage Corporation	11.213%
Federal National Mortgage Association	6.382%
UBS Series Funds - ESG Prime Preferred Fund	4.712%
U.S. Bancorp	3.641%
Federated Hermes, Inc.	3.142%
---	100.000%

Footnotes: 1,2

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

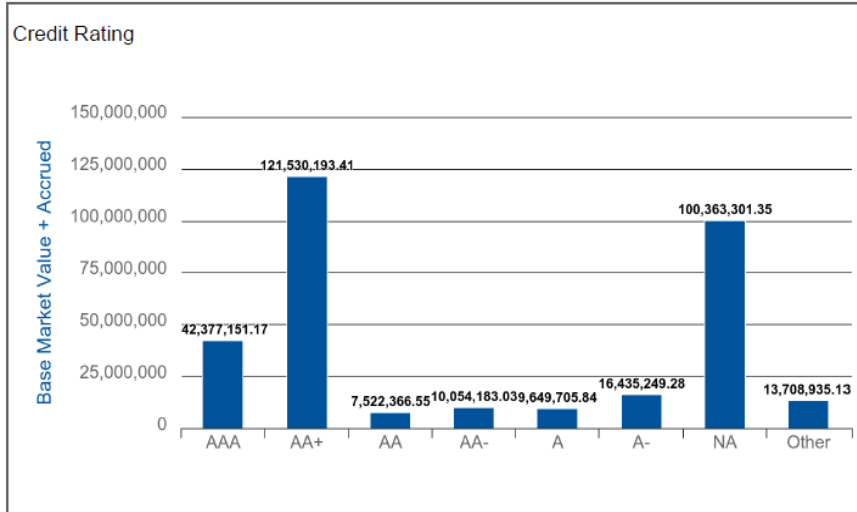


Risk Summary

12/01/2022 - 12/31/2022

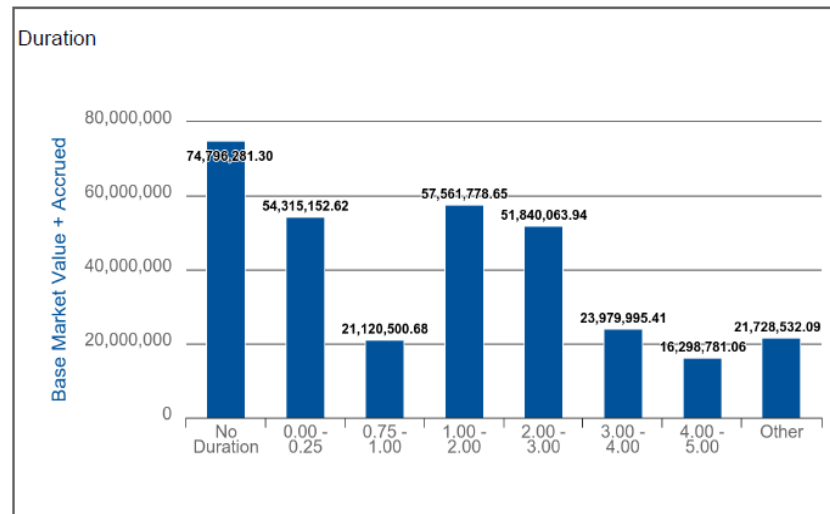
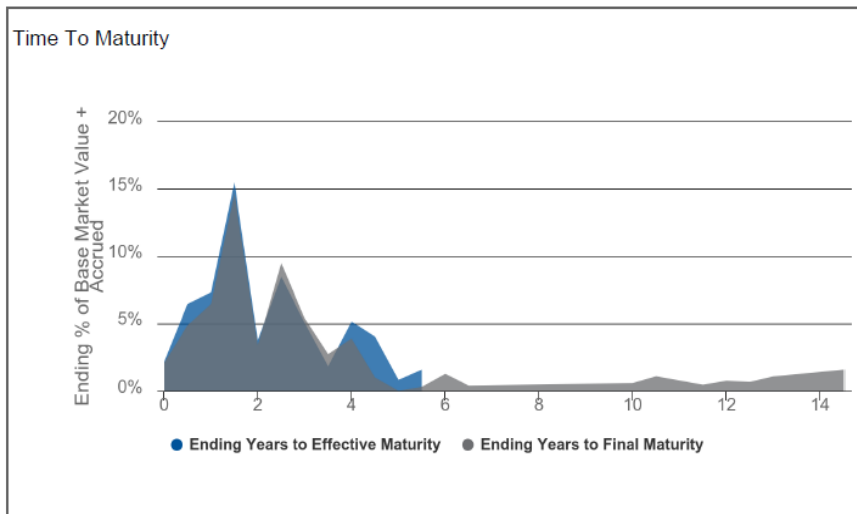
SAM Transit District Agg (136232)

Dated: 01/05/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	9.167%	2.817%	0.573%	0.000%	0.617%	0.000%	0.000%	0.000%	0.000%
AA	10.319%	10.743%	12.396%	5.340%	4.450%	0.000%	0.000%	0.000%	0.000%
A	2.774%	3.615%	3.148%	2.115%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.720%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	7.949%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

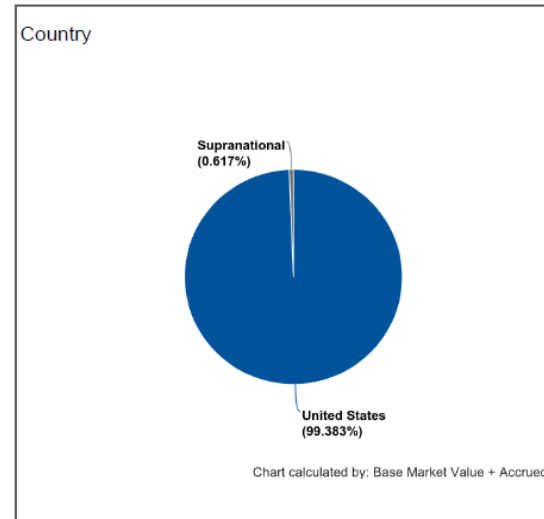
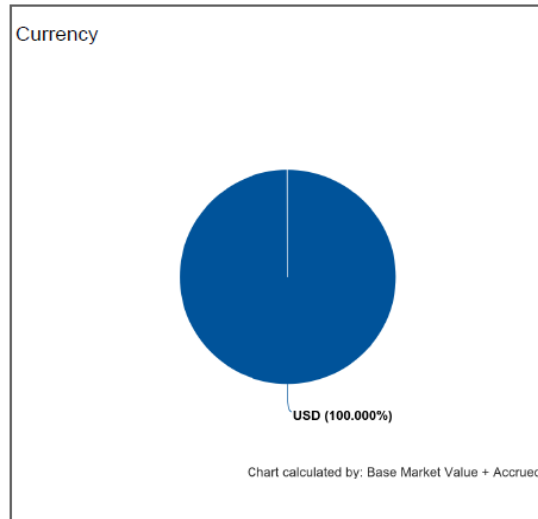
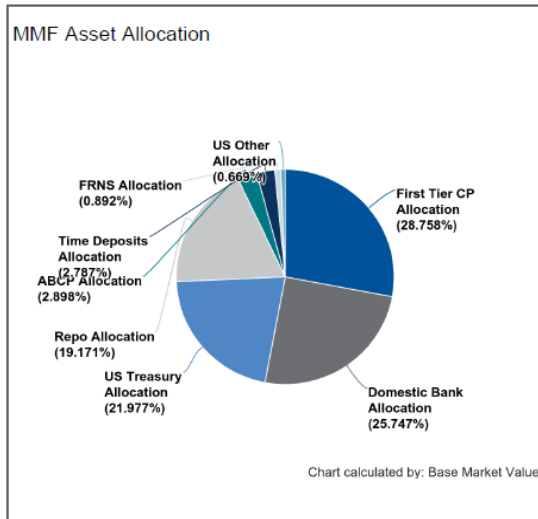
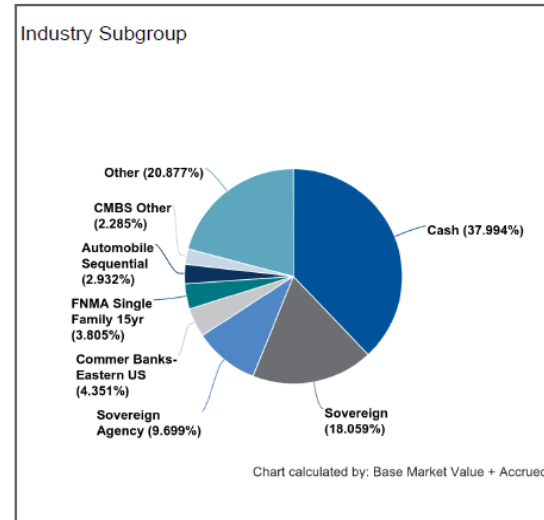
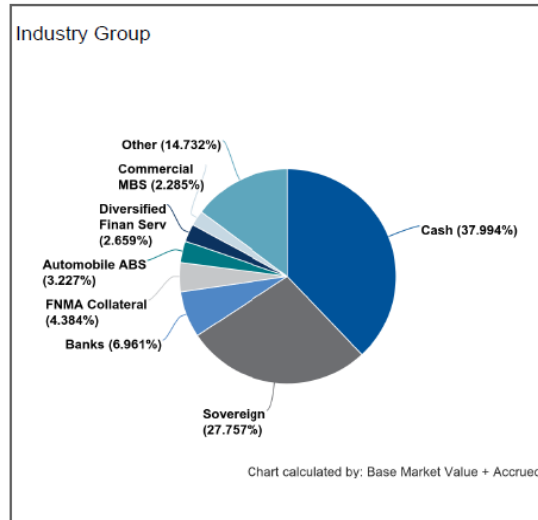
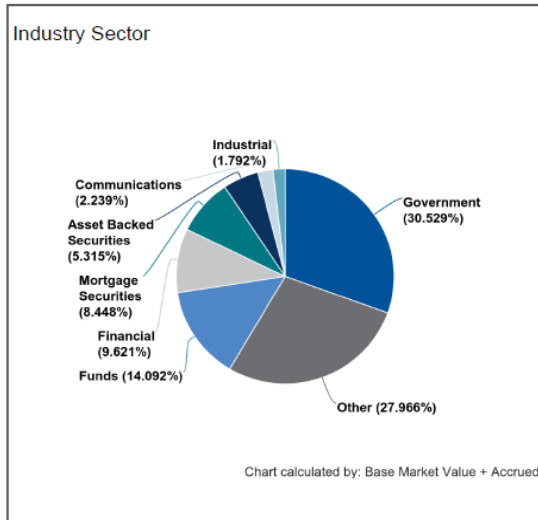


Risk Summary

12/01/2022 - 12/31/2022

SAM Transit District Agg (136232)

Dated: 01/05/2023



CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 12/31/2022
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	25,995.33	---	12/31/2022	25,995.33	0.00	25,995.33	25,995.33
CASH			25,995.33			25,995.33	0.00	25,995.33	25,995.33

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	8,517,948.44	---	12/31/2022	8,517,948.44	0.00	8,517,948.44	8,517,948.44
MMFUND			8,517,948.44			8,517,948.44	0.00	8,517,948.44	8,517,948.44

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,543,943.77			8,543,943.77	0.00	8,543,943.77	8,543,943.77

* 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: 12/31/2022
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	361,493.70	361,516.52
ABS	09661RAD3	BMWOT 2020-A A3	85,968.22	07/15/2020	10/25/2024	85,961.73	6.88	84,841.18	84,848.05
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,380,113.25	1,380,473.81
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	1,069,029.25	1,069,558.49
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	432,768.00	432,925.42
ABS	14315FAD9	CARMX 2020-3 A3	174,664.69	07/22/2020	03/17/2025	174,634.75	48.13	172,011.53	172,059.66
ABS	14316HAC6	CARMX 2020-4 A3	288,022.90	10/21/2020	08/15/2025	287,959.51	64.01	280,012.98	280,076.99
ABS	14316NAC3	CARMX 2021-1 A3	189,226.80	01/27/2021	12/15/2025	189,189.40	28.59	182,919.87	182,948.46
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	08/15/2025	1,229,970.97	2,170.27	1,205,793.60	1,207,963.87
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	827,762.30	827,991.72
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	363,748.00	363,857.08
ABS	362569AD7	GMALT 2020-3 A4	136,666.84	09/29/2020	10/21/2024	136,647.71	21.30	136,338.84	136,360.14
ABS	362590AC5	GMCAR 2020-3 A3	324,557.88	08/19/2020	04/16/2025	324,483.62	60.85	317,975.84	318,036.70
ABS	36260KAC8	GMCAR 2020-4 A3	240,423.55	10/14/2020	08/18/2025	240,372.17	38.07	233,737.37	233,775.44
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	402,607.70	402,649.04
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	582,098.60	582,220.60
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	436,535.40	436,647.84
ABS	44891RAC4	HART 2020-C A3	799,429.84	10/28/2020	05/15/2025	799,245.73	135.01	778,460.79	778,595.81
ABS	44933LAC7	HART 2021-A A3	313,023.60	04/28/2021	09/15/2025	312,990.67	52.87	302,721.99	302,774.86
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	335,315.25	335,432.01
ABS	47787NAC3	JDOT 2020-B A3	94,911.36	07/22/2020	11/15/2024	94,896.90	21.51	93,453.52	93,475.03
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	337,250.00	337,347.82
ABS	65479CAD0	NAROT 2020-B A3	88,347.57	06/30/2020	07/15/2024	88,345.15	21.60	87,610.75	87,632.35
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,392,405.90	1,392,619.30
ABS	89237VAB5	TAOT 2020-C A3	346,966.02	07/27/2020	10/15/2024	346,939.30	67.85	341,411.09	341,478.94
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	324,363.75	324,414.93
ABS	92290BAA9	VZOT 2020-B A	578,567.76	08/12/2020	02/20/2025	578,446.26	83.09	569,854.53	569,937.62
ABS	92348TAA2	VZOT 2020-A A1A	74,795.58	01/29/2020	07/22/2024	74,786.83	42.28	74,515.10	74,557.38
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	588,894.90	589,569.64
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	650,996.60	651,210.09
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	529,883.20	530,084.80
ABS			15,520,572.60			15,518,770.64	6,115.63	14,876,924.80	14,883,040.42

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,069.44	919,060.00	920,129.44
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	670.31	495,060.50	495,730.81
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,197.92	918,740.00	919,937.92
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	194.44	909,910.00	910,104.44
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	1,706.25	1,172,457.00	1,174,163.25
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	900.00	1,079,100.00	1,080,000.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	271.53	1,104,678.50	1,104,950.03
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	554.17	936,861.50	937,415.67
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	34.72	979,360.00	979,394.72
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	2,666.67	1,447,920.00	1,450,586.67
AGCY BOND	3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,204.86	2,427,200.00	2,429,404.86
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	863.19	1,066,901.00	1,067,764.19
AGCY BOND	3137EAWE5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,177.08	1,454,865.00	1,456,042.08
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,327.08	1,169,844.00	1,171,171.08
AGCY BOND	3137EAUY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	312.50	1,157,388.00	1,157,700.50
AGCY BOND	3137EAZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	496.53	1,250,665.00	1,251,161.53
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	1,500.00	7,668,320.00	7,669,820.00
AGCY BOND			27,650,000.00			27,611,238.87	17,146.70	26,158,330.50	26,175,477.20

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,351,674.14	---	12/31/2022	1,351,674.14	0.00	1,351,674.14	1,351,674.14
CASH			1,351,674.14			1,351,674.14	0.00	1,351,674.14	1,351,674.14

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	5,703.33	1,185,480.00	1,191,183.33
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	23,780.82	2,566,275.00	2,590,055.82
CD			3,700,000.00			3,700,000.00	29,484.16	3,751,755.00	3,781,239.16

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	2,635.00	890,469.00	893,104.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	805.44	1,238,598.50	1,239,403.94
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	5,720.00	849,156.00	854,876.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	240.00	867,123.00	867,363.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	1,562.50	920,650.00	922,212.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	1,562.50	920,650.00	922,212.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,093.75	644,455.00	645,548.75
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	9,375.00	864,783.00	874,158.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	941.15	303,036.50	303,977.65
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,102.43	743,240.00	747,342.43
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	12,916.67	778,712.00	791,628.67
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	483.63	990,550.00	991,033.63
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	748.27	375,020.00	375,768.27
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	23,831.25	2,424,411.00	2,448,242.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	18,285.00	2,492,613.00	2,510,898.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	11,028.75	1,209,654.00	1,220,682.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	1,942.50	837,234.00	839,176.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	2,242.50	377,332.80	379,575.30
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	10,837.50	823,998.50	834,836.00
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	934.64	452,582.60	453,517.24
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	2,760.94	434,928.45	437,689.39
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	5,587.85	905,711.00	911,298.85
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	6,814.13	860,922.00	867,736.13
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	16,651.25	880,668.00	897,319.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	798.00	134,163.40	134,961.40
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	22,244.44	1,278,901.00	1,301,145.44
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	8,092.50	439,929.00	448,021.50
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	6,050.30	894,069.00	900,119.30
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	398.27	540,647.00	541,045.27
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	6,865.94	705,120.00	711,985.94
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	27,203.19	1,277,718.00	1,304,921.19
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	2,925.00	365,730.30	368,655.30
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	337.33	212,212.00	212,549.33
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	13,825.00	886,653.00	900,478.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	537.64	383,880.75	384,418.39
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,252.36	591,350.10	592,602.46
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	15,316.64	2,205,904.20	2,221,220.84
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,062.19	470,433.15	471,495.34
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	2,813.00	372,248.00	375,061.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	2,158.00	217,869.60	220,027.60
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,105.00	422,856.00	425,961.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	966.00	131,555.20	132,521.20
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	931.50	126,856.80	127,788.30
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	105.63	229,699.60	229,805.23
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	7,059.38	1,210,560.45	1,217,619.83
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	676.78	262,262.00	262,938.78
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	18,120.00	1,730,412.00	1,748,532.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,689.86	1,027,042.00	1,028,731.86
CORP			40,555,000.00			41,198,804.55	287,636.56	38,204,570.90	38,492,207.46

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	2254EBQL8	Credit Suisse AG, New York Branch	1,800,000.00	06/24/2022	03/20/2023	1,755,615.00	0.00	1,782,558.00	1,782,558.00
CP	63873KQ34	Natixis, New York Branch	3,500,000.00	07/07/2022	03/03/2023	3,425,412.08	0.00	3,474,310.00	3,474,310.00
CP			5,300,000.00			5,181,027.08	0.00	5,256,868.00	5,256,868.00

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	947,432.58	06/25/2021	06/01/2035	1,020,858.61	2,763.35	906,939.31	909,702.66
FHLMC	3133L7LB1	FH RC1222	1,129,731.55	10/19/2021	12/01/2034	1,214,461.42	3,295.05	1,086,519.32	1,089,814.37
FHLMC	3133L9AJ2	FH RC2709	1,207,127.69	10/18/2022	09/01/2037	1,185,248.50	4,526.73	1,199,184.79	1,203,711.52
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	629,479.50	631,138.08
FHLMC	3137F62S5	FHMS K-J31 A1	115,734.07	10/29/2020	05/26/2026	115,731.76	54.88	111,773.65	111,828.53
FHLMC	3137H4RZ5	FHMS K-J36 A1	159,178.65	12/16/2021	12/25/2026	159,178.01	172.18	145,298.27	145,470.45
FHLMC	3137H8B42	FHMS K-J40 A1	836,649.11	07/14/2022	06/25/2028	836,639.07	2,370.51	802,220.99	804,591.50
FHLMC	3137H8H79	FHMS K-J41 A1	1,797,235.96	08/04/2022	01/25/2029	1,797,214.39	4,698.27	1,700,850.19	1,705,548.47
FHLMC	3137H92N8	FHMS K-J42 A1	1,102,159.76	09/15/2022	07/25/2029	1,102,117.88	3,583.86	1,069,094.97	1,072,678.83
FHLMC	3137H9MM8	FHMS 22KJ43 A1	1,800,000.00	12/15/2022	12/25/2028	1,799,969.40	6,565.50	1,780,074.00	1,786,639.50
FHLMC			9,745,249.37			9,913,614.35	29,688.90	9,431,435.00	9,461,123.90

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	1,224,103.78	12/29/2020	09/25/2033	1,241,413.37	1,020.09	1,130,288.46	1,131,308.55
FHLMC CMO	3137F7DH5	FHR 5048 B	763,263.54	11/30/2020	05/25/2033	772,923.59	636.05	683,334.58	683,970.64
FHLMC CMO			1,987,367.32			2,014,336.96	1,656.14	1,813,623.04	1,815,279.18

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,026,097.93	05/18/2021	03/01/2035	1,099,528.07	2,565.24	962,982.65	965,547.89
FNMA	3140Q9FM0	FN CA1971	1,360,786.20	01/18/2022	06/01/2033	1,435,842.06	3,968.96	1,304,245.53	1,308,214.49
FNMA	3140QGKN6	FN CA8400	1,053,647.19	03/22/2021	12/01/2035	1,152,755.87	3,073.14	1,008,803.96	1,011,877.10
FNMA	3140X92C8	FN FM6170	907,602.51	06/25/2021	07/01/2035	983,614.22	3,025.34	888,007.37	891,032.72
FNMA	3140X9K46	FN FM5714	711,647.20	03/25/2021	11/01/2035	775,250.67	2,372.16	696,282.74	698,654.90
FNMA	3140XALC4	FN FM6622	1,286,868.62	03/29/2021	02/01/2036	1,353,222.79	2,680.98	1,180,714.83	1,183,395.81
FNMA	3140XC4K1	FN FM8925	1,235,361.73	11/16/2021	08/01/2034	1,339,595.38	4,117.87	1,223,909.92	1,228,027.80
FNMA	3140XHQQ3	FN FS2262	1,677,274.45	06/30/2022	06/01/2037	1,698,502.46	5,590.91	1,636,969.55	1,642,560.46
FNMA	3140XJHF3	FN FS2929	1,749,635.89	10/18/2022	09/01/2037	1,697,420.20	5,832.12	1,707,592.14	1,713,424.26
FNMA	3140XJ87	FN FS2986	1,659,600.22	10/21/2022	10/01/2032	1,610,330.84	5,532.00	1,626,059.70	1,631,591.70
FNMA			12,668,521.95			13,146,062.56	38,758.73	12,235,568.40	12,274,327.13

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	1,070,573.20	---	12/31/2022	1,070,573.20	0.00	1,070,573.20	1,070,573.20
MMFUND			1,070,573.20			1,070,573.20	0.00	1,070,573.20	1,070,573.20

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	1,883.18	250,698.15	252,581.33
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	617.77	384,811.30	385,429.07
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,013.46	221,030.00	223,043.46
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	2,201.50	321,352.50	323,554.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	4,088.50	596,797.50	600,886.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	1,572.50	229,537.50	231,110.00
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	1,771.46	497,315.50	499,086.96
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,593.75	702,952.50	704,546.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,063.13	366,553.35	367,616.48
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	1,727.55	295,927.50	297,655.05
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	4,098.67	1,474,448.00	1,478,546.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	1,681.88	539,344.25	541,026.13
MUNI			6,375,000.00			6,378,878.00	24,313.33	5,880,768.05	5,905,081.38

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	2,500.00	1,719,792.00	1,722,292.00
SUPRANATIONAL			1,800,000.00			1,799,064.00	2,500.00	1,719,792.00	1,722,292.00

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	15,414.36	3,873,120.00	3,888,534.36
US GOV	912828R28	UNITED STATES TREASURY	1,500,000.00	06/29/2022	04/30/2023	1,484,648.44	4,174.72	1,486,050.00	1,490,224.72
US GOV	912828R69	UNITED STATES TREASURY	1,100,000.00	03/06/2019	05/31/2023	1,060,082.03	1,571.43	1,087,064.00	1,088,635.43
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	1,357.14	938,828.00	940,185.14
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	2,428.57	1,680,008.00	1,682,436.57
US GOV	912828T91	UNITED STATES TREASURY	1,100,000.00	07/08/2019	10/31/2023	1,090,460.94	3,061.46	1,072,720.00	1,075,781.46
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	6,401.24	2,242,960.00	2,249,361.24
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	1,298.34	462,285.00	463,583.34
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	5,193.37	1,849,140.00	1,854,333.37
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	276.24	4,808,800.00	4,809,076.24
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	81.49	1,418,596.00	1,418,677.49
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	35.91	625,144.00	625,179.91
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	24.86	432,792.00	432,816.86
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	74.59	1,298,376.00	1,298,450.59
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	41.09	806,837.00	806,878.09
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	17.27	2,264,750.00	2,264,767.27
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	87.57	1,436,895.00	1,436,982.57
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	3.63	312,798.50	312,802.13
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	12.43	1,072,452.00	1,072,464.43
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	74.59	6,434,712.00	6,434,786.59
US GOV	91282CBV2	UNITED STATES TREASURY	16,600,000.00	12/06/2021	04/15/2024	16,454,750.00	13,339.29	15,707,750.00	15,721,089.29
US GOV			54,275,000.00			54,022,293.01	54,969.60	51,312,077.50	51,367,047.10

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	2,983.75	1,352,368.80	1,355,352.55
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	2,982.99	1,198,150.00	1,201,132.99
YANKEE			2,645,000.00			2,633,825.00	5,966.74	2,550,518.80	2,556,485.54

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	184,643,958.58	---	---	185,540,162.35	498,236.47	175,614,479.34	176,112,715.80

* 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: 12/31/2022
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,505.65	63,509.66
ABS	09661RAD3	BMWOT 2020-A A3	24,562.35	07/15/2020	10/25/2024	24,560.50	1.97	24,240.34	24,242.30
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	238,595.85	238,658.18
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	200,734.75	200,834.13
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	75,264.00	75,291.38
ABS	14315FAD9	CARMX 2020-3 A3	50,458.69	07/22/2020	03/17/2025	50,450.04	13.90	49,692.22	49,706.12
ABS	14316HAC6	CARMX 2020-4 A3	67,770.09	10/21/2020	08/15/2025	67,755.18	15.06	65,885.41	65,900.47
ABS	14316NAC3	CARMX 2021-1 A3	33,392.96	01/27/2021	12/15/2025	33,386.37	5.05	32,279.98	32,285.02
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	08/15/2025	194,995.40	344.07	191,162.40	191,506.47
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	144,160.85	144,200.81
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,412.00	61,430.42
ABS	362569AD7	GMALT 2020-3 A4	29,611.15	09/29/2020	10/21/2024	29,607.00	4.61	29,540.08	29,544.70
ABS	36260KAC8	GMCAR 2020-4 A3	51,090.00	10/14/2020	08/18/2025	51,079.09	8.09	49,669.19	49,677.28
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,737.90	68,744.96
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	100,197.30	100,218.30
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	80,664.15	80,684.93
ABS	44891RAC4	HART 2020-C A3	175,874.56	10/28/2020	05/15/2025	175,834.06	29.70	171,261.37	171,291.08
ABS	44933LAC7	HART 2021-A A3	60,735.92	04/28/2021	09/15/2025	60,729.53	10.26	58,737.10	58,747.36
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	56,673.00	56,692.73
ABS	47787NAC3	JDOT 2020-B A3	22,778.73	07/22/2020	11/15/2024	22,775.26	5.16	22,428.85	22,434.01
ABS	65479CAD0	NAROT 2020-B A3	24,295.58	06/30/2020	07/15/2024	24,294.92	5.94	24,092.96	24,098.90
ABS	89237VAB5	TAOT 2020-C A3	36,911.28	07/27/2020	10/15/2024	36,908.44	7.22	36,320.33	36,327.55
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	62,936.25	62,946.18
ABS	92290BAA9	VZOT 2020-B A	84,257.44	08/12/2020	02/20/2025	84,239.75	12.10	82,988.52	83,000.62
ABS	92348TAA2	VZOT 2020-A A1A	19,683.05	01/29/2020	07/22/2024	19,680.74	11.13	19,609.24	19,620.36
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	109,291.40	109,327.24
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	89,890.90	89,925.10
ABS			2,306,421.81			2,306,137.97	874.26	2,209,971.98	2,210,846.25

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	294.10	252,741.50	253,035.60
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	140.16	103,512.65	103,652.81
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	329.43	252,653.50	252,982.93
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	53.47	250,225.25	250,278.72
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	360.94	248,019.75	248,380.69
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	206.25	247,293.75	247,500.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	59.03	240,147.50	240,206.53
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	160.42	271,196.75	271,357.17
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	9.55	269,324.00	269,333.55
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	583.33	316,732.50	317,315.83
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	705.56	776,704.00	777,409.56
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	266.81	329,769.40	330,036.21
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	360.97	446,158.60	446,519.57
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	561.46	494,934.00	495,495.46
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	67.71	250,767.40	250,835.11
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	105.03	264,563.75	264,668.78
AGCY BOND			5,325,000.00			5,313,158.74	4,264.20	5,014,744.30	5,019,008.50

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	703,999.04	---	12/31/2022	703,999.04	0.00	703,999.04	703,999.04
CASH			703,999.04			703,999.04	0.00	703,999.04	703,999.04

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/23/2021	03/17/2023	200,000.00	950.56	197,580.00	198,530.56
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	3,625.22	410,012.00	413,637.22
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	3,804.93	410,604.00	414,408.93
CD			1,000,000.00			1,000,000.00	8,380.71	1,018,196.00	1,026,576.71

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	150.06	230,765.50	230,915.56
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	845.00	125,443.50	126,288.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	66.67	240,867.50	240,934.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	429.69	253,178.75	253,608.44
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,604.17	240,217.50	242,821.67
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	159.27	51,283.10	51,442.37
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	723.96	131,160.00	131,883.96
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	87.93	180,100.00	180,187.93
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	374.13	187,510.00	187,884.13
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	3,751.22	381,620.25	385,371.47
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	2,708.89	369,276.00	371,984.89
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,633.89	179,208.00	180,841.89
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	345.00	58,051.20	58,396.20
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	173.44	83,984.40	84,157.84
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	415.63	65,473.10	65,888.73
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,588.13	257,412.60	259,000.73
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	4,625.35	244,630.00	249,255.35
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	114.00	19,166.20	19,280.20
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	3,422.22	196,754.00	200,176.22
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	190.46	96,435.00	96,625.46
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	140.77	191,090.75	191,231.52
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	915.46	94,016.00	94,931.46
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	4,185.11	196,572.00	200,757.11
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	450.00	56,266.20	56,716.20
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	53.67	33,761.00	33,814.67
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,840.28	246,292.50	250,132.78
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	207.08	97,782.30	97,989.38
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	2,399.39	345,560.10	347,959.49
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	182.40	80,781.45	80,963.85
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	421.95	55,837.20	56,259.15
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	314.71	31,772.65	32,087.36
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	862.50	117,460.00	118,322.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	345.00	46,984.00	47,329.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	172.50	23,492.00	23,664.50
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	1,125.00	192,918.00	194,043.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	293.89	178,616.00	178,909.89
CORP			5,940,000.00			5,944,543.50	40,318.78	5,581,738.75	5,622,057.53

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	175,857.56	06/25/2021	06/01/2035	189,486.51	512.92	168,341.40	168,854.32
FHLMC	3133L7LB1	FH RC1222	203,351.68	10/19/2021	12/01/2034	218,603.05	593.11	195,573.48	196,166.59
FHLMC	3133L9AJ2	FH RC2709	195,731.13	10/18/2022	09/01/2037	192,183.50	733.99	194,443.22	195,177.21
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,475.25	169,921.79
FHLMC	3137F62S5	FHMS K-J31 A1	27,295.77	10/29/2020	05/26/2026	27,295.23	12.94	26,361.71	26,374.65
FHLMC	3137H4RZ5	FHMS K-J36 A1	25,323.88	12/16/2021	12/25/2026	25,323.77	27.39	23,115.63	23,143.03
FHLMC	3137H8B42	FHMS K-J40 A1	139,441.52	07/14/2022	06/25/2028	139,439.84	395.08	133,703.50	134,098.58
FHLMC	3137H8H79	FHMS K-J41 A1	299,539.33	08/04/2022	01/25/2029	299,535.73	783.05	283,475.03	284,258.08
FHLMC	3137H92N8	FHMS K-J42 A1	184,524.49	09/15/2022	07/25/2029	184,517.47	600.01	178,988.75	179,588.76
FHLMC	3137H9MM8	FHMS 22KJ43 A1	275,000.00	12/15/2022	12/25/2028	274,995.32	1,003.06	271,955.75	272,958.81
FHLMC			1,701,065.34			1,735,048.41	5,108.10	1,645,433.73	1,650,541.83

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	161,459.60	11/30/2020	05/25/2033	163,503.07	134.55	144,551.55	144,686.10
FHLMC CMO			161,459.60			163,503.07	134.55	144,551.55	144,686.10

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	181,076.11	05/18/2021	03/01/2035	194,034.37	452.69	169,938.11	170,390.81
FNMA	3140Q9FM0	FN CA1971	204,117.93	01/18/2022	06/01/2033	215,376.31	595.34	195,636.83	196,232.17
FNMA	3140QGKN6	FN CA8400	206,230.18	03/22/2021	12/01/2035	225,628.71	601.50	197,453.03	198,054.53
FNMA	3140X92C8	FN FM6170	170,175.47	06/25/2021	07/01/2035	184,427.67	567.25	166,501.38	167,068.63
FNMA	3140X9K46	FN FM5714	127,079.86	03/25/2021	11/01/2035	138,437.62	423.60	124,336.20	124,759.80
FNMA	3140XALC4	FN FM6622	241,287.87	03/29/2021	02/01/2036	253,729.27	502.68	221,384.03	221,886.71
FNMA	3140XC4K1	FN FM8925	231,630.32	11/16/2021	08/01/2034	251,174.14	772.10	229,483.11	230,255.21
FNMA	3140XJHF3	FN FS2929	291,605.98	10/18/2022	09/01/2037	282,903.37	972.02	284,598.69	285,570.71
FNMA	3140XJJ87	FN FS2986	234,973.54	10/21/2022	10/01/2032	227,997.76	783.25	230,224.72	231,007.97
FNMA			1,888,177.25			1,973,709.20	5,670.44	1,819,556.11	1,825,226.55

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	373,078.88	---	12/31/2022	373,078.88	0.00	373,078.88	373,078.88
MMFUND			373,078.88			373,078.88	0.00	373,078.88	373,078.88

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	406.18	54,072.15	54,478.33
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	107.75	67,118.25	67,226.00
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	525.25	57,660.00	58,185.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	345.95	50,498.25	50,844.20
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	471.75	68,861.25	69,333.00
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	817.70	119,359.50	120,177.20
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	370.40	103,984.15	104,354.55
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	223.13	76,930.95	77,154.08
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	287.93	49,321.25	49,609.18
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	704.46	253,420.75	254,125.21
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	365.63	117,248.75	117,614.38
MUNI			1,105,000.00			1,105,886.10	4,626.10	1,018,475.25	1,023,101.35

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	381.94	262,746.00	263,127.94
SUPRANATIONAL			275,000.00			274,857.00	381.94	262,746.00	263,127.94

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	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	285.71	197,648.00	197,933.71
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	785.71	543,532.00	544,317.71
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	2,365.68	828,920.00	831,285.68
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	1,739.47	609,500.00	611,239.47
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	389.50	138,685.50	139,075.00
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	58.01	1,009,848.00	1,009,906.01
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	23.48	408,748.00	408,771.48
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	6.91	120,220.00	120,226.91
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	9.67	168,308.00	168,317.67
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	24.86	432,792.00	432,816.86
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	12.09	237,305.00	237,317.09
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	1.55	134,056.50	134,058.05
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	5.44	469,197.75	469,203.19
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	482.14	567,750.00	568,232.14
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	449.59	312,882.50	313,332.09
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	1,176.97	397,633.50	398,810.47
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	392.32	132,544.50	132,936.82
US GOV			7,075,000.00			7,031,849.62	8,209.10	6,709,571.25	6,717,780.35

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	534.72	242,360.00	242,894.72
YANKEE			250,000.00			250,000.00	534.72	242,360.00	242,894.72

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,104,201.92	---	---	28,175,771.52	78,502.92	26,744,422.84	26,822,925.75

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

CLEARWATER

ANALYTICS.

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 12/01/2022 - 12/31/2022
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
14316NAC3	CARMX 2021-1 A3	(11,430.71)	0.340	Principal Paydown	12/15/2022	12/15/2022	12/15/2025	(11,430.71)	0.00	11,430.71
14316NAC3	CARMX 2021-1 A3	(2,017.18)	0.340	Principal Paydown	12/15/2022	12/15/2022	12/15/2025	(2,017.18)	0.00	2,017.18
36260KAC8	GMCAR 2020-4 A3	(18,836.14)	0.380	Principal Paydown	12/16/2022	12/16/2022	08/18/2025	(18,836.14)	0.00	18,836.14
44891RAC4	HART 2020-C A3	(62,238.61)	0.380	Principal Paydown	12/15/2022	12/15/2022	05/15/2025	(62,238.60)	0.00	62,238.60
44933LAC7	HART 2021-A A3	(19,627.86)	0.380	Principal Paydown	12/15/2022	12/15/2022	09/15/2025	(19,627.86)	0.00	19,627.86
36260KAC8	GMCAR 2020-4 A3	(4,002.68)	0.380	Principal Paydown	12/16/2022	12/16/2022	08/18/2025	(4,002.68)	0.00	4,002.68
44891RAC4	HART 2020-C A3	(13,692.49)	0.380	Principal Paydown	12/15/2022	12/15/2022	05/15/2025	(13,692.49)	0.00	13,692.49
44933LAC7	HART 2021-A A3	(3,808.39)	0.380	Principal Paydown	12/15/2022	12/15/2022	09/15/2025	(3,808.39)	0.00	3,808.39
89237VAB5	TAOT 2020-C A3	(42,567.85)	0.440	Principal Paydown	12/15/2022	12/15/2022	10/15/2024	(42,567.85)	0.00	42,567.85
89237VAB5	TAOT 2020-C A3	(4,528.49)	0.440	Principal Paydown	12/15/2022	12/15/2022	10/15/2024	(4,528.50)	0.00	4,528.50
362590AC5	GMCAR 2020-3 A3	(29,255.48)	0.450	Principal Paydown	12/16/2022	12/16/2022	04/16/2025	(29,255.49)	0.00	29,255.49
92290BAA9	VZOT 2020-B A	(92,259.53)	0.470	Principal Paydown	12/20/2022	12/20/2022	02/20/2025	(92,259.53)	0.00	92,259.53
92290BAA9	VZOT 2020-B A	(13,435.85)	0.470	Principal Paydown	12/20/2022	12/20/2022	02/20/2025	(13,435.85)	0.00	13,435.85
09661RAD3	BMWOT 2020-A A3	(12,896.44)	0.480	Principal Paydown	12/25/2022	12/25/2022	10/25/2024	(12,896.44)	0.00	12,896.44
09661RAD3	BMWOT 2020-A A3	(3,684.70)	0.480	Principal Paydown	12/25/2022	12/25/2022	10/25/2024	(3,684.70)	0.00	3,684.70
14316HAC6	CARMX 2020-4 A3	(20,339.24)	0.500	Principal Paydown	12/15/2022	12/15/2022	08/15/2025	(20,339.24)	0.00	20,339.24
14316HAC6	CARMX 2020-4 A3	(4,785.70)	0.500	Principal Paydown	12/15/2022	12/15/2022	08/15/2025	(4,785.70)	0.00	4,785.70
47787NAC3	JDOT 2020-B A3	(8,920.17)	0.510	Principal Paydown	12/15/2022	12/15/2022	11/15/2024	(8,920.17)	0.00	8,920.17
362569AD7	GMALT 2020-3 A4	(100,865.94)	0.510	Principal Paydown	12/20/2022	12/20/2022	10/21/2024	(100,865.94)	0.00	100,865.94
47787NAC3	JDOT 2020-B A3	(2,140.84)	0.510	Principal Paydown	12/15/2022	12/15/2022	11/15/2024	(2,140.84)	0.00	2,140.84
362569AD7	GMALT 2020-3 A4	(21,854.29)	0.510	Principal Paydown	12/20/2022	12/20/2022	10/21/2024	(21,854.29)	0.00	21,854.29
65479CAD0	NAROT 2020-B A3	(15,828.41)	0.550	Principal Paydown	12/15/2022	12/15/2022	07/15/2024	(15,828.40)	0.00	15,828.40
65479CAD0	NAROT 2020-B A3	(4,352.81)	0.550	Principal Paydown	12/15/2022	12/15/2022	07/15/2024	(4,352.81)	0.00	4,352.81
3137F62S5	FHMS K-J31 A1	(17,296.06)	0.569	Principal Paydown	12/01/2022	12/01/2022	05/26/2026	(17,296.06)	0.00	17,296.06
3137F62S5	FHMS K-J31 A1	(4,079.26)	0.569	Principal Paydown	12/01/2022	12/01/2022	05/26/2026	(4,079.26)	0.00	4,079.26
14315FAD9	CARMX 2020-3 A3	(18,412.47)	0.620	Principal Paydown	12/15/2022	12/15/2022	03/17/2025	(18,412.47)	0.00	18,412.47
14315FAD9	CARMX 2020-3 A3	(5,319.16)	0.620	Principal Paydown	12/15/2022	12/15/2022	03/17/2025	(5,319.16)	0.00	5,319.16
3137F7DH5	FHR 5048 B	(13,024.73)	1.000	Principal Paydown	12/01/2022	12/01/2022	05/25/2033	(13,024.73)	0.00	13,024.73
3133Q5GZ3	FHS 370 A3	(27,193.85)	1.000	Principal Paydown	12/01/2022	12/01/2022	09/25/2033	(27,193.85)	0.00	27,193.85
3137F7DH5	FHR 5048 B	(2,755.23)	1.000	Principal Paydown	12/01/2022	12/01/2022	05/25/2033	(2,755.23)	0.00	2,755.23
3137H4RZ5	FHMS K-J36 A1	(714.22)	1.298	Principal Paydown	12/01/2022	12/01/2022	12/25/2026	(714.22)	0.00	714.22
3137H4RZ5	FHMS K-J36 A1	(113.63)	1.298	Principal Paydown	12/01/2022	12/01/2022	12/25/2026	(113.63)	0.00	113.63
912828R69	UNITED STATES TREASURY	(1,800,000.00)	1.625	Sell	12/08/2022	12/15/2022	05/31/2023	(1,776,304.69)	(1,205.36)	1,777,510.05
92348TAA2	VZOT 2020-A A1A	(25,596.23)	1.850	Principal Paydown	12/20/2022	12/20/2022	07/22/2024	(25,596.23)	0.00	25,596.23
92348TAA2	VZOT 2020-A A1A	(6,735.85)	1.850	Principal Paydown	12/20/2022	12/20/2022	07/22/2024	(6,735.85)	0.00	6,735.85
912828U24	UNITED STATES TREASURY	2,000,000.00	2.000	Buy	12/05/2022	12/07/2022	11/15/2026	1,861,015.63	2,430.94	(1,863,446.57)
23341VZT1	DNB Bank ASA - New York Branch	(950,000.00)	2.040	Maturity	12/02/2022	12/02/2022	12/02/2022	(950,000.00)	0.00	950,000.00
23341VZT1	DNB Bank ASA - New York Branch	(275,000.00)	2.040	Maturity	12/02/2022	12/02/2022	12/02/2022	(275,000.00)	0.00	275,000.00
912828N30	UNITED STATES TREASURY	(1,220,000.00)	2.125	Maturity	12/31/2022	12/31/2022	12/31/2022	(1,220,000.00)	0.00	1,220,000.00
912828N30	UNITED STATES TREASURY	(670,000.00)	2.125	Maturity	12/31/2022	12/31/2022	12/31/2022	(670,000.00)	0.00	670,000.00
3140XALC4	FN FM6622	(8,386.22)	2.500	Principal Paydown	12/01/2022	12/01/2022	02/01/2036	(8,386.22)	0.00	8,386.22
3140XALC4	FN FM6622	(1,572.42)	2.500	Principal Paydown	12/01/2022	12/01/2022	02/01/2036	(1,572.42)	0.00	1,572.42

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

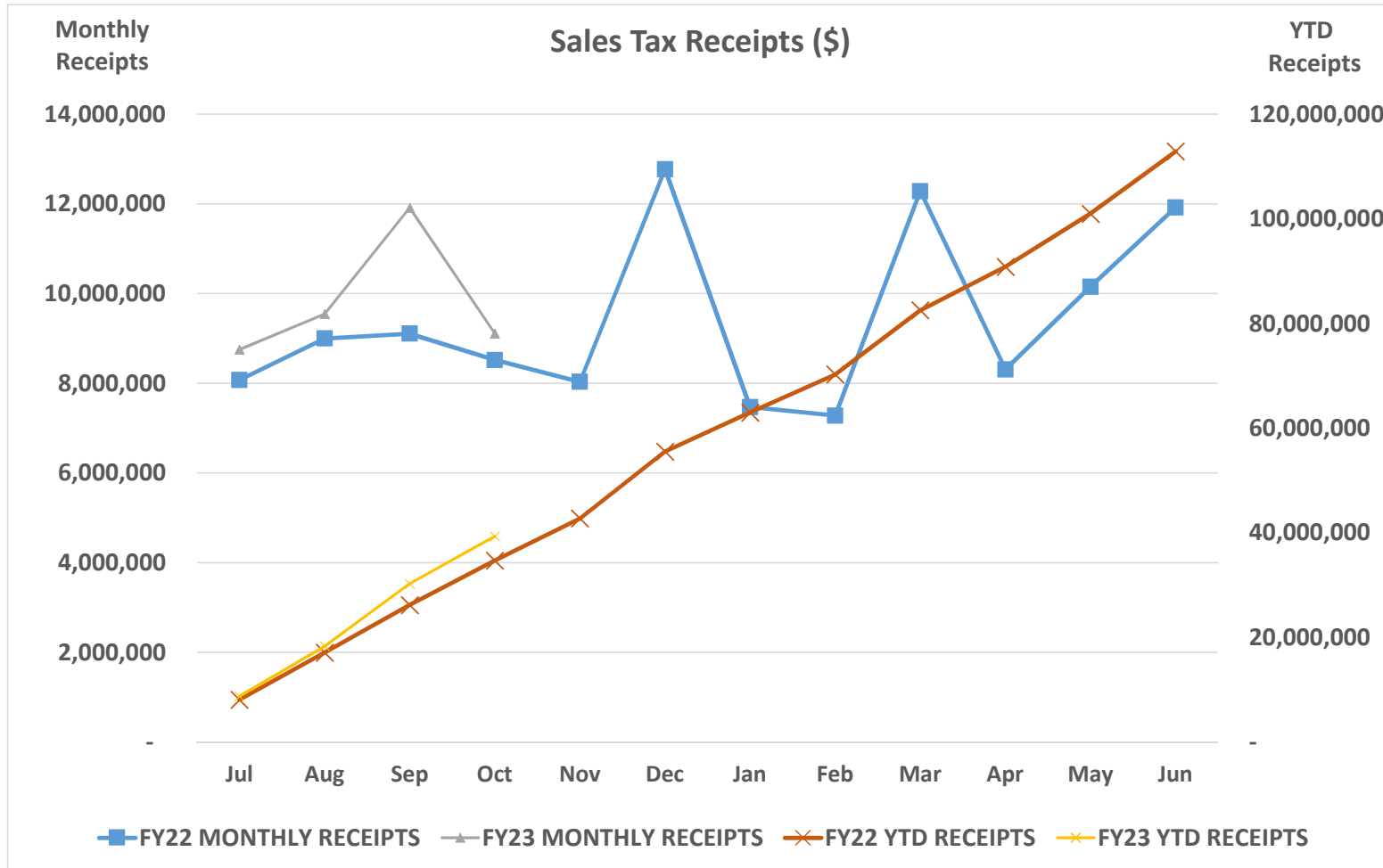
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

SAN MATEO COUNTY TRANSIT DISTRICT
Monthly Sales Tax Receipts
FY2023
DECEMBER 2022

	FY22	FY23		FY22	FY23	
	MONTHLY	MONTHLY	MONTHLY	YTD	YTD	YTD
	RECEIPTS*	RECEIPTS*	% Change	RECEIPTS	RECEIPTS	% Change
Jul	8,073,453	8,751,087	8.4%	8,073,453	8,751,087	8.4%
Aug	8,998,280	9,545,280	6.1%	17,071,733	18,296,367	7.2%
Sep	9,104,933	11,914,443	30.9%	26,176,665	30,210,810	15.4%
Oct	8,516,856	9,109,158	7.0%	34,693,522	39,319,968	13.3%
Nov	8,032,736		(100.0%)	42,726,257		(100.0%)
Dec	12,772,114		(100.0%)	55,498,371		(100.0%)
Jan	7,468,855		(100.0%)	62,967,226		(100.0%)
Feb	7,276,489		(100.0%)	70,243,715		(100.0%)
Mar	12,281,405		(100.0%)	82,525,120		(100.0%)
Apr	8,307,361		(100.0%)	90,832,481		(100.0%)
May	10,152,361		(100.0%)	100,984,842		(100.0%)
Jun	11,921,111		(100.0%)	112,905,953		(100.0%)
Total	<u>112,905,953</u>	<u>39,319,968</u>				

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**

Action

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended December 31, 2022.

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 10, 11, 12, 13, 14, 15, and 16. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFMAM), liquidity funds which are

managed by District staff, and trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

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

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

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

Discussion

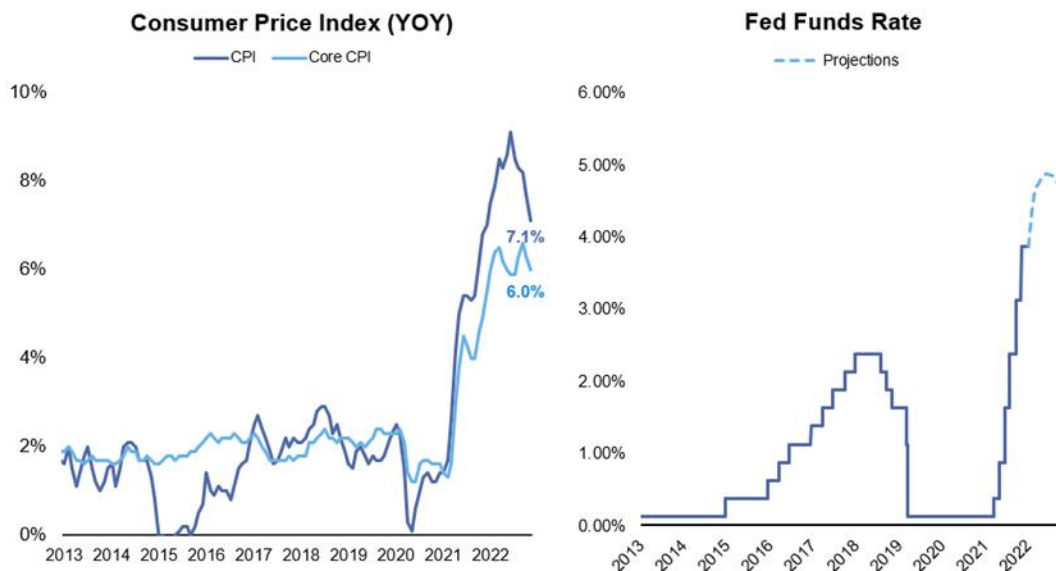
Market Conditions

As the second quarter of FY 2023 comes to an end, markets are faced with elevated recession fears, persistently high inflation, slowing growth, rising rates, Hawkish Fed policy, and continued market volatility

- Recession worries persist, but readings of consumer spending and business investment are still showing growth. Strong labor market conditions and resilient shoppers have kept the door open to a soft landing. While a rapid decay in personal consumption may be the lone cause for pause to Fed tightening plans, Chair Powell has reiterated the full-steam-ahead mentality with regards to policy rates and the inflation fight.
- On Dec. 14th, the Federal Reserve voted to raise the Fed Funds target rate by 50 bps to a new range of 4.25% to 4.50%. A modest down shift following four consecutive 75 basis point hikes. Comments from Chair Powell emphasize that the bank wants financial conditions to “reflect the policy restraint that we’re putting in place”.
- The Consumer Price Index (CPI) rose 7.1% year-over-year in November, softer than the consensus estimates of 7.3% and also down from 7.7% in October. Prices also softened significantly on a month-over-month basis led by energy, transportation, and used-cars.

Headline CPI has now moderated for five consecutive months following the June peak of 9.1%.

- The tight labor market has resulted in a big boost in worker wages that nonetheless have failed to keep up with inflation. The economy added 263,000 jobs in November, outpacing expectations of 200,000, while the October release was revised higher. The unemployment rate remained firm at 3.7%.



Portfolio Recap

Our strategy for FY 2023 Q2 encompassed the following:

- Strategic themes
 - Defensive duration postures were carried forward from previous quarters as the Federal Reserve continued to tighten monetary policy and steadily increase the overnight target rate underscored by a relentless battle with inflation.
 - A “risk-on” sentiment emerged throughout the quarter with the notion that the economy can continue to grow despite a tightening Fed. As a result, our sector preferences shifted to accommodate a more favorable view of corporate notes, agency mortgage-backed securities, and asset-backed securities (spread sectors) while maintaining US Treasury holdings to bolster portfolio liquidity. This approach provided agility to capitalize on bouts of market weakness brought on by elevated volatility.
 - After surging higher for the first three quarters of the year, medium and longer-term yields flatlined in Q4 resulting in positive absolute fixed income total

returns for the quarter. While the flat to modestly lower level of yields worked only slightly against our defensive duration posture, the addition of spread sectors at attractive relative yields and issuer selectivity throughout the quarter helped to more than offset any adverse duration effects.

- Federal agency bullet spreads finally broke away from the single digits and climbed to the widest levels in the past 12 months, buoyed by an increase in new issue supply from Federal Home Loan Bank and Federal Farm Credit Bank but further compounded by persistent liquidity challenges in the sector. We continued to utilize prior purchased bullet agency allocations for opportunistic selling, while preferring the higher liquidity profile of the US Treasury sector.
 - Callable structures remained attractive throughout the quarter as they continued to issue at wide levels on the heels of historically high bond volatility. Our preference shifted to those structures in a deep discount, which seeks to help mitigate a portion of adverse effects of volatility. This sector continued to provide value especially for government-focused or credit constrained strategies.
- Supranational issuance fell notably short of expectations through Q4 and as a result minimal gross buying occurred in the sector. Overall liquidity was especially resilient compared to the federal agency space, which provided ability for opportunistic selling and to rotate into more attractive buys available in other spread sectors.
- Investment-grade corporates whipsawed in Q4 underscoring the historic levels of volatility experienced throughout the year. After marking post-pandemic wide levels of spreads in late October, the sector about-faced on broad market “risk-on” sentiment and ended the quarter modestly tighter. Wider spreads and bolstered portfolio liquidity afforded the opportunity to pounce on the notable pop in value from the sector and portfolios were able to broadly participate, adding to allocations in corporate notes. As a result, the sector generated attractive excess returns for Q4 and buoyed portfolio returns relative to benchmarks. Lower-quality credit saw stronger performance, reversing the trend of the prior nine months of the year, while longer durations bested their shorter counterparts.
- Asset-Backed Security yield spreads lagged the moves experienced in the corporate sector for much of Q4 but rallied significantly into the new year ending the quarter only modestly wider than where they began. As ABS and IG corporate spreads diverged markedly in November (growing to its widest margin since early 2020), the relative value of ABS shone, and portfolios were able to benefit by actively adding to the sector. As a result of the strong year-end rally, the sector was just shy of breaking even with matched-duration US Treasuries.
- Mortgage-Backed Securities reversed course in Q4 after the remarkably negative returns posted for the first three quarters of 2022. Although still quite negative for the year, Q4 MBS excess returns were near top of class for investment grade fixed income peers. On the shear underperformance of the sector through Q3 and the resulting reset of MBS spreads, opportunities to begin tiptoeing back into the sector presented

themselves for portfolios, with higher-coupon and collateralized structures the preference. As a result, the sector helped push portfolio returns relative to benchmarks into positive territory for Q4.

- Taxable Municipals issuance remained underwhelming as deals were heavily oversubscribed, dragging spreads lower, while secondary inventory presented limited attractive buying opportunities. Like past quarters, we utilized the sector to offload holdings at tight spread levels in preference for other more attractive spread sectors and the liquidity profile of US Treasuries.
- Short-term credit (commercial paper and negotiable CDs) yield curve was notably steep throughout the quarter as the Fed was expected to maintain their hawkish stance. The Fed's torrid rate-increasing pace through much of 2022 created valuable opportunities in the floating-rate space. As the quarter progressed and the expectations for a modest Fed down-shift gripped shorter markets, our preference shifted to utilize fixed-rate structures. The short credit sector remains attractive and a boon for portfolios with significant allocations to securities less than one year.

Investment Strategy Outlook

The Federal Reserve and Chair Powell have been nothing but resolute in fighting inflation, but market sentiment has broadly shifted towards a modest economic downturn rather than a deep recession. Despite this, elevated price levels continue to pressure the steadfast consumer and degrade household financial health, which is already on thin ice.

- Market expectations based on fed funds futures are now underestimating the path of future rate hikes when compared to the projections of FOMC members – a dynamic that was typically reversed for this year. However, both point to a period of elevated rates with additional rate hikes in stow.
 - Market expectations based on fed funds futures are now underestimating the path of future rate hikes when compared to the projections of FOMC members – a dynamic that was typically reversed for this year. However, both point to a period of elevated rates with additional rate hikes in stow.
 - We plan to maintain a defensive duration posture but nimble in evaluating our stance as the Fed approaches the end of their rate-hiking campaign.

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

- **Treasuries:** We expect the Federal Reserve to implement restrictive monetary policy through aggressive rate hikes and balance sheet reductions. Market volatility remains near pandemic-era highs. We will likely remain short-duration and continue to utilize

available Treasury allocations to take advantage of diversification opportunities and market volatility imbalances.

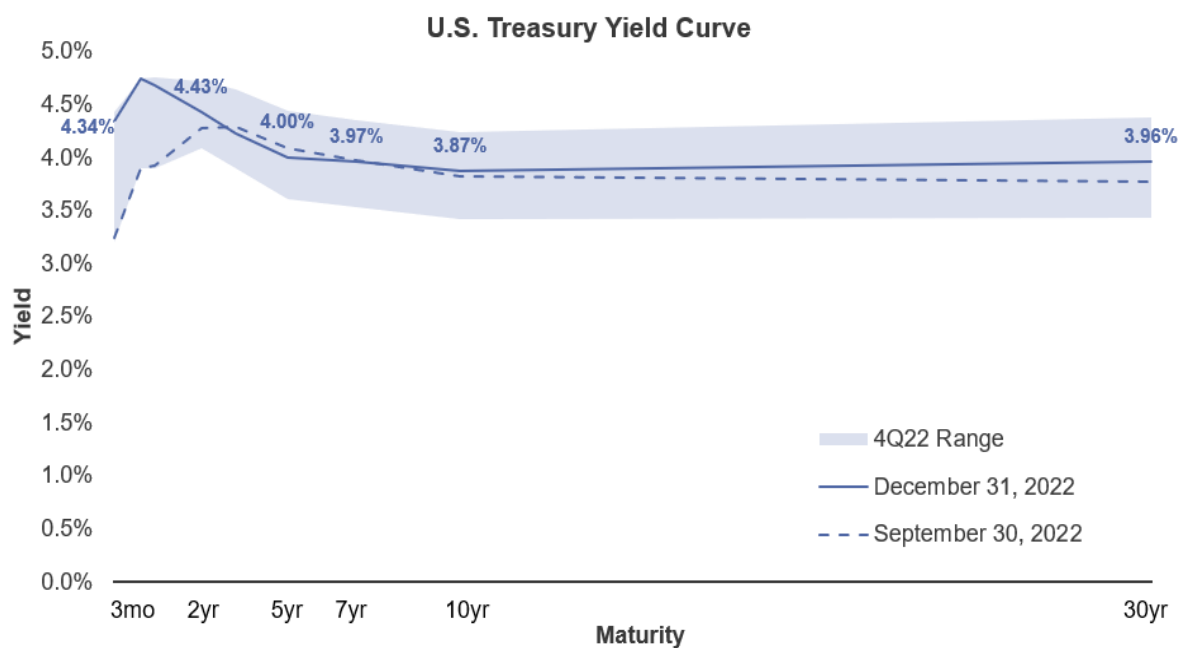
- **Federal Agencies:** Liquidity continues to be a challenge in the sector, especially inside of 18 months, with no clear catalysts expected to change dynamics in the near term, which is expected to continue to limit selling opportunities. We will continue to evaluate new issues when they come to the market, but we largely favor comparable Treasury securities over agency bullets. Callable agency relative value remains modest, and we will likely continue to selectively nibble on new allocations for government-focused mandates.
- **Suprationals:** Issuance is expected to increase over the short term, but as the end of the year approaches agencies will have typically secured their funding needs, with issuance historically grinding to a halt. We expect to maintain allocations to the sector going forward and will continue to evaluate new issue opportunities when they come to market. Secondary inventory may present opportunities in the 3- to 4-year area of the curve where spreads have been pressured higher.
- **Corporates:** Strong fundamentals and financial conditions in the sector may limit the negative effects of a looming recession. Consumer credit defaults are rising but remain well below levels associated with previous economic slowdowns. In addition, signs of slowing inflation help support the overall view of the sector. Current spread levels are generally sufficient to generate meaningful income that could offset any potential spread widening. As such, we plan to maintain our allocation to the sector with the base case that the economy may only experience a modest downturn.
- **Asset-Backed Securities (ABS):** Similar to the corporate sector, fundamentals remain strong within the ABS space despite some deterioration. New issue supply is expected to ramp up in January after a muted close to the year. While, a looming recession, increasing costs, and negative real wage growth are potential headwinds for the consumer, current allocations to the sector are positioned to provide strong income over the near-term.
- **Mortgage-Backed Securities:** Despite the strong performance in Q4, valuations remain modestly attractive. In addition, with spreads still at compelling levels, income from the sector is attractive and will better help offset any negative price impacts moving forward. While net supply is expected to fall significantly in 2023, driven by a decline in existing home sales and negligible refinancings, we will look to add allocations in longer duration accounts while avoiding lower-coupon structures.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending December 31, the total gross return of the Reserve Fund portfolio was **0.98 percent** and the total gross return of the Paratransit Fund portfolio was **0.99 percent**. This compares to the benchmark return of **0.93 percent** for both funds. The Performance graph on page 17 shows the relative performance of the District over the last 12 months.

As of the end of the quarter, the portfolio’s gross yield to maturity at cost for the Reserve Fund was **1.65 percent** and for the Paratransit Fund was **1.76 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31, the portfolio’s gross market yield to maturity for the Reserve Fund was **4.39 percent** and for the Paratransit Fund was **4.38 percent**.



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Director, Treasury

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INVESTMENT GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

EXHIBIT 1
SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
DECEMBER 31, 2022

Item #5.d.
2/1/2023

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
05591RAD6	BMWLT 2021-1 A4	370,000.00	07/25/2024	369,985.31	361,493.70	361,516.52
05591RAD6	BMWLT 2021-1 A4	65,000.00	07/25/2024	64,997.42	63,505.65	63,509.66
09661RAD3	BMWOT 2020-A A3	85,968.22	10/25/2024	85,961.73	84,841.18	84,848.05
09661RAD3	BMWOT 2020-A A3	24,562.35	10/25/2024	24,560.50	24,240.34	24,242.30
14041NFW6	COMET 2021-1 A	1,475,000.00	07/15/2024	1,474,940.26	1,380,113.25	1,380,473.81
14041NFW6	COMET 2021-1 A	255,000.00	07/15/2024	254,989.67	238,595.85	238,658.18
14041NFY2	CAPITAL ONE MULTI TR ABS SER 2021 3 CLA	1,145,000.00	11/16/2026	1,144,842.22	1,069,029.25	1,069,558.49
14041NFY2	CAPITAL ONE MULTI TR ABS SER 2021 3 CLA	215,000.00	11/16/2026	214,970.37	200,734.75	200,834.13
14044CAC6	COPAR 2021-1 A3	460,000.00	09/15/2026	459,991.31	432,768.00	432,925.42
14044CAC6	COPAR 2021-1 A3	80,000.00	09/15/2026	79,998.49	75,264.00	75,291.38
14315FAD9	CARMX 2020-3 A3	174,664.69	03/17/2025	174,634.75	172,011.53	172,059.66
14315FAD9	CARMX 2020-3 A3	50,458.69	03/17/2025	50,450.04	49,692.22	49,706.12
14316HAC6	CARMX 2020-4 A3	288,022.90	08/15/2025	287,959.51	280,012.98	280,076.99
14316HAC6	CARMX 2020-4 A3	67,770.09	08/15/2025	67,755.18	65,885.41	65,900.47
14316NAC3	CARMX 2021-1 A3	189,226.80	12/15/2025	189,189.40	182,919.87	182,948.46
14316NAC3	CARMX 2021-1 A3	33,392.96	12/15/2025	33,386.37	32,279.98	32,285.02
14318MAD1	CARMX 2022-3 A3	1,230,000.00	08/15/2025	1,229,970.97	1,205,793.60	1,207,963.87
14318MAD1	CARMX 2022-3 A3	195,000.00	08/15/2025	194,995.40	191,162.40	191,506.47
254683CP8	DCENT 2021-1 A	890,000.00	09/16/2024	889,809.45	827,762.30	827,991.72
254683CP8	DCENT 2021-1 A	155,000.00	09/16/2024	154,966.81	144,160.85	144,200.81
362554AC1	GMCAR 2021-4 A3	385,000.00	09/16/2026	384,990.18	363,748.00	363,857.08
362554AC1	GMCAR 2021-4 A3	65,000.00	09/16/2026	64,998.34	61,412.00	61,430.42
362569AD7	GMALT 2020-3 A4	136,666.84	10/21/2024	136,647.71	136,338.84	136,360.14
362569AD7	GMALT 2020-3 A4	29,611.15	10/21/2024	29,607.00	29,540.08	29,544.70
362590AC5	GMCAR 2020-3 A3	324,557.88	04/16/2025	324,483.62	317,975.84	318,036.70
36260KAC8	GMCAR 2020-4 A3	240,423.55	08/18/2025	240,372.17	233,737.37	233,775.44
36260KAC8	GMCAR 2020-4 A3	51,090.00	08/18/2025	51,079.09	49,669.19	49,677.28
36261RAD0	GMALT 2021-1 A4	410,000.00	02/20/2025	409,938.09	402,607.70	402,649.04
36261RAD0	GMALT 2021-1 A4	70,000.00	02/20/2025	69,989.43	68,737.90	68,744.96
380140AC7	GMCAR 213 A3	610,000.00	06/16/2026	609,962.30	582,098.60	582,220.60
380140AC7	GMCAR 213 A3	105,000.00	06/16/2026	104,993.51	100,197.30	100,218.30
43815GAC3	HAROT 2021-4 A3	460,000.00	01/21/2026	459,903.03	436,535.40	436,647.84
43815GAC3	HAROT 2021-4 A3	85,000.00	01/21/2026	84,982.08	80,664.15	80,684.93
44891RAC4	HART 2020-C A3	799,429.84	05/15/2025	799,245.73	778,460.79	778,595.81
44891RAC4	HART 2020-C A3	175,874.56	05/15/2025	175,834.06	171,261.37	171,291.08
44933LAC7	HART 2021-A A3	313,023.60	09/15/2025	312,990.67	302,721.99	302,774.86
44933LAC7	HART 2021-A A3	60,735.92	09/15/2025	60,729.53	58,737.10	58,747.36
44935FAD6	HART 2021-C A3	355,000.00	05/15/2026	354,920.76	335,315.25	335,432.01
44935FAD6	HART 2021-C A3	60,000.00	05/15/2026	59,986.61	56,673.00	56,692.73
47787NAC3	JDOT 2020-B A3	94,911.36	11/15/2024	94,896.90	93,453.52	93,475.03
47787NAC3	JDOT 2020-B A3	22,778.73	11/15/2024	22,775.26	22,428.85	22,434.01
50117TAC5	KCOT 2021-1 A3	355,000.00	08/15/2025	354,927.37	337,250.00	337,347.82
65479CAD0	NAROT 2020-B A3	88,347.57	07/15/2024	88,345.15	87,610.75	87,632.35
65479CAD0	NAROT 2020-B A3	24,295.58	07/15/2024	24,294.92	24,092.96	24,098.90
65480BAC1	NAROT 2021-A A3	1,455,000.00	10/15/2025	1,454,975.41	1,392,405.90	1,392,619.30
89237VAB5	TAOT 2020-C A3	346,966.02	10/15/2024	346,939.30	341,411.09	341,478.94
89237VAB5	TAOT 2020-C A3	36,911.28	10/15/2024	36,908.44	36,320.33	36,327.55
89238EAD8	TLOT 2021-A A4	335,000.00	08/20/2025	334,930.02	324,363.75	324,414.93
89238EAD8	TLOT 2021-A A4	65,000.00	08/20/2025	64,986.42	62,936.25	62,946.18
92290BAA9	VZOT 2020-B A	578,567.76	02/20/2025	578,446.26	569,854.53	569,937.62
92290BAA9	VZOT 2020-B A	84,257.44	02/20/2025	84,239.75	82,988.52	83,000.62

92348TAA2	VZOT 2020-A A1A	74,795.58	07/22/2024	74,786.83	74,515.10	74,557.38
92348TAA2	VZOT 2020-A A1A	19,683.05	07/22/2024	19,680.74	19,609.24	19,620.36
92868AAD7	VWALT 2022-A A4	605,000.00	01/20/2027	604,887.35	588,894.90	589,569.64
92868KAC7	VALET 2021-1 A3	685,000.00	06/22/2026	684,973.15	650,996.60	651,210.09
92868KAC7	VALET 2021-1 A3	115,000.00	06/22/2026	114,995.49	109,291.40	109,327.24
98163KAC6	WOART 2021-D A3	560,000.00	10/15/2026	559,923.73	529,883.20	530,084.80
98163KAC6	WOART 2021-D A3	95,000.00	10/15/2026	94,987.06	89,890.90	89,925.10
Subtotal		17,826,994.41		17,824,908.60	17,086,896.78	17,093,886.67

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/14/2025	995,040.00	919,060.00	920,129.44
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/14/2025	273,636.00	252,741.50	253,035.60
3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/04/2025	548,350.00	495,060.50	495,730.81
3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/04/2025	114,655.00	103,512.65	103,652.81
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	04/22/2025	997,940.00	918,740.00	919,937.92
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	04/22/2025	274,433.50	252,653.50	252,982.93
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,000,000.00	06/17/2025	997,930.00	909,910.00	910,104.44
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	06/17/2025	274,430.75	250,225.25	250,278.72
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	1,300,000.00	08/25/2025	1,293,916.00	1,172,457.00	1,174,163.25
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	08/25/2025	273,713.00	248,019.75	248,380.69
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	1,200,000.00	11/07/2025	1,195,704.00	1,079,100.00	1,080,000.00
3135G06G3	FEDERAL NATIONAL MORTGAGE ASSN	275,000.00	11/07/2025	274,015.50	247,293.75	247,500.00
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	1,150,000.00	11/27/2023	1,148,689.00	1,104,678.50	1,104,950.03
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSN	250,000.00	11/27/2023	249,715.00	240,147.50	240,206.53
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/05/2023	949,601.00	936,861.50	937,415.67
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/05/2023	274,884.50	271,196.75	271,357.17
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2023	997,080.00	979,360.00	979,394.72
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2023	274,197.00	269,324.00	269,333.55
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/21/2025	1,592,032.00	1,447,920.00	1,450,586.67
3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/21/2025	348,257.00	316,732.50	317,315.83
3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/24/2023	2,497,450.00	2,427,200.00	2,429,404.86
3137EAUV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/24/2023	799,184.00	776,704.00	777,409.56
3137EAUV5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/08/2023	1,100,200.87	1,066,901.00	1,067,764.19
3137EAUV5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/08/2023	1,499,505.00	1,454,865.00	1,456,042.08
3137EAUV5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/08/2023	340,062.09	329,769.40	330,036.21
3137EAUV5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/08/2023	459,848.20	446,158.60	446,519.57
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/23/2025	1,296,087.00	1,169,844.00	1,171,171.08
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/23/2025	548,344.50	494,934.00	495,495.46
3137EAUY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2023	1,195,524.00	1,157,388.00	1,157,700.50
3137EAUY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2023	259,030.20	250,767.40	250,835.11
3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/06/2023	1,298,830.00	1,250,665.00	1,251,161.53
3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/06/2023	274,752.50	264,563.75	264,668.78
3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/04/2023	8,007,360.00	7,668,320.00	7,669,820.00
Subtotal		32,975,000.00		32,924,397.61	31,173,074.80	31,194,485.70

Identifier	Cash	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
CCYUSD	Receivable	25,995.33	12/31/2022	25,995.33	25,995.33	25,995.33
CCYUSD	Receivable	1,351,674.14	12/31/2022	1,351,674.14	1,351,674.14	1,351,674.14
CCYUSD	Receivable	703,999.04	12/31/2022	703,999.04	703,999.04	703,999.04
Subtotal		2,081,668.51		2,081,668.51	2,081,668.51	2,081,668.51

Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22552G3C2	Credit Suisse AG, New York Branch	1,200,000.00	03/17/2023	1,200,000.00	1,185,480.00	1,191,183.33
22552G3C2	Credit Suisse AG, New York Branch	200,000.00	03/17/2023	200,000.00	197,580.00	198,530.56
65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2025	400,000.00	410,012.00	413,637.22
89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/27/2025	2,500,000.00	2,566,275.00	2,590,055.82
89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/27/2025	400,000.00	410,604.00	414,408.93
Subtotal		4,700,000.00		4,700,000.00	4,769,951.00	4,807,815.86

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
002824BE9	ABBOTT LABORATORIES	900,000.00	11/30/2023	983,772.00	890,469.00	893,104.00
023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2024	1,313,080.10	1,238,598.50	1,239,403.94
023135BW5	AMAZON.COM INC	245,000.00	05/12/2024	244,642.30	230,765.50	230,915.56
023135CE4	AMAZON.COM INC	880,000.00	04/13/2025	878,600.80	849,156.00	854,876.00
023135CE4	AMAZON.COM INC	130,000.00	04/13/2025	129,793.30	125,443.50	126,288.50
02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/27/2024	898,776.00	867,123.00	867,363.00
02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/27/2024	249,660.00	240,867.50	240,934.17
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	920,650.00	922,212.50
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,026,120.00	920,650.00	922,212.50
037833DT4	APPLE INC	700,000.00	05/11/2025	718,249.00	644,455.00	645,548.75
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	253,178.75	253,608.44
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	864,783.00	874,158.00
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	240,217.50	242,821.67
05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2024	324,970.75	303,036.50	303,977.65
05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2024	54,995.05	51,283.10	51,442.37
05565EBW4	BMW US CAPITAL LLC	850,000.00	08/12/2026	849,745.00	743,240.00	747,342.43
05565EBW4	BMW US CAPITAL LLC	150,000.00	08/12/2026	149,955.00	131,160.00	131,883.96
06051GFS3	BANK OF AMERICA CORP	800,000.00	08/01/2025	907,952.00	778,712.00	791,628.67
06051GJD2	BANK OF AMERICA CORP	1,100,000.00	06/19/2026	1,105,049.00	990,550.00	991,033.63
06051GJD2	BANK OF AMERICA CORP	200,000.00	06/19/2026	200,918.00	180,100.00	180,187.93
06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2025	400,000.00	375,020.00	375,768.27
06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2025	200,000.00	187,510.00	187,884.13
06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/26/2027	2,694,006.00	2,424,411.00	2,448,242.25
06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/26/2027	424,056.50	381,620.25	385,371.47
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/15/2027	2,649,348.00	2,492,613.00	2,510,898.00
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/15/2027	392,496.00	369,276.00	371,984.89
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/08/2027	1,343,182.50	1,209,654.00	1,220,682.75
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/08/2027	198,990.00	179,208.00	180,841.89
166764BW9	CHEVRON CORP	900,000.00	05/11/2025	934,353.00	837,234.00	839,176.50
17252MAP5	CINTAS NO 2 CORP	390,000.00	05/01/2025	389,914.20	377,332.80	379,575.30
17252MAP5	CINTAS NO 2 CORP	60,000.00	05/01/2025	59,986.80	58,051.20	58,396.20
20030NBL4	COMCAST CORP	850,000.00	02/15/2025	946,611.00	823,998.50	834,836.00
24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2024	484,684.75	452,582.60	453,517.24
24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2024	89,941.50	83,984.40	84,157.84
24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2025	464,781.45	434,928.45	437,689.39
24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2025	69,967.10	65,473.10	65,888.73
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	905,711.00	911,298.85
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	257,412.60	259,000.73
30231GBC5	EXXON MOBIL CORP	900,000.00	08/16/2024	945,567.00	860,922.00	867,736.13
38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/08/2024	941,922.00	880,668.00	897,319.25
38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/08/2024	261,645.00	244,630.00	249,255.35

437076CM2	HOME DEPOT INC	140,000.00	04/15/2025	139,755.00	134,163.40	134,961.40
437076CM2	HOME DEPOT INC	20,000.00	04/15/2025	19,965.00	19,166.20	19,280.20
459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2025	1,300,000.00	1,278,901.00	1,301,145.44
459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2025	200,000.00	196,754.00	200,176.22
46625HMN7	JPMORGAN CHASE & CO	450,000.00	07/15/2025	509,647.50	439,929.00	448,021.50
46647PAP1	JPMORGAN CHASE & CO	900,000.00	04/23/2024	967,887.00	894,069.00	900,119.30
46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2024	100,000.00	96,435.00	96,625.46
46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2025	580,000.00	540,647.00	541,045.27
46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2025	205,000.00	191,090.75	191,231.52
46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2026	750,000.00	705,120.00	711,985.94
46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2026	100,000.00	94,016.00	94,931.46
61747YET8	MORGAN STANLEY	1,300,000.00	07/17/2026	1,300,000.00	1,277,718.00	1,304,921.19
61747YET8	MORGAN STANLEY	200,000.00	07/17/2026	200,000.00	196,572.00	200,757.11
63743HFC1	NAT'L RURAL UTILITIES COO FINANCE CORP	390,000.00	02/07/2025	389,988.30	365,730.30	368,655.30
63743HFC1	NAT'L RURAL UTILITIES COO FINANCE CORP	60,000.00	02/07/2025	59,998.20	56,266.20	56,716.20
63743HFE7	NAT'L RURAL UTILITIES COO FINANCE CORP	220,000.00	06/15/2025	219,940.60	212,212.00	212,549.33
63743HFE7	NAT'L RURAL UTILITIES COO FINANCE CORP	35,000.00	06/15/2025	34,990.55	33,761.00	33,814.67
693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	01/23/2024	906,408.00	886,653.00	900,478.00
693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	01/23/2024	251,780.00	246,292.50	250,132.78
69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2023	394,482.55	383,880.75	384,418.39
69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2024	634,657.10	591,350.10	592,602.46
69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2024	104,943.30	97,782.30	97,989.38
771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2025	2,330,000.00	2,205,904.20	2,221,220.84
771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2025	365,000.00	345,560.10	347,959.49
808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2024	494,752.50	470,433.15	471,495.34
808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2024	84,957.50	80,781.45	80,963.85
857477BR3	STATE STREET CORP	400,000.00	02/06/2026	400,000.00	372,248.00	375,061.00
857477BR3	STATE STREET CORP	60,000.00	02/06/2026	60,000.00	55,837.20	56,259.15
87612EBM7	TARGET CORP	240,000.00	01/15/2027	239,592.00	217,869.60	220,027.60
87612EBM7	TARGET CORP	35,000.00	01/15/2027	34,940.50	31,772.65	32,087.36
89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	02/13/2025	454,396.50	422,856.00	425,961.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	02/13/2025	141,367.80	131,555.20	132,521.20
89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	02/13/2025	136,879.20	126,856.80	127,788.30
89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	02/13/2025	126,221.25	117,460.00	118,322.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	02/13/2025	50,488.50	46,984.00	47,329.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	02/13/2025	25,348.00	23,492.00	23,664.50
89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	06/18/2026	259,422.80	229,699.60	229,805.23
90327QD89	USAA CAPITAL CORP	1,255,000.00	05/01/2025	1,250,896.15	1,210,560.45	1,217,619.83
90327QD89	USAA CAPITAL CORP	200,000.00	05/01/2025	199,346.00	192,918.00	194,043.00
904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2024	280,000.00	262,262.00	262,938.78
91159HHX1	US BANCORP	1,800,000.00	07/30/2024	1,920,420.00	1,730,412.00	1,748,532.00
91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/15/2026	1,147,999.00	1,027,042.00	1,028,731.86
91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/15/2026	199,652.00	178,616.00	178,909.89
	Subtotal	46,495,000.00		47,143,348.05	43,786,309.65	44,114,264.99

Identifier	Commercial Paper	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
2254EBQL8	Credit Suisse AG, New York Branch	1,800,000.00	03/20/2023	1,755,615.00	1,782,558.00	1,782,558.00
63873KQ34	Natixis, New York Branch	3,500,000.00	03/03/2023	3,425,412.08	3,474,310.00	3,474,310.00
	Subtotal	5,300,000.00		5,181,027.08	5,256,868.00	5,256,868.00

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3132CWMM3	FH SB0364	947,432.58	06/01/2035	1,020,858.61	906,939.31	909,702.66
3132CWMM3	FH SB0364	175,857.56	06/01/2035	189,486.51	168,341.40	168,854.32
3133L7LB1	FH RC1222	1,129,731.55	12/01/2034	1,214,461.42	1,086,519.32	1,089,814.37
3133L7LB1	FH RC1222	203,351.68	12/01/2034	218,603.05	195,573.48	196,166.59
3133L9AJ2	FH RC2709	1,207,127.69	09/01/2037	1,185,248.50	1,199,184.79	1,203,711.52
3133L9AJ2	FH RC2709	195,731.13	09/01/2037	192,183.50	194,443.22	195,177.21
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	629,479.50	631,138.08
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	169,475.25	169,921.79
3137F62S5	FHMS K-J31 A1	115,734.07	05/26/2026	115,731.76	111,773.65	111,828.53
3137F62S5	FHMS K-J31 A1	27,295.77	05/26/2026	27,295.23	26,361.71	26,374.65
3137H4RZ5	FHMS K-J36 A1	159,178.65	12/25/2026	159,178.01	145,298.27	145,470.45
3137H4RZ5	FHMS K-J36 A1	25,323.88	12/25/2026	25,323.77	23,115.63	23,143.03
3137H8B42	FHMS K-J40 A1	836,649.11	06/25/2028	836,639.07	802,220.99	804,591.50
3137H8B42	FHMS K-J40 A1	139,441.52	06/25/2028	139,439.84	133,703.50	134,098.58
3137H8H79	FHMS K-J41 A1	1,797,235.96	01/25/2029	1,797,214.39	1,700,850.19	1,705,548.47
3137H8H79	FHMS K-J41 A1	299,539.33	01/25/2029	299,535.73	283,475.03	284,258.08
3137H92N8	FHMS K-J42 A1	1,102,159.76	07/25/2029	1,102,117.88	1,069,094.97	1,072,678.83
3137H92N8	FHMS K-J42 A1	184,524.49	07/25/2029	184,517.47	178,988.75	179,588.76
3137H9MM8	FHMS 22KJ43 A1	1,800,000.00	12/25/2028	1,799,969.40	1,780,074.00	1,786,639.50
3137H9MM8	FHMS 22KJ43 A1	275,000.00	12/25/2028	274,995.32	271,955.75	272,958.81
Subtotal		11,446,314.71		11,648,662.75	11,076,868.73	11,111,665.73

Identifier	FHLMC CMO	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3133Q5GZ3	FHS 370 A3	1,224,103.78	09/25/2033	1,241,413.37	1,130,288.46	1,131,308.55
3137F7DH5	FHR 5048 B	763,263.54	05/25/2033	772,923.59	683,334.58	683,970.64
3137F7DH5	FHR 5048 B	161,459.60	05/25/2033	163,503.07	144,551.55	144,686.10
Subtotal		2,148,826.91		2,177,840.03	1,958,174.59	1,959,965.28

Identifier	FNMA	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3140K7XA6	FN BP0672	1,026,097.93	03/01/2035	1,099,528.07	962,982.65	965,547.89
3140K7XA6	FN BP0672	181,076.11	03/01/2035	194,034.37	169,938.11	170,390.81
3140Q9FM0	FN CA1971	1,360,786.20	06/01/2033	1,435,842.06	1,304,245.53	1,308,214.49
3140Q9FM0	FN CA1971	204,117.93	06/01/2033	215,376.31	195,636.83	196,232.17
3140QGKN6	FN CA8400	1,053,647.19	12/01/2035	1,152,755.87	1,008,803.96	1,011,877.10
3140QGKN6	FN CA8400	206,230.18	12/01/2035	225,628.71	197,453.03	198,054.53
3140X92C8	FN FM6170	907,602.51	07/01/2035	983,614.22	888,007.37	891,032.72
3140X92C8	FN FM6170	170,175.47	07/01/2035	184,427.67	166,501.38	167,068.63
3140X9K46	FN FM5714	711,647.20	11/01/2035	775,250.67	696,282.74	698,654.90
3140X9K46	FN FM5714	127,079.86	11/01/2035	138,437.62	124,336.20	124,759.80
3140XALC4	FN FM6622	1,286,868.62	02/01/2036	1,353,222.79	1,180,714.83	1,183,395.81
3140XALC4	FN FM6622	241,287.87	02/01/2036	253,729.27	221,384.03	221,886.71
3140XC4K1	FN FM8925	1,235,361.73	08/01/2034	1,339,595.38	1,223,909.92	1,228,027.80
3140XC4K1	FN FM8925	231,630.32	08/01/2034	251,174.14	229,483.11	230,255.21
3140XHQQ3	FN FS2262	1,677,274.45	06/01/2037	1,698,502.46	1,636,969.55	1,642,560.46
3140XJHF3	FN FS2929	1,749,635.89	09/01/2037	1,697,420.20	1,707,592.14	1,713,424.26
3140XJHF3	FN FS2929	291,605.98	09/01/2037	282,903.37	284,598.69	285,570.71
3140XJJ87	FN FS2986	1,659,600.22	10/01/2032	1,610,330.84	1,626,059.70	1,631,591.70
3140XJJ87	FN FS2986	234,973.54	10/01/2032	227,997.76	230,224.72	231,007.97
Subtotal		14,556,699.20		15,119,771.76	14,055,124.51	14,099,553.67

Identifier	Money Market Funds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
608919775	FEDERATED HRMS IS MM IS	10,110,313.88	12/31/2022	10,102,728.11	10,105,258.72	10,105,258.72
31846V534	FIRST AMER:US TRS MM Y	8,517,948.44	12/31/2022	8,517,948.44	8,517,948.44	8,517,948.44
31846V534	FIRST AMER:US TRS MM Y	1,070,573.20	12/31/2022	1,070,573.20	1,070,573.20	1,070,573.20
31846V534	FIRST AMER:US TRS MM Y	373,078.88	12/31/2022	373,078.88	373,078.88	373,078.88
SM - LAIF	Local Agency Investment Fund	74,796,281.30	12/31/2022	74,796,281.30	74,796,281.30	74,796,281.30
902656404	UBS SL ESG PRIME INS	10,102,195.82	12/31/2022	10,103,723.50	10,105,226.48	10,105,226.48
902656602	UBS SL ESG PRIME PFD	15,150,188.86	12/31/2022	15,152,725.38	15,154,733.92	15,154,733.92
Subtotal		120,120,580.38		120,117,058.81	120,123,100.94	120,123,100.94

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	07/01/2023	255,000.00	250,698.15	252,581.33
13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	07/01/2023	55,000.00	54,072.15	54,478.33
13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	11/01/2025	430,000.00	384,811.30	385,429.07
13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	11/01/2025	75,000.00	67,118.25	67,226.00
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	08/01/2024	230,000.00	221,030.00	223,043.46
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	08/01/2024	60,000.00	57,660.00	58,185.25
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	07/01/2025	352,320.50	321,352.50	323,554.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	07/01/2025	650,000.00	596,797.50	600,886.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	07/01/2025	251,767.50	229,537.50	231,110.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	07/01/2025	55,388.85	50,498.25	50,844.20
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	07/01/2025	75,497.25	68,861.25	69,333.00
341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	07/01/2025	130,000.00	119,359.50	120,177.20
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	08/01/2025	550,000.00	497,315.50	499,086.96
54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	08/01/2025	115,000.00	103,984.15	104,354.55
574193TQ1	MARYLAND ST	750,000.00	08/01/2024	749,790.00	702,952.50	704,546.25
60412AVJ9	MINNESOTA ST	405,000.00	08/01/2025	405,000.00	366,553.35	367,616.48
60412AVJ9	MINNESOTA ST	85,000.00	08/01/2025	85,000.00	76,930.95	77,154.08
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	01/01/2026	330,000.00	295,927.50	297,655.05
646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	01/01/2026	55,000.00	49,321.25	49,609.18
650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	03/15/2025	1,600,000.00	1,474,448.00	1,478,546.67
650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	03/15/2025	275,000.00	253,420.75	254,125.21
798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	08/01/2024	575,000.00	539,344.25	541,026.13
798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	08/01/2024	125,000.00	117,248.75	117,614.38
Subtotal		7,480,000.00		7,484,764.10	6,899,243.30	6,928,182.73

Identifier	Supranationals	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
459058KJ1	INT'L BANK FOR RECON & DVLP MNT	1,800,000.00	06/15/2027	1,799,064.00	1,719,792.00	1,722,292.00
459058KJ1	INT'L BANK FOR RECON & DVLP MNT	275,000.00	06/15/2027	274,857.00	262,746.00	263,127.94
Subtotal		2,075,000.00		2,073,921.00	1,982,538.00	1,985,419.94

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128286R6	UNITED STATES TREASURY	4,000,000.00	04/30/2024	4,185,312.50	3,873,120.00	3,888,534.36
912828R28	UNITED STATES TREASURY	1,500,000.00	04/30/2023	1,484,648.44	1,486,050.00	1,490,224.72
912828R69	UNITED STATES TREASURY	1,100,000.00	05/31/2023	1,060,082.03	1,087,064.00	1,088,635.43
912828R69	UNITED STATES TREASURY	950,000.00	05/31/2023	924,134.77	938,828.00	940,185.14
912828R69	UNITED STATES TREASURY	1,700,000.00	05/31/2023	1,659,093.75	1,680,008.00	1,682,436.57
912828R69	UNITED STATES TREASURY	200,000.00	05/31/2023	194,554.69	197,648.00	197,933.71
912828R69	UNITED STATES TREASURY	550,000.00	05/31/2023	536,765.62	543,532.00	544,317.71
912828T91	UNITED STATES TREASURY	1,100,000.00	10/31/2023	1,090,460.94	1,072,720.00	1,075,781.46
912828T91	UNITED STATES TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,242,960.00	2,249,361.24
912828T91	UNITED STATES TREASURY	850,000.00	10/31/2023	842,628.91	828,920.00	831,285.68
912828T91	UNITED STATES TREASURY	625,000.00	10/31/2023	628,588.87	609,500.00	611,239.47

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912828U24	UNITED STATES TREASURY	500,000.00	11/15/2026	460,820.31	462,285.00	463,583.34
912828U24	UNITED STATES TREASURY	2,000,000.00	11/15/2026	1,861,015.63	1,849,140.00	1,854,333.37
912828U24	UNITED STATES TREASURY	150,000.00	11/15/2026	138,246.09	138,685.50	139,075.00
912828XX3	UNITED STATES TREASURY	5,000,000.00	06/30/2024	5,101,171.88	4,808,800.00	4,809,076.24
912828XX3	UNITED STATES TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,418,596.00	1,418,677.49
912828XX3	UNITED STATES TREASURY	650,000.00	06/30/2024	659,572.27	625,144.00	625,179.91
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	462,216.80	432,792.00	432,816.86
912828XX3	UNITED STATES TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,298,376.00	1,298,450.59
912828XX3	UNITED STATES TREASURY	1,050,000.00	06/30/2024	1,071,246.10	1,009,848.00	1,009,906.01
912828XX3	UNITED STATES TREASURY	425,000.00	06/30/2024	431,375.00	408,748.00	408,771.48
912828XX3	UNITED STATES TREASURY	125,000.00	06/30/2024	126,840.82	120,220.00	120,226.91
912828XX3	UNITED STATES TREASURY	175,000.00	06/30/2024	179,750.98	168,308.00	168,317.67
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	471,919.92	432,792.00	432,816.86
912828YY0	UNITED STATES TREASURY	850,000.00	12/31/2024	908,503.91	806,837.00	806,878.09
912828YY0	UNITED STATES TREASURY	250,000.00	12/31/2024	267,207.03	237,305.00	237,317.09
912828ZW3	UNITED STATES TREASURY	2,500,000.00	06/30/2025	2,490,820.31	2,264,750.00	2,264,767.27
91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/15/2023	1,498,066.41	1,436,895.00	1,436,982.57
91282CBC4	UNITED STATES TREASURY	350,000.00	12/31/2025	344,859.38	312,798.50	312,802.13
91282CBC4	UNITED STATES TREASURY	1,200,000.00	12/31/2025	1,167,234.38	1,072,452.00	1,072,464.43
91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/31/2025	6,983,437.50	6,434,712.00	6,434,786.59
91282CBC4	UNITED STATES TREASURY	150,000.00	12/31/2025	147,304.69	134,056.50	134,058.05
91282CBC4	UNITED STATES TREASURY	525,000.00	12/31/2025	510,665.04	469,197.75	469,203.19
91282CBV2	UNITED STATES TREASURY	16,600,000.00	04/15/2024	16,454,750.00	15,707,750.00	15,721,089.29
91282CBV2	UNITED STATES TREASURY	600,000.00	04/15/2024	594,750.00	567,750.00	568,232.14
91282CBW0	UNITED STATES TREASURY	350,000.00	04/30/2026	341,468.75	312,882.50	313,332.09
91282CCP4	UNITED STATES TREASURY	450,000.00	07/31/2026	411,943.36	397,633.50	398,810.47
91282CCP4	UNITED STATES TREASURY	150,000.00	07/31/2026	136,593.75	132,544.50	132,936.82
Subtotal		61,350,000.00		61,054,142.63	58,021,648.75	58,084,827.45

Identifier	Yankee Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK	1,395,000.00	06/09/2025	1,395,000.00	1,352,368.80	1,355,352.55
63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK	250,000.00	06/09/2025	250,000.00	242,360.00	242,894.72
63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK	1,250,000.00	06/09/2027	1,238,825.00	1,198,150.00	1,201,132.99
Subtotal		2,895,000.00		2,883,825.00	2,792,878.80	2,799,380.26

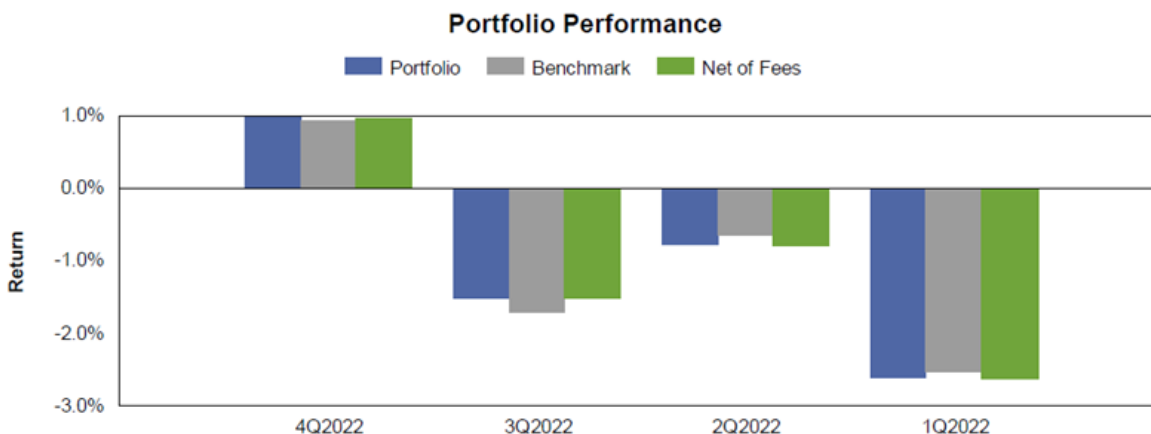
Grand Total **331,451,084.14** **332,415,335.93** **321,064,346.36** **321,641,085.75**

EXHIBIT 2

For the Quarter Ended December 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

Portfolio Performance

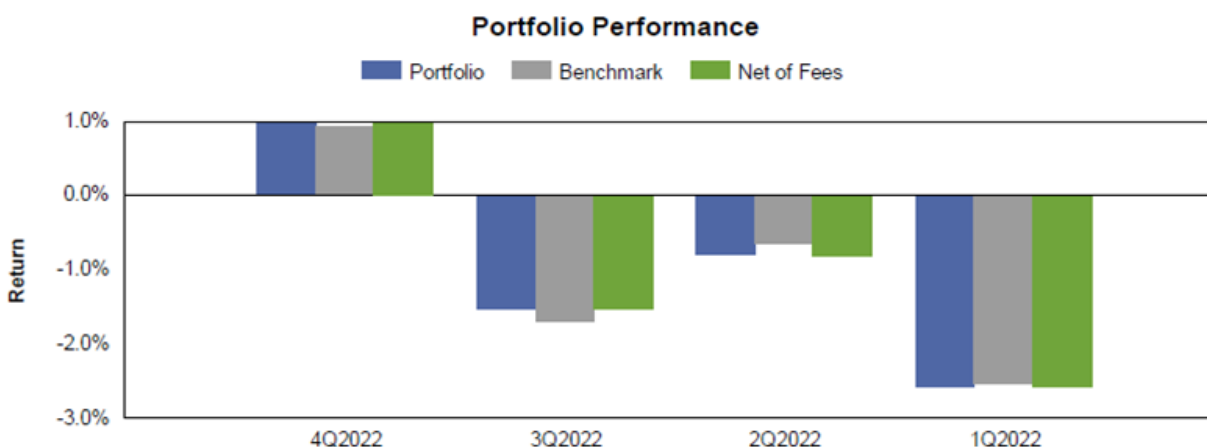


Market Value Basis Earnings	4Q2022	3Q2022	2Q2022	1Q2022
Interest Earned ¹	\$722,626	\$647,336	\$570,508	\$561,033
Change in Market Value	\$981,244	(\$3,321,695)	(\$1,959,061)	(\$5,345,299)
Total Dollar Return	\$1,703,870	(\$2,674,359)	(\$1,388,553)	(\$4,784,266)
Total Return²				
Portfolio	0.98%	-1.51%	-0.78%	-2.61%
Benchmark ³	0.93%	-1.70%	-0.65%	-2.53%
Basis Point Fee	0.01%	0.01%	0.01%	0.01%
Net of Fee Return	0.97%	-1.52%	-0.79%	-2.62%

For the Quarter Ended December 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

Portfolio Performance



Market Value Basis Earnings	4Q2022	3Q2022	2Q2022	1Q2022
Interest Earned ¹	\$118,814	\$103,921	\$98,798	\$98,609
Change in Market Value	\$143,106	(\$515,432)	(\$315,038)	(\$813,583)
Total Dollar Return	\$261,920	(\$411,511)	(\$216,240)	(\$714,974)
Total Return²				
Portfolio	0.99%	-1.53%	-0.80%	-2.56%
Benchmark ³	0.93%	-1.70%	-0.65%	-2.53%
Basis Point Fee	0.01%	0.01%	0.01%	0.01%
Net of Fee Return	0.98%	-1.54%	-0.80%	-2.57%

EXHIBIT 3

SAN MATEO COUNTY TRANSIT DISTRICT

For the Quarter Ended December 31, 2022

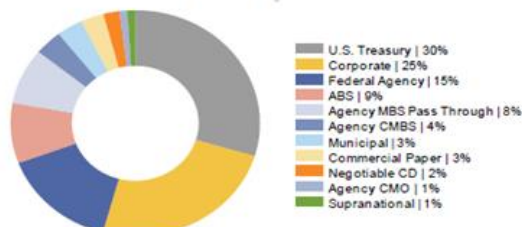
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST RESERVE¹

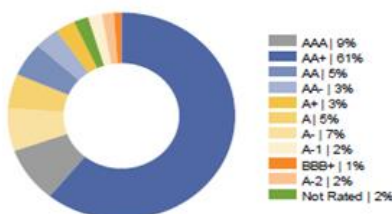
Portfolio Statistics

Total Market Value	\$176,060,436.43
Securities Sub-Total	\$173,142,115.17
Accrued Interest	\$498,566.81
Cash	\$2,419,754.45
Portfolio Effective Duration	1.97 years
Benchmark Effective Duration	1.97 years
Yield At Cost	1.65%
Yield At Market	4.39%
Portfolio Credit Quality	AA

Sector Allocation



Credit Quality - S&P



Duration Distribution



1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofAML 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofAML 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofAML 3-5 U.S. Treasury Index, 10% ICE BofAML 3-5 High Grade Corporate Index. Source: Bloomberg. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

For the Quarter Ended December 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

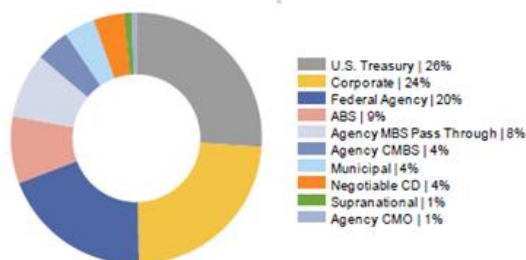
Portfolio Snapshot

Portfolio Snapshot - SAN MATEO COUNTY TRANS DIST PARATRANSIT¹

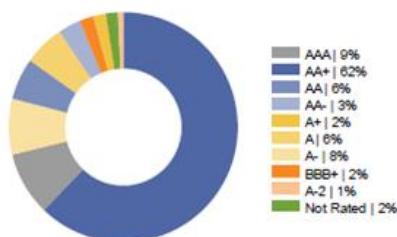
Portfolio Statistics

Total Market Value	\$26,800,103.43
Securities Sub-Total	\$25,645,708.27
Accrued Interest	\$78,494.40
Cash	\$1,075,900.76
Portfolio Effective Duration	2.05 years
Benchmark Effective Duration	1.97 years
Yield At Cost	1.76%
Yield At Market	4.38%
Portfolio Credit Quality	AA

Sector Allocation



Credit Quality - S&P



Duration Distribution



1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofAML 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofAML 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofAML 3-5 U.S. Treasury Index, 10% ICE BofAML 3-5 High Grade Corporate Index. Source: Bloomberg. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

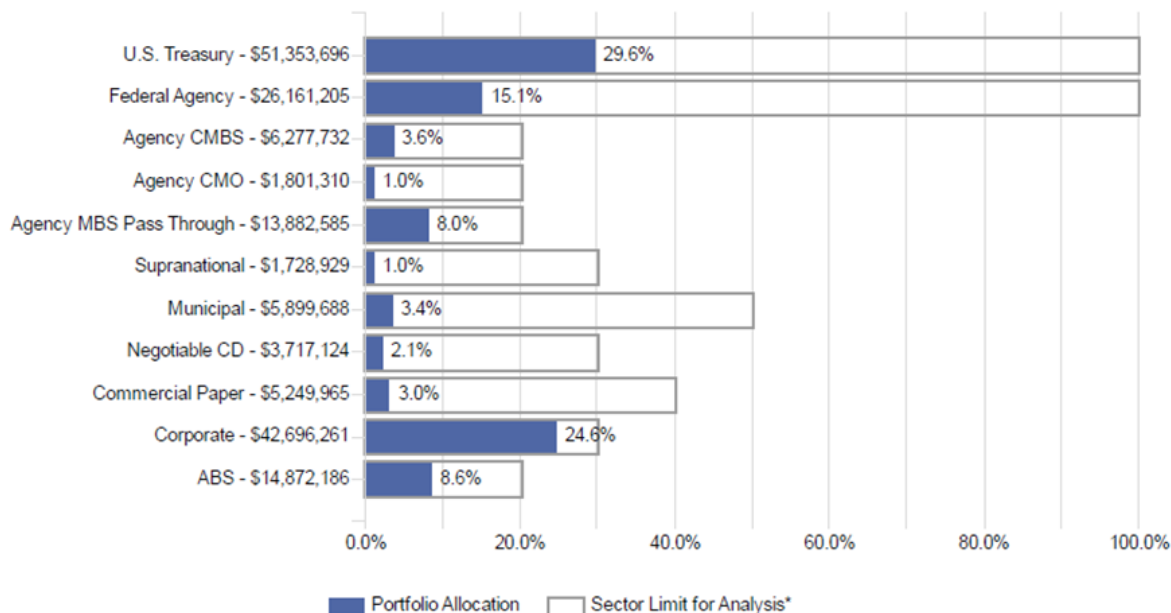
EXHIBIT 4

SAN MATEO COUNTY TRANSIT DISTRICT

For the Quarter Ended December 31, 2022

Account Summary

Sector Allocation Analytics

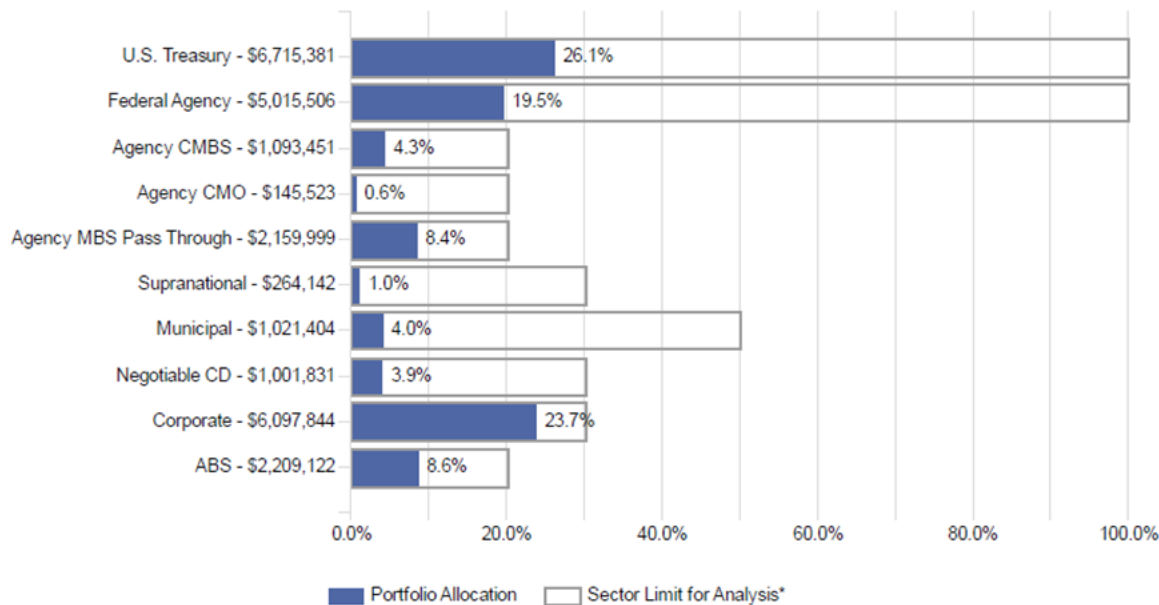


For the Quarter Ended December 31, 2022

SAN MATEO COUNTY TRANSIT DISTRICT

Account Summary

Sector Allocation Analytics



For informational/analytical purposes only and is not provided for compliance assurance. Includes accrued interest.

*Sector Limit for Analysis is as derived from our interpretation of your most recent Investment Policy as provided.

Certificate of Compliance

During the reporting period for the quarter ended December 31, 2022, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management LLC*

Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Asset and Investment Management ("AIM").

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Authorize an Amendment to the Contract with Giro, Inc. for the Purchase of Two Hastus Software Modules**

Action

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

1. Authorize a ninth amendment to contract 04-SAMTR-L-021 with Giro, Inc. of Montreal, Canada (Giro) to purchase, on a sole-source basis, two additional software modules (Bidding and Daily Operations Management), and a bank of 50 days for software modifications, for a total not-to-exceed (NTE) amount of \$1,117,390.
2. Authorize the General Manager/CEO or designee to execute the ninth amendment to the contract in full conformity with the terms and conditions of the underlying agreement, and in a form approved by legal counsel.

Significance

The proposed purchase of Hastus' Bidding module would allow the District to modernize its bus operator shift bidding process. Using the software would improve District Bus Operation supervisors' tracking of bus operator duties, allow bus operators to register their shift selections remotely, and reduce costs and errors associated with the current manual process.

The proposed purchase of Hastus' Daily Operations Management module also would benefit the District, including by easing daily operator dispatching, improving management of overtime and attendance, providing a better payroll interface, and offering operators direct access to shift assignments and payroll information.

The Bidding module would integrate fully with the Hastus Scheduling modules, which the District already utilizes to create the SamTrans service timetables and work for operators. The addition of the Daily Operations Management module would make schedule changes more efficient and timely. Integration of the two modules with the District's current Hastus system would significantly reduce the manual labor required to plan and implement bus service and also improve the quality assurance of both planning and managing daily operations.

Budget Impact

Funding for the two modules and associated software modification time is included in the Fiscal Year 2023 Board-approved Capital Budget. Funding is provided by District sales tax revenues.

Background

Since 1998, the District has used Hastus scheduling software to develop bus schedules and bus operator schedules and assignments. The Hastus software originally purchased by the District contained a limited number of modules. In 2009, to improve scheduling and on-time performance, the District purchased three additional Hastus software modules: Minbus, Hastus ATP, and GEO.

The purchase of associated on-going software and maintenance support services was authorized pursuant to Resolution Nos. 2010-09, 2015-47, and 2021-2.

Because Giro is the sole provider of Hastus software, staff has determined that the District's requirement to solicit competitive proposals is not applicable for this purchase.

The District entered into a sole source negotiation with Giro to amend the current contract for the purchase of the two proposed Hastus modules. Giro agreed to provide:

- a) The Bidding module at a total cost of \$282,990, which includes software licenses, customization, implementation, trainings, and a 12-month warranty; and
- b) The Daily Operations Management module at a total cost of \$972,789, which includes software licenses, customization, implementation, trainings, and a 12-month warranty; and
- c) 50 days of banked time to be used for associated software modifications at a total cost of \$68,500.

The total cost of \$1,324,279 is adjusted with a 2022 upgrade prepaid credit of \$206,889, which reduces the total not-to-exceed amount to \$1,117,390.

Staff performed a price analysis and determined the prices offered are fair and reasonable as compared to prices paid for similar software by other transit agencies.

Prepared By:	Terry Loo	Contract Administrator	650-508-7788
	Jonathan Steketee	Project Manager	650-551-6166

Resolution No. 2023 -

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

* * *

**Authorizing an Amendment to Contract 04-SAMTR-L-021 with Giro, Inc. for the
Purchase of Two Hastus Software Modules for a Total Not-to-exceed Amount of \$1,117,390**

Whereas, in 1998, the San Mateo County Transit District (District) issued a contract to purchase Giro, Inc.'s (Giro) Hastus scheduling software to develop bus schedules and bus operator schedules and assignments; and

Whereas, over the past nearly-fifteen years, the District has added to its Hastus software licenses to improve scheduling and on-time performance; and

Whereas, there is a continued need to reduce the manual labor required to plan and implement bus service, which will improve the quality assurance of both planning and managing daily operations and improve bidding and tracking processes for both the District and its bus operators; and

Whereas, staff has determined that adding the Hastus Bidding and Daily Operations Management modules to the District's contract with Giro will offer several benefits to the District, including easier daily operator dispatching, improved management of overtime and attendance, better payroll interface, and direct operator access to shift assignments and payroll information; and

Whereas, staff has determined that the District's requirement to solicit competitive proposals is not applicable for this purchase because Giro is the sole provider of the Hastus software and is the only firm that provides the additional modules; and

Whereas, staff has negotiated with Giro to provide the Bidding and Daily Operations Management modules inclusive of software licenses, customization and implementation, staff trainings and a 12-month warranty, and a bank of 50 days to be used for software modifications; and

Whereas, staff has and conducted a price analysis that confirmed the negotiated prices are fair and reasonable; and

Whereas, the General Manager/CEO recommends that the Board authorize an amendment to the contract with Giro to purchase the Bidding and Daily Operations Management modules and a bank of 50 days to be used for software modifications for a not-to-exceed (NTE) total amount of \$1,117,390.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District authorizes a ninth amendment to the contract with Giro, Inc. for the purchase of two additional Hastus modules, Bidding and Daily Operations Management, and a bank of 50 days to be used for software modifications of these modules, for a total amount not to exceed \$1,117,390; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute the ninth amendment to the contract as negotiated, and in a form approved by legal counsel.

Regularly passed and adopted this 1st day of February, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

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

Following the initial proposal review, the Committee found six proposers to be in the competitive range and invited them to proceed to the interview phase of the selection process to allow Staff to gain additional insight into the proposers' transition and operational plans, staffing capabilities and intentions for properly storing and accessing cleaning products. Upon completion of the interviews, the Committee re-scored the proposals and consensus was reached that F+G was the highest ranked proposer. F+G did not claim the SBE preference.

Staff determined that F+G's prices are fair and reasonable, and further determined that based on Staff's evaluation of F+G's references and submitted financial records, they are qualified and capable of providing the required services for the term of the contract.

Prepared By:	Danielle Sanderson	Administrative Analyst III	650-551-6130
	Jeff Thomas	Project Manager, Facilities	650-508-6309

Resolution No. 2023-

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

* * *

**Awarding a Contract to Frank and Grossman Landscape Contractors, Inc. for
Janitorial and Bus Stop Cleaning Services for a Total Not-to-exceed Amount of
\$5,859,780 for a Five-year Term**

Whereas, on August 19, 2022, the San Mateo County Transit District (District) issued a Request for Proposals 22-S-S-075 (RFP) for Janitorial and Bus Stop Services (Services); and

Whereas, in response to the RFP, the District received nine proposals, one of which was deemed non-responsive; and

Whereas, a Selection Committee (Committee) comprised of qualified staff representing the District reviewed, evaluated, and scored the eight responsive proposals in accordance with the criteria set forth in the RFP documents; and

Whereas, the Committee determined the proposal submitted by Frank and Grossman Landscape Contractors, Inc. of Hayward, California (F+G) to be the highest ranked Proposer; and

Whereas, staff and legal counsel have reviewed F+G's proposal and have determined it complies with the requirements of the RFP; and

Whereas, staff has completed a price analysis and has concluded that F+G's prices are fair and reasonable, and further determined through reference checks that F+G possesses the necessary qualifications and is fully capable of providing the Services; and

Whereas, the General Manager/CEO recommends that the Board of Directors (Board) award a contract to F+G to provide the Services for a total not-to-exceed amount of \$5,859,780 for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Frank and Grossman Landscape Contractors, Inc. to provide janitorial and bus stop services for a total not-to-exceed amount of \$5,859,780 for a five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract with F+G in full conformity with the terms and conditions of the RFP, and in a form approved by legal counsel.

Regularly passed and adopted this 1st day of February, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Resolution No. 2023-

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

* * *

Honoring National African American History Month

Whereas, the first National African American History Week event was celebrated in February 1926, during the week encompassing the birthdays of Abraham Lincoln and Frederick Douglass, two key figures in the history of African Americans;

Whereas, in 1976, the week-long celebration was extended to last the entire month of February; and

Whereas, African Americans helped develop our nation in countless recognized, unrecognized, and unrecorded ways; and

Whereas, the San Mateo County Transit District (District) believes every person has the freedom to feel valued and respected, and condemns racism in rhetoric or action; and

Whereas, the District's first African American Employee Resource Group, created in 2021, aims to advance a diverse and inclusive work environment now and in the future, with a particular focus on African American employees; and

Whereas, SamTrans serves a diverse population that continues to experience bias, discrimination, and unequal outcomes and/or treatment in numerous sectors; and

Whereas, the District recognizes the long history of inequity and racism in transit that has excluded, targeted or oppressed people due to their color and race; and

Whereas, a 2021 survey showed that African Americans make up 8 percent of SamTrans' riders who have been using SamTrans for over four years; with 70 percent of those African American riders taking SamTrans five or more days per week; and

Whereas, the District commits to continuing its membership in the Government Alliance on Race and Equity to advance racial equity through mindful governance practices, and review of facially-neutral policies to confirm equitable impacts; and

Whereas, the District's Board of Directors remains committed to the mission of promoting equity and protecting public health, and will continue to advance the cause of diversity, access, equity and inclusion in its policies, programs and practices.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize February as National African American History Month and celebrate the immense contributions of African Americans in the United States.

Regularly passed and adopted this 1st day of February, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Resolution No. 2023-
Board of Directors, San Mateo County Transit District
State of California
Resolution of Appreciation for

Carole Groom

Whereas, Director Carole Groom began her tenure on the San Mateo County Transit District (District) Board of Directors in 2008; and

Whereas, Director Groom served as chair of the District Board in 2019 and 2013; and

Whereas, Director Groom has been an advocate for important transportation issues and improvements, bringing a strong sense of initiative to the Board and furthering SamTrans' goal of providing quality transportation service to improve the quality of life for the communities we serve throughout San Mateo County; and

Whereas, Director Groom has been a wonderful asset to the Board and the District, bringing professional insight and thoughtful advice in making critical decisions for the agency; and

Whereas, Director Groom was a significant part of the decision-making process related to the coronavirus (COVID-19) pandemic, including the endorsement of the Bay Area Healthy Transit Plan, a regional transit plan that outlined best practices for frequent cleaning, personal protective equipment, face coverings, physical distancing, ventilation, and touchless fares to ensure that public transit was safe for all Bay Area residents and transit employees; and

Whereas, Director Groom supported the adoption of the final new SamTrans bus network as recommended by *Reimagine SamTrans*, a nearly three-year analysis of the bus system designed to improve service and respond to ridership and travel patterns throughout San Mateo County; and

Whereas, Director Groom supported the SamTrans Youth Unlimited Pass Program, in partnership with the San Mateo County Office of Education, that permanently gives low-income students free rides on all SamTrans buses; and

Whereas, Director Groom supported the adoption of SamTrans' participation in the Clipper START program, which allow adults ages 19-64, who have lower incomes, to receive fare discounts on select transit services around the region; and

Whereas, Director Groom pushed for the expansion of the SamTrans Way2Go Pass, expanding the program so that educational institutions and residential complexes can participate as well as employers, helping to provide the benefits of transit to a wider range of people; and

Whereas, Director Groom helped SamTrans officially launch Wi-Fi on every vehicle in its bus fleet, allowing SamTrans riders to use the internet while on board; and

Whereas, Director Groom was vital to the passage of Measure W, providing SamTrans with a much-needed revenue source that allows for new and innovative approaches to providing transit services to those who need them;

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby commends and expresses its sincere appreciation to **Carole Groom** for her outstanding service to the District, her many accomplishments on the Board and for her collaborative leadership on matters of public transit, and wishes her congratulations on her retirement from this Board and the San Mateo County Board of Supervisors.

Regularly passed and adopted this 1st day of February, 2023.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: January 25, 2023
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Ridership Recovery

SamTrans fiscal year-to-date ridership for the five months ending November 30, 2022, was 76.3 percent of its ridership compared to the same period in FY 2020 (pre-pandemic). The SamTrans ridership recovery rate of 76.3 percent compares favorably against local peer agencies and with out-of-state bus public transportation agencies.

	YTD Total Trips November 2019	YTD Total Trips November 2022	YTD Recovery Rate
SamTrans	4,738,160	3,616,731	76.3%
AC Transit	23,549,754	14,337,379	60.9%
SFMTA	88,151,614	53,218,237	60.4%
VTA	11,803,954	7,960,524	67.4%
Dallas	16,143,059	9,551,032	53.2%
Seattle - King	51,662,843	28,619,014	55.4%
Chicago	101,807,114	62,818,548	61.7%
Atlanta	22,618,769	13,291,701	58.8%
New York MTA	304,603,320	207,823,950	68.2%
National Bus	1,940,745,960	1,314,810,490	67.5%
Caltrain	8,186,650	2,291,183	28.0%
BART Extension	5,781,030	2,404,412	41.6%
National Rail	2,082,773,643	1,274,673,157	61.2%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	12	305**

* Class 178 began training on January 18, 2023.

** Includes Bus Operators assigned to the extra board (excludes trainees)

Since commencement of the Bus Simulator on January 11, 2021, there have been 237 Bus Operators and Trainees trained utilizing the Simulator.

February 2023 Fixed-Route Bus Service Adjustments

On Sunday, February 5, 2023, SamTrans will implement a new service plan, or runbook, affecting the fixed-route bus network. The service plan includes adjusting schedules to improve on-time performance for several local and school-oriented routes. Schedules were adjusted on the following local routes: 10, 37, 58, 67, 68, 86, 110, 117, 120, 130, 251, 260, 294, and ECR.

Additionally, multiple timepoints (scheduled stops) were removed from the following school-oriented routes to improve efficiency in the afternoon on school days and increase the speed with which passengers, most of which are students, reach their stops in the afternoon: 10, 35, 37, 40, 41, 50, 53, 53P, 54, 60, 61, 62 and 86. All bus stops will continue to be served and morning schedules will remain the same.

Passengers are encouraged to check schedule adjustments on www.samtrans.com and via printed timetables available on buses.

MTC and Regional Coordination Update

Regional Network Management: MTC staff are continuing to seek input and approvals for the proposed Regional Network Management (RNM) framework. On January 12, MTC convened a Transit Operator Board workshop to solicit input from Board members on transit agencies boards. Director Peter Ratto attended this workshop on behalf of SamTrans. And on January 13, MTC staff and their consultants presented their findings to the MTC Executive Committee and recommended advancing the proposed near-term RNM framework with some refinements.

MTC has revised the timeline to begin the implementation plan when both new Commission leadership as well as the new Executive Director are in place. The implementation plan is scheduled to be approved in late March/April, with launching scheduled for April/May.

MTC staff plans to seek Commission approval of the RNM framework in February, followed soon by approval of the Implementation Plan.

Fare Integration: Phase 2 of the BayPass Pilot Program is still on schedule to launch at 2-3 employers in the Summer 2023. The Transfer Policy Pilot Program (free/reduced transfers) is proposed to be an 18-month pilot program with an automatic extension totaling 24-months if sufficient funds are available. The Transfer Pilot Program approach will be presented to the MTC Fare Integration Task Force for their approval in March 2023, at which point, MTC staff will begin to draft a transit operator MOU for participation in the pilot program. The SamTrans Board will receive information and be asked to consider formal participation in the pilot program later in 2023.

SamTrans Mobile App Update for Q2 FY2023

The SamTrans mobile app was launched in September 2018 and sells paratransit and most fixed-route bus service products except monthly passes. During the second quarter of FY 2023, there were 2,917 app downloads and 2,744 accounts created, which were about the same amounts as the second quarter of FY 2022. The number of tickets sold and ticket sales revenue in this quarter increased about 20 percent compared to the same period last year. The Mobile App revenue has remained at approximately 3 percent of total revenue for the past few quarters.

The table below highlights the app's performance for the second quarter of FY 2023.

	Q2 FY 2023	Q2 FY 2022	
	Actuals	Actuals	% ▲
App Downloads	2,917	2,980	-2%
New accounts	2,744	2,706	1%
Tickets Sold	37,671	31,509	20%
Revenue \$'s	\$81,283	\$67,354	21%

Data source: Bytemark app performance report

Note: Data as of 1/18/2023 and does not contain refunds.

Safety Campaign

The new Safety Campaign is “Be Prepared for Winter Driving and Slow Down.” During rainstorms, it can be difficult for drivers to see other vehicles, pedestrians and a variety of road hazards such as slippery roads, low hanging tree branches, potholes, and distracted pedestrian and motorists. Operators are reminded to pay extra attention in winter conditions, allow adequate following distance and time, and provide smooth braking and throttle acceleration that ensure the highest environment for safety.

Bus Operator Employee of the Month (EOM) Recognitions

Randy Luu is the December 2022 Bus Operator of the Month at North Base; this is his 4th EOM achieved during his 21-years of service. **Stacy Monroe** is the December 2022 Bus Operator of the Month at South Base; this is his 1st EOM during his 14-years of service.

Bus Maintenance Employee of the Month (EOM) Recognitions

Omar Gonzalez is the December 2022 Mechanic of the Month at North Base; this is his 2nd EOM during his 5-years of service. **Robert Vieira** is the December 2022 Mechanic of the Month at South Base; this is his 9th EOM during his 22-years of service.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
From: April Chan, General Manager/CEO
Through: James Wagstaffe, Special Counsel
Subject: **Authorize Agreement with the Peninsula Corridor Joint Powers Board to Add a New Safety Position Reporting Directly to the Caltrain Executive Director**

Action

Staff recommends that the Board of Directors authorize the General Manager/CEO, or her designee, to enter into an agreement with the Peninsula Corridor Joint Powers Board in accordance with Section 2.F of the Memorandum of Understanding executed by the JPB and its Member Agencies on August 5, 2022 (the "Governance MOU"), to add a direct report Chief Safety Officer position, with said position to be budgeted and paid entirely for by the Peninsula Corridor Joint Powers Board, and with other such other conditions as the SMCTD GM/CEO may determine in her discretion.

The Caltrain Board of Directors will consider the authorization to enter into an agreement with SamTrans related to this request at its February 2, 2023 meeting.

Significance

Caltrain is an agency that is regulated by the Federal Railroad Administration (FRA), and it is subject to extensive operating and safety mandates, requiring personnel with deep knowledge of FRA compliance, procedures, and programs.

Caltrain has concluded that a rail-dedicated safety officer reporting directly to the Caltrain Executive Director will contribute to an improved safety program and enhance federal guidance and industry best practices. Caltrain further concludes that it would benefit from a dedicated safety officer focused exclusively on the safety needs of the railroad.

Establishing a dedicated rail safety officer position would also be in conformity with guidance issued by the Federal Transit Administration, which requires that rail transit agencies appoint a dedicated safety officer reporting directly to the agency's accountable executive. 49 CFR §673.23. Peer analysis also demonstrates that the vast majority of commuter rail agencies have a chief personnel reporting directly to the commuter rail agency CEO or Executive Director.

As Caltrain makes its transition to an electrified operating environment, it will face new safety challenges, including the need to train its workforce in preparation for electrified operation and to educate the public about electrified service. Caltrain asserts that its ability to establish a dedicated safety officer in advance of electrified revenue service starting will be critical to its success in transitioning to a different operating environment. Based on these considerations, Caltrain submitted a request to SamTrans requesting the addition of a safety position to report directly to the Caltrain Executive Director, since the safety position is not one of the five

positions that is enumerated in the Governance MOU to report directly to the Caltrain Executive Director. In accordance with Section 2F of the Governance MOU, either party (Caltrain and SamTrans) may make such a request, and “agreement shall not be unreasonably withheld by either party.”

Budget Impact

The proposed Caltrain safety position will be budgeted and paid for by Caltrain 100 percent.

Background

Samtrans, the JPB and JPB’s other two Member Agencies executed the Governance MOU in August 2022. The Governance MOU authorizes the JPB to hire its own Executive Director who reports to the JPB. It also establishes five new positions reporting directly to the Caltrain Executive Director. As Managing Agency, SamTrans is responsible for providing shared services to Caltrain in the areas of Human Resources; Contracts and Procurement; Information Technology; Civil Rights; Marketing and Customer Service; and Accounting and Treasury. In addition, SamTrans provides partially shared services with policy level direction provided by Caltrain direct reports in the following areas: Communications and External Affairs; Grants; Finance and Budgets; and Real Estate. The Governance MOU did not specifically address safety and security; however, under the current shared services arrangement, safety and security services are provided to Caltrain through SamTrans’ Director of Safety and Security.

Under Section 2.F of the Governance MOU, the JPB does not have the authority to replace a function currently being performed through partially and fully shared services with a direct report unless SamTrans and the JPB mutually agree to the change. Because of the importance of the safety function and the special safety needs of a commuter railroad, the Executive Director has requested SamTrans’ approval to establish the position of Chief Safety Officer reporting directly to the Caltrain Executive Director.

Prepared By: April Chan, General Manager/CEO

650-508-6228



BOARD OF DIRECTORS 2023

JOSH POWELL, CHAIR
MARINA FRASER, VICE CHAIR
DAVID J. CANEPA
MARIE CHUANG
JEFF GEE
ROSE GUILBAULT
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, February 1, 2023 – 2:30 pm

- | | |
|---|---------------|
| 10.a.1. Call to Order | |
| 10.a.2. Approval of Minutes of the Community Relations Committee Meeting of January 4, 2023 | Motion |
| 10.a.3. Accessible Services Update | Informational |
| 10.a.4. Paratransit Coordinating Council Update | Informational |
| 10.a.5. Citizens Advisory Committee Update | Informational |
| 10.a.6. Quarterly Report Quarter 1 Fiscal Year 2023 | Informational |
| 10.a.7. Monthly Performance Report December 2022 | Informational |
| 10.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**

January 4, 2023

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

Committee Members Absent: M. Fraser

Other Board Members Present Constituting Committee of the Whole: C. Canepa, M. Chuang, R. Mueller, J. Powell, P. Ratto

Other Board Members Absent: J. Gee

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

10.b.1. Call to Order

Committee Chair Rose Guilbault called the meeting to order at 4:10 pm.

**10.b.2. Approval of Minutes of the Community Relations Committee Meeting of
December 7, 2022**

Motion/Second: Medina/Ratto

Ayes: Canepa, Chuang, Guilbault, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Fraser, Gee

10.b.3. Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, said they would be providing community outreach about their services at a senior showcase event in Millbrae later in the month.

10.b.4. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said they were coming out with annual membership reminders in a bid to increase their membership numbers. He said that Richard Weiner retired from Nelson\Nygaard and David Kaufman has taken his place.

Chair Josh Powell asked if the PCC was going to discuss the new Brown Act legislation, and Mr. McMullan said they planned to do so.

10.b.5 Monthly Performance Report | November 2022

Ana Rivas, Director of Bus Transportation, noted that the report was in the agenda packet and recognized the employees of the month.

10.b.6. 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.

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

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

Minutes from the December 2022 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of December 13, 2022 Meeting

ATTENDANCE:

Members:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Evan Milburn, Consumer, CoD; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair.

(Member attendance = 9/13, Quorum = Yes)

Guests:

Ana Rivas, SamTrans; Charles Posejpal, First Transit/Redi-Wheels; Lynn Spicer, SamTrans; Vicky Churchill, SamTrans; Jane Stahl, PCC Staff; David Koffman, Nelson\Nygaard

Absentees:

Dao Do, Rosener House; Alex Madrid, Consumer; Kathy Uhl, CoA, Marie Violet, Dignity Health

WELCOME/INTRODUCTIONS:

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

APPROVAL OF NOVEMBER MINUTES:

Sammi Riley moved to approve the November meeting minutes; Mike Levinson seconded the motion; Dinae Cruise abstained; the minutes were approved.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

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

See below.

Grant/Budget Review – Sammi Riley, Chair

Sammi Riley reviewed the budget numbers for July through October 2022 (see attachment A.) Sammi commented that the amount spent on insurance and Redi-Wheels expenses seemed high. Tina responded that the insurance had been paid in advance. Also, there had been a decrease in taxi service and a resulting increase in expense for Redi-Wheels service.

Sandra asked for clarification on the revenue from sales tax. Tina responded that several sales taxes are utilized in the budget - Measure A taxes, Measure M, Measure W, plus other taxes allocated to the ADA program.

Education – Sammi Riley, Chair

Committee members will be tabling at the 2023 Transition to Independence Fair on Saturday February 4th in South San Francisco.

A PCC member may attend the Millbrae Senior Showcase on January 20th as a participant at the SamTrans table.

The next meeting is on January 6th, 2023.

Executive – Ben McMullan

During the December 6 meeting:

- Ben will follow up with Tina on various issues of concern.
- Mike and Sammi reported on their presentation to the Solano County PCC.
- They had discussed how to acknowledge Carole Groom’s contributions to the community, individually and/or with a letter to the San Mateo Daily Journal. She was a former PCC member, has a long history of helping with senior and disability issues, was a County Supervisor and a member of the SamTrans Board of Directors. She was also mayor of San Mateo and a long-time board member at AbilityPath, who named a center after her to acknowledge her work for the disabled. Sandra suggested that the PCC send a card that includes contributions from each PCC member.

Nominations/Membership – Chair Vacant

No report. Anyone interested in the position should follow up with Ben.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina reported that total ridership and average weekday ridership were higher than in November 2021. Total ridership was 15,196, about 15% higher than November 2021. Average weekday ridership was 553 which was also 15% higher than last year. It was slightly less than October, but she felt this is a seasonal trend.

Subscription trips remain at about 20%; agency trips at 5%; taxi trips are low at just over 10%. Same day cancels remain low at 6.9%; late cancels and no shows are also low. The on-time performance was 89.8%, slightly below the standard of 90%.

Mike asked if there was a reason for taxis being at 10%. Tina responded that they want to use more Redi-Wheels vehicles as this is more cost efficient and results in greater productivity. However, there are times when it makes sense to use a taxi. First Transit is committed to being as efficient as possible.

David Koffman asked why agency trips were higher in October. Tina responded that more people are returning to agency activities and there are more weekdays and no holidays in the month. If there is a spike in COVID, the numbers will decrease. Charles Posejpal also commented that as people return to work, more people bring their loved ones to programs, so the number of program participants increases.

COMMENT STATISTICS REPORT

Data from October showed 49 comments. The response time is better. The majority were received as consumer reports rather than comment cards. There are no specific patterns.

SAFETY REPORT

Charles Posejpal reported that there were three incidents in November, one of which was preventable.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

No report.

ERC – Mike Levinson

The agenda now includes a report on the new scheduling software. Testing might be happening in March or April.

Tina thanked the committee for meeting to discuss the changes to the eligibility process and second level interviews.

Tina reviewed the attributes of the new scheduling system with Trapeze:

- This is an upgrade to the latest version of the Trapeze software
- It has been installed in the cloud and Trapeze is currently conducting internal testing to ensure that the various tables are set up correctly.
- The better scheduling algorithm should result in less “back tracking” of buses.
- There will be an interface with the Clipper card as part of an MTC project.
- The new IVR will be part of Trapeze, not an interface.
- There will be a pilot for same-day paratransit service.

Mike commented that having all the systems under one vendor is a major step forward.

Sandra asked what same-day service meant. Tina responded that trips are currently scheduled 1-7 days in advance. As the new software can schedule more effectively and increase productivity, this could free up time during the day for same-day trips on a space available basis. There is no timeline yet, there are limitations, and the fare has not yet been decided. They will discuss this with the PCC before it's launched.

Sammi asked if the equipment on the vehicles will be changed to accommodate Clipper cards. Tina said that there will be interface with Trapeze for a cardless system. It isn't clear how rides purchased with the app will be handled.

Commission on Disabilities (CoD) – Ben McMullan

The commission doesn't meet in December.

Center for Independence (CID) – Ben McMullan

The new programs, ADRC and a health program, are up and running.

Mike said that there were five interviews for the new Executive Director and two late applications are being evaluated. Several candidates are a good fit for CID and will be asked to come to a second interview.

Commission on Aging (CoA) – Kathy Uhl

No report.

Coastside Transportation Committee (CTC) – Tina Dubost

The next meeting will be scheduled in January.

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

The Citizens Advisory Committee of the Transit Authority met on November 29th.

- The meeting was hybrid, held in person and on Zoom.
- Amy Linehan gave an informative report on Transit Authority legislative programs.
- There was an allocation of \$21M from Measure W for 25 pedestrian and bicycle programs.
- April Chan complimented the work done by the CAC and the input members provided.

The next meeting is on January 3rd and the public are encouraged to attend.

OTHER BUSINESS

ADA policy refresher:

Tina reported that Redi-Wheels has a low-income fare that is \$1.75 each way. To qualify, a form needs to be completed and proof provided that the applicant receives Supplemental Security Income (SSI), Medi-Cal, or general assistance from the County. The PCC assisted in the creation of the program.

Tina reminded riders not to share their Redi-Wheels ID or allow others to ride using their ID.

The meeting adjourned at 2:31pm. The next meeting will be on January 10, 2023, at 1:30pm.

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

A roll call was taken. The minutes from the November PAL meeting were included in the meeting packet and were approved with no corrections. Dinae Cruise abstained.

Legislative

The new legislative session starts in January 2023 with voting in February.

Advocacy

Transit Recovery Update – Tina Dubost

Tina reported that ridership is increasing compared to 2021 and is approximately 56% of pre-pandemic levels. Total ridership increased about 15% compared to 2021, but a little lower than October 2022, and average weekday ridership is the same. Bus ridership is recovering faster than paratransit and is approximately 76%.

Ridership recovery varies across the country and Redi-Wheels continues to provide important trips to consumers.

Tina reminded everyone that free rides continue to COVID vaccination centers on SamTrans, Caltrain, and Redi-Wheels/RediCoast. Face coverings are not required on the buses but are encouraged.

Sandra asked about the effects of the virus on services. Tina responded that it affects both passengers and drivers; everyone is encouraged to get vaccinated. Ridership depends on people's comfort level and which locations are open.

Policy Issues

None.

The next PAL meeting will be on January 10, 2023.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus Millie Tolleson, Acting Director of Planning
Subject: **Quarterly Report | Quarter 1 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 July-September 2022 (Quarter 1, Fiscal Year 2023).

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.

This month’s item presents a new format for the quarterly dashboard and quarterly report, reflecting the updated service categories and areas of focus adopted in the SamTrans Service Policy Framework (2022). The new format may be modified based on Board and staff input.

Ridership

Average weekday bus ridership (AWR) on SamTrans fixed route buses was 25,671 in Fiscal Year 2023 Quarter 1 (FY23). That is an increase of 4.5 percent compared to the previous quarter. Total bus ridership was 2,042,258. Total ridership increased by 7.4 percent compared to the previous quarter, FY22 Quarter 4. The SamTrans fixed-route bus network has recovered 72.9 percent of total ridership compared to Quarter 1 in FY20.

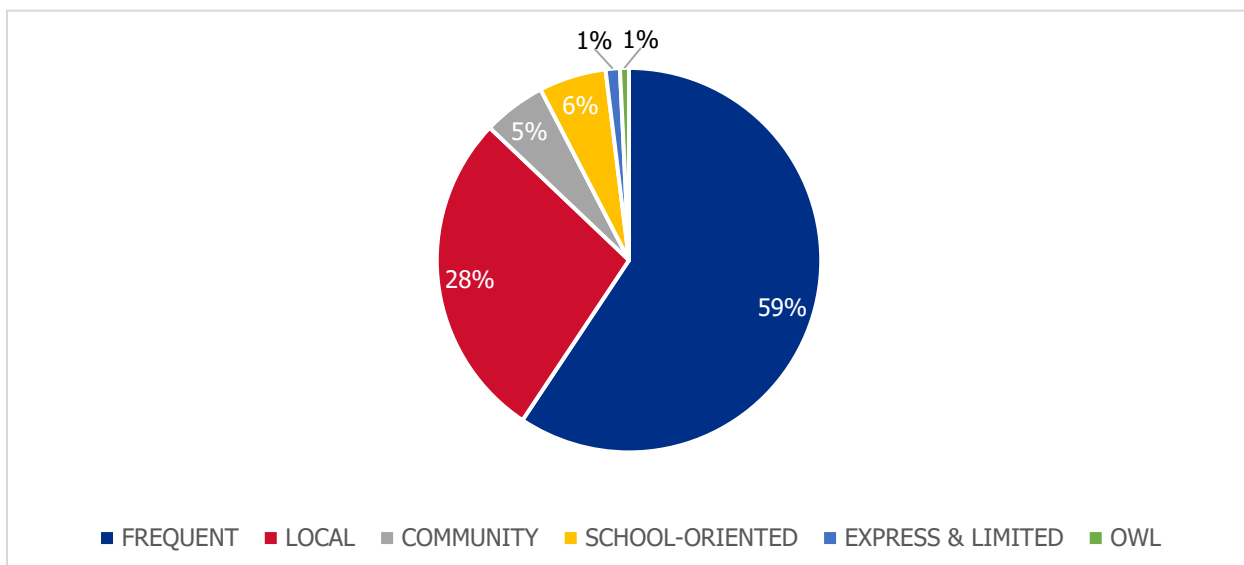
Ridership details are included in **TABLE 1**.

TABLE 1. AVERAGE WEEKDAY RIDERSHIP & TOTAL RIDERSHIP

	FY23 Q1	FY22 Q4	%Δ
AWR	25,671	24,572	+4.5%
Total	2,042,258	1,900,772	+7.4%

For FY23 Quarter 1, 59.3 percent of ridership was on Frequent routes¹, 27.8 percent was on Local routes², 5.7 percent was on Community routes³, 5.3 percent on School-Oriented routes⁴, 1.2 percent was on Express & Limited Stop routes⁵, and 0.8 percent was on Owl⁶ routes (see **FIGURE 1**). Service on school-oriented routes was suspended, thus no ridership was generated, for approximately half of Quarter 1 given the normal summer break in school. Ridership details by service category are included in **TABLE 2**.

FIGURE 1. RIDERSHIP SHARE BY SERVICE CATEGORY



¹ Routes with 15 minutes or better frequency, seven days a week. Routes include 120, 130, 296, and ECR.
² Routes with 30 minutes or better frequency, seven days a week. Routes include 110, 121, 122, 141, 250, 278, 281, and 292.
³ Routes with 60 minutes or better frequency, five days a week. Routes include 112, 117, 142, 251, 260, 270, 280, 294, and 295.
⁴ 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.
⁵ Routes providing limited-stop service to or from major destinations and are typically longer in length. Routes include 398 and FCX.
⁶ Routes operating overnight after regular transit service has ended. Routes include 296 Owl, 397 Owl, and ECR Owl.

TABLE 2. RIDERSHIP BY SERVICE CATEGORY

	FY23 Q1	FY22 Q4	%Δ
Frequent	1,216,989	1,099,102	+11%
Local	569,086	483,999	+18%
Community	115,928	115,078	+1%
School-Oriented	108,556	136,219	-20%
Express & Limited Stop	24,582	48,286	-49%
Owl	15,468	11,574	+34%

Note: Service Categories changed from FY22 to FY23. This, plus Reimagine SamTrans Phase 1, explains some of the big percentage changes between quarters.

Other standard productivity measures include boardings by vehicle revenue hour, boardings by vehicle revenue mile, and boardings by trip.

The fixed route bus network generated 14.8 boardings per vehicle revenue hour in Quarter 1 and 1.4 boardings per revenue mile. Boardings by vehicle revenue hour normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated by the service. Boardings per vehicle revenue mile normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated by the service.

Finally, SamTrans generated 18.5 boardings per scheduled trip in Quarter 1. Boardings per trip normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per trip operated by the service. Ridership productivity measures are included in **TABLE 3**.

TABLE 3. RIDERSHIP PRODUCTIVITY MEASURES

	FY23 Q1	FY22 Q4	%Δ
Boardings per Vehicle Revenue Hour	14.8	20.2	-27%
Boardings per Vehicle Revenue Mile	1.4	1.8	-24%
Boardings per Trip	18.5	16.7	+11%

Total ridership on Equity Priority Routes⁷ was 1,505,776 (74 percent of total ridership) in FY23 Quarter 1. 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 identify as people of color.

TABLE 4. RIDERSHIP IN EQUITY PRIORITY AREAS

	FY23 Q1	FY22 Q4
Boardings on Equity Priority Routes	1,515,746	1,377,773
% of Total ridership	73.7%	72.5%

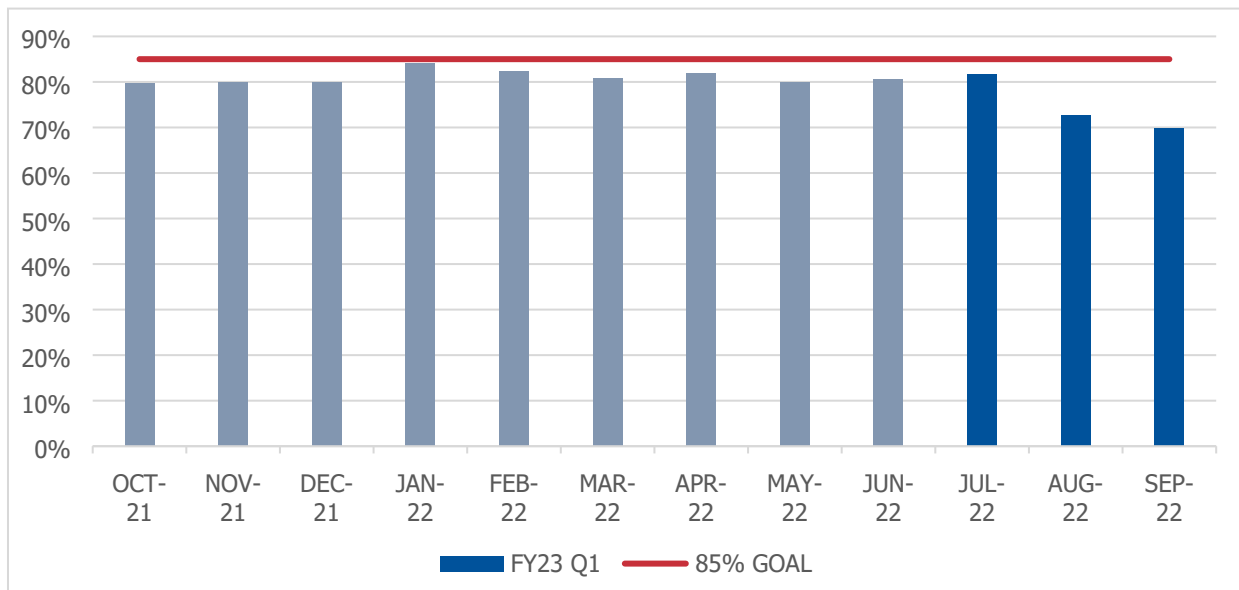
On-Time-Performance

Average systemwide on-time performance (OTP) for FY23 Quarter 1 was below SamTrans’ OTP goal of 85.0 percent at 74.7 percent (**FIGURE 2**). Average weekday OTP was 73.8 percent, and average weekend OTP was 78.5 percent. Average scheduled speed was 14 miles per hour.

Bus operators reported increased road congestion and traffic during the day in recent months. Moreover, route adjustments implemented during to Reimagine SamTrans Phase 1 in August were scheduled in some cases with too little running time. This was addressed through service changes in November 2022.

⁷ 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 category⁸, Express and Limited Stop routes had the highest average OTP with 79.8 percent. Owl routes had the lowest average OTP with 58 percent. This was primarily due to Route 397, which has some unique service constraints due to it being a lifeline route providing service between San Francisco and Santa Clara Counties after BART and Caltrain stop running that impacts its on-time performance. It is also the longest route in the system. Operations Planning and Bus Operations are actively working to address and improve the on-time performance for Route 397.

Details are included in **FIGURE 3** and **TABLE 5**.

⁸ Note: Based on revenue hours, Frequent routes were 46 percent of service, Local routes were 35 percent, Community routes were 13 percent, Express & Limited Stop routes were 3 percent, School-Oriented routes were 2 percent, and Owl routes were 2 percent.

FIGURE 3. ON-TIME PERFORMANCE BY SERVICE CATEGORY

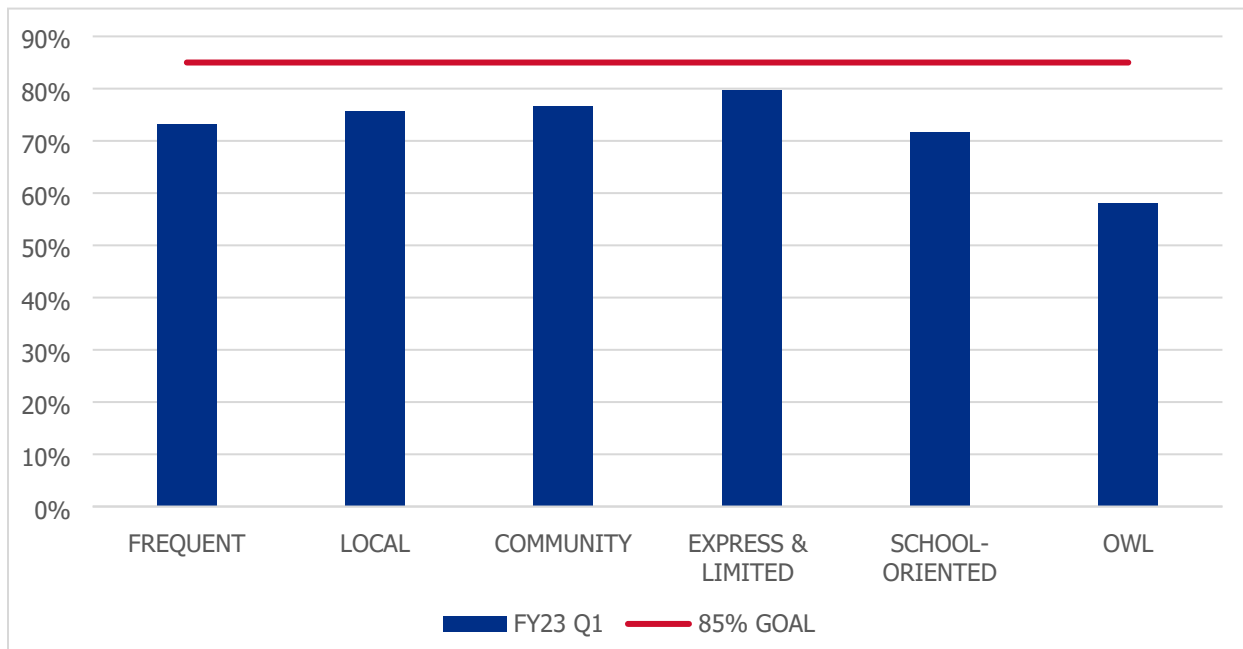


TABLE 5. OTP BY SERVICE CATEGORY

	FY23 Q1	FY22 Q4	%Δ
Frequent	73.3%	79.4%	-7.7%
Local	75.7%	83.7%	-9.5%
Community	76.7%	84.8%	-9.5%
School-Oriented	71.7%	75.4%	-4.9%
Express & Limited Stop	79.8%	73.9%	+8%
Owl	58%	N/A	N/A

Fares

In FY23 Quarter 1, total bus fare revenue was \$2,482,399. Of the fares collected, 68 percent were Adult fares, 21 percent were Eligible Discount fares, and 12 percent were Youth fares. As for how passengers paid, 30 percent used one-way tickets, 39 percent used Clipper, and 31 percent used a pass (e.g., day, month, Youth Unlimited). Details are included in **TABLE 6** and **TABLE 7**.

TABLE 6. FARES BY TYPE

	FY23 Q1	FY22 Q4	%Δ
Adult	1,391,437	1,104,420	+26%
Eligible Discount	430,489	483,655	-11%

Youth	237,284	311,883	-24%
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TABLE 7. FARES BY PAYMENT METHOD

	FY23 Q1	FY22 Q4	%Δ
One-Way Ticket	616,354	341,209	+81%
Clipper	797,089	844,026	-6%
Pass	647,274	718,351	-10%

Note that free fares were offered from August 7 through 20 to promote ridership after *Reimagine SamTrans* Phase 1 implementation. Operators tracked the free rides as part of the one-way ticket category, hence the large increase over FY22 Quarter 4.

Total operational cost in FY23 Quarter 1 was \$35,382,425. The cost per trip was \$15.76. The subsidy per trip was \$14.55. The farebox recovery ratio was 7 percent. Details are included in **TABLE 8.**

TABLE 8. COSTS BREAKDOWN

	FY23 Q1	FY22 Q4
Total Operational Costs	\$35,382,425	\$28,797,047
Cost per Trip	\$15.76	\$9.98
Subsidy per Trip	\$14.55	\$8.55
Farebox Recovery Ratio	7%	8.1%

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

Operator Count

During FY23 Quarter 1, the District, plus its contractor MV Transportation (which provides Contracted Urban Bus [CUB] and Coastside service), had an average of 417 fixed route operators. 70 percent were District operators, 27 percent were CUB operators, and 3 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 1, the District was at 85 percent of its goal. For details, see **TABLE 9**.

TABLE 9. AVERAGE TOTAL OPERATORS

	FY23 Q1
Average Total Operators	417
<i>District</i>	296
<i>Cub</i>	109
<i>Coastside</i>	12

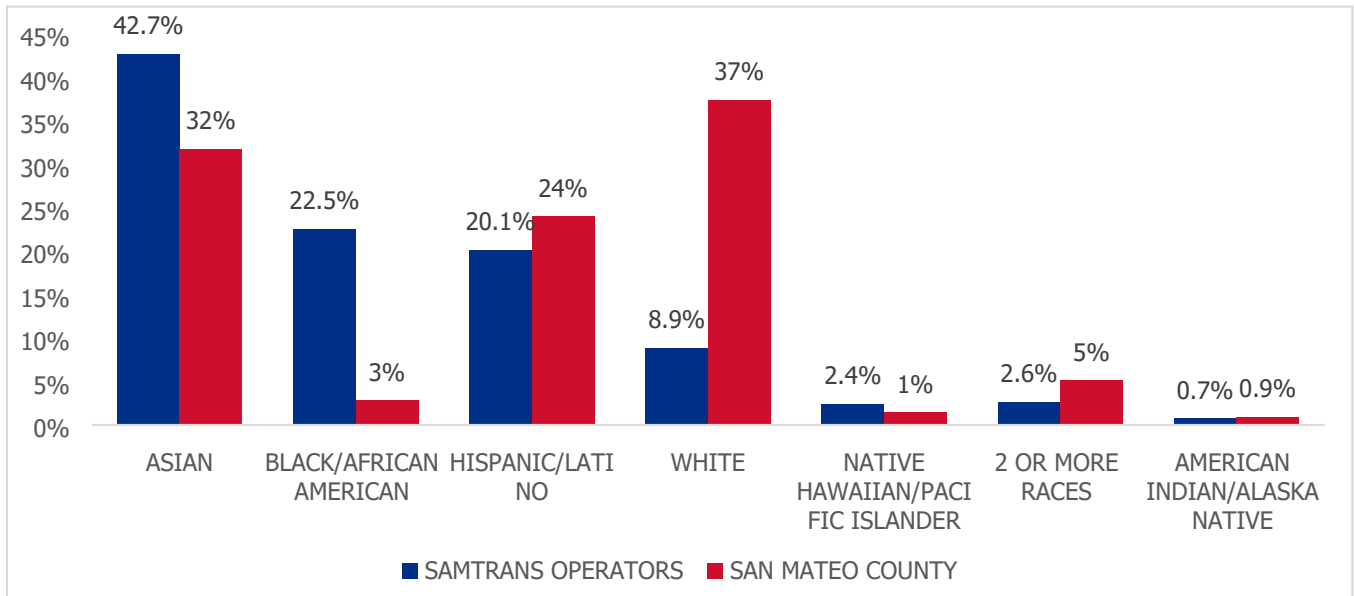
Note: Monthly employment statistics were taken from the last week of the month and averaged to create a quarterly figure.

Of the District and contracted operators, 15 percent identified as women and 85 percent identified as men.

For race and ethnicity, 91.1 percent were persons of color. 42.7 percent identify as Asian, 22.5 percent identify as Black/African American, 20.1 percent identify as Hispanic/Latino, 8.9 percent identify as white, 2.6 percent identify as Two or More Races, 2.4 percent identify as Native Hawaiian/Pacific Islander, and 0.7 percent identify as American Indian/Alaska Native (see **FIGURE 4**).

Compared to San Mateo County Census demographics, Asians, Blacks/African Americans, and Native Hawaiian/Pacific Islanders are overrepresented, while Hispanic/Latinos, Whites, Two or More Races, and American Indian/Alaska Natives 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., someone may be Black and Hispanic and choose both African American/Black and Hispanic).

Preventable Accidents

In FY23 Quarter 1, there were 33 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; this quarter, SamTrans did not meet its goal with 1.6 accidents per 100,000 miles. Preventable accidents decreased 3 percent when compared to FY22 Quarter 4, primarily because MV Transportation was able to reduce its preventable accidents by 40 percent. Details are included in **TABLE 10**.

TABLE 10. PREVENTABLE ACCIDENTS

	FY23 Q1	FY22 Q4	%Δ
Preventable Accidents	33	34	-3%
<i>District</i>	24	19	+26%
<i>MV</i>	9	15	-40%

Service Calls

SamTrans had 73 service calls in FY23 Quarter 1, an 18 percent increase from FY22 Quarter 4. This is due to an increase in calls by MV Transportation; the District remained stable. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.9 service calls per 25,000 miles. For details, see **TABLE 11**.

TABLE 11. SERVICE CALLS

	FY23 Q1	FY22 Q4	%Δ
Service Calls	73	62	+18%
<i>District</i>	51	51	0%
<i>MV</i>	22	9	+144%

Fleet in Operation

In Quarter 1, 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.

In 2020, the SamTrans Board of Directors approved a plan to convert the bus fleet to 100 percent zero emissions. The District current 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 1, there were 221 total trips that did not operate (DNOs) or 11 trips per 100,000 miles of service. This is 1,803 fewer DNOs than FY22 Quarter 4. Of the DNOs, 67 percent were on Frequent routes, 14 percent were on Local routes, 17 percent were on Community routes, 2 percent were on Express/Limited Stop routes, 1 percent were on School-Oriented routes, and zero were on Owl routes. For details see **TABLE 12**.

78 percent of Quarter 1 DNOs affected routes serving Equity Priority Areas. However, only 0.4% of all scheduled trips on those routes were affected by a DNO.

TABLE 12. TRIPS THAT DID NOT OPERATE

	FY23 Q1	FY22 Q4	%Δ
DNOs	221	2,024	-89%
<i>District</i>	195	287	-32%
<i>MV</i>	26	1,737	-99%

Customer Experience

In FY23 Quarter 1, SamTrans Customer Service received 723 public comments, which breaks down to 35 comments per 100,000 boardings. This is a 49 percent increase from FY22 Quarter 4.

This increase is likely explained by *Reimagine SamTrans* Phase 1 implementation and on-time performance concerns.

Of the 723 public comments, 37 percent were complaints, 5 percent were about accessibility, 6 percent were compliments, and 53 percent were service requests (see **FIGURE 5**). There were 35 complaints per 100,000 boardings. Details can be seen in **TABLE 13**.

FIGURE 5. CUSTOMER FEEDBACK BY TYPE

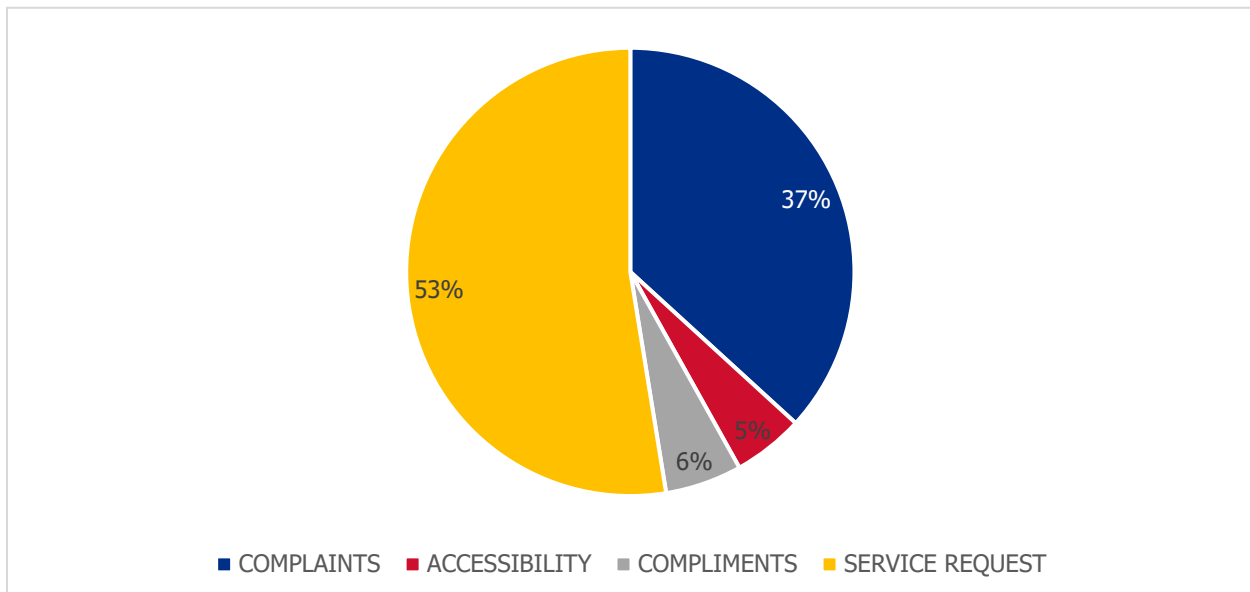


TABLE 13. CUSTOMER FEEDBACK DETAILS

	FY23 Q1	FY22 Q4	%Δ
Complaints	266	301	-12%
Accessibility	37	26	+42%
Compliments	40	34	+18%
Service Requests	380	123	+209%
Total	723	484	+49%

Overall, the most comment themes of customer comments were schedule requests (41 percent), operator feedback (18 percent), and bus stop/shelter requests (9 percent). It is likely schedule requests and bus stop/shelter requests were high due to *Reimagine SamTrans* Phase 1 implementation.

Most people used phone and email to leave comments. 51 percent of comments were received by phone, 47 percent by email, 2 percent by comment card, 0.3 percent by social media, and 0.1 percent by letter. Details are included in **TABLE 14**.

TABLE 14. REPORTING METHOD

	FY23 Q1	FY22 Q4	%Δ
Phone	366	264	-39%
Email	342	194	76%
Comment Card	12	15	-20%
Social Media	2	9	-78%
Letter	1	1	0%
Walk-In	0	1	-100%

Data shown in this report is current as of January 20, 2023.

Prepared By: Kate Christopherson Senior Planner, Operations 650-622-7877
Planning

QUARTERLY DASHBOARD



July–September 2022 (FY23 Q1)

RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

Systemwide Overview



2,042,258

Boardings (+7%¹)

70
Routes

1.48M
Revenue Miles

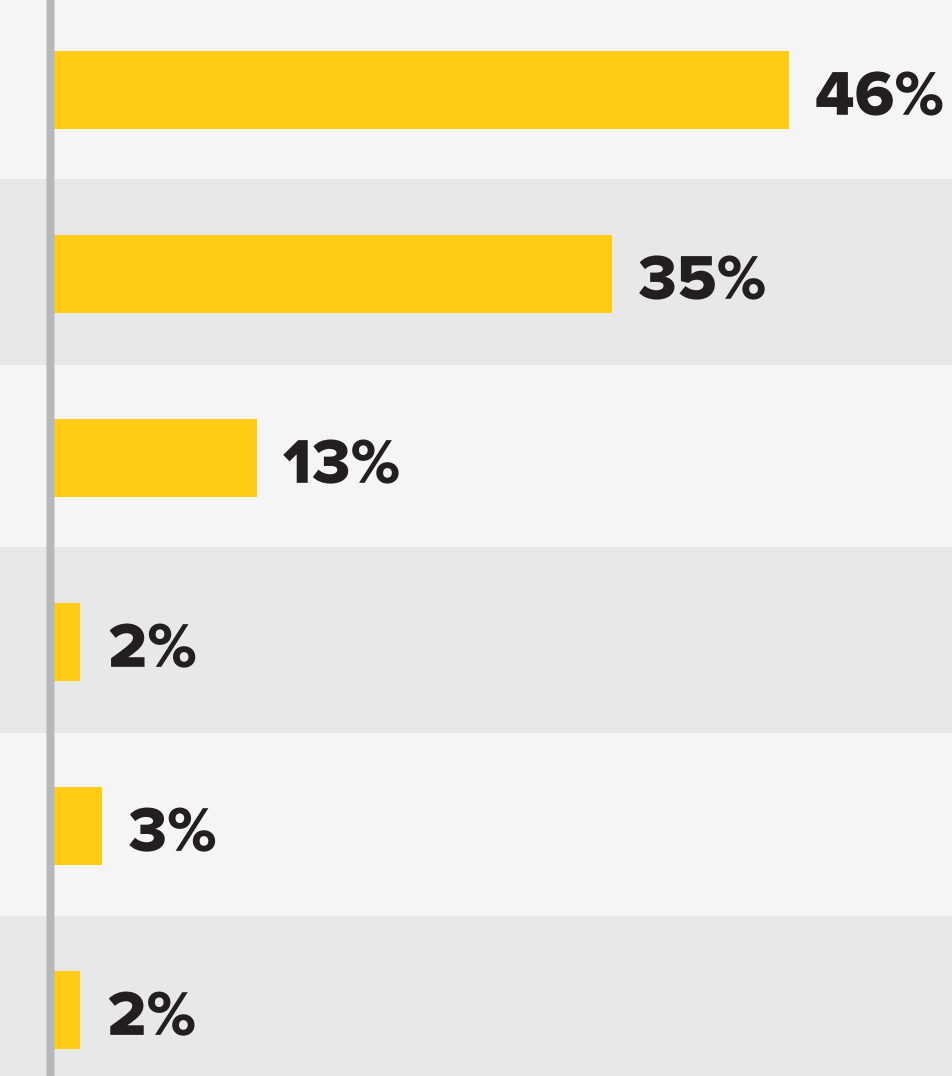
Service Categories

What types of service are available?

15 min	Frequent 15-minute or better frequency, 7 days/week	46%	58%	73%
30 min	Local 30-minute or better frequency, 7 days/week	35%	28%	76%
60 min	Community 60-minute or better frequency, 5–7 days/week	13%	6%	77%
→	School-Oriented Routes aligned with school bell times, 5 days/week	2%	7%	72%
→	Express & Limited Stop Peak-only routes with few stops, 5 days/week	3%	1%	80%
Night	Owl Overnight routes, 7 days/week	2%	1%	58%

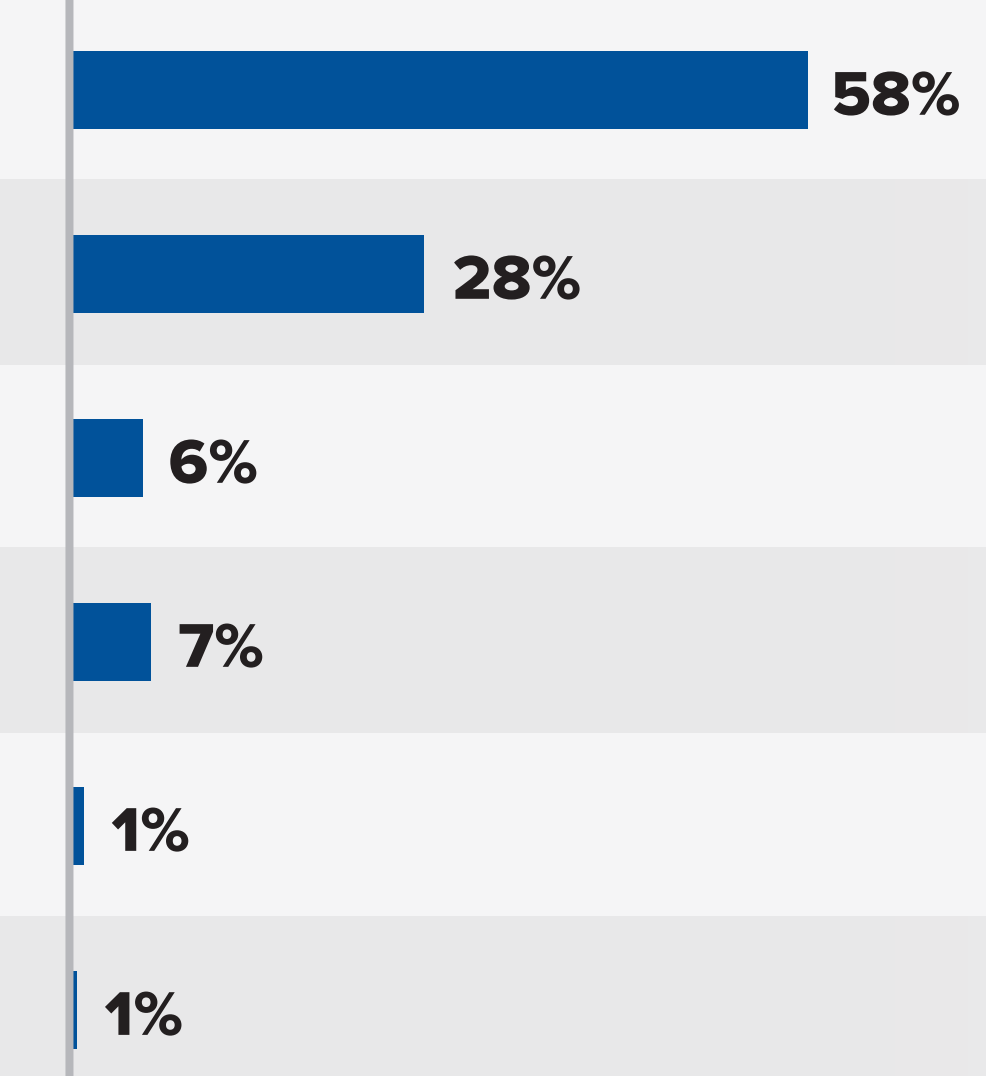
Revenue Hours

How much service is available?



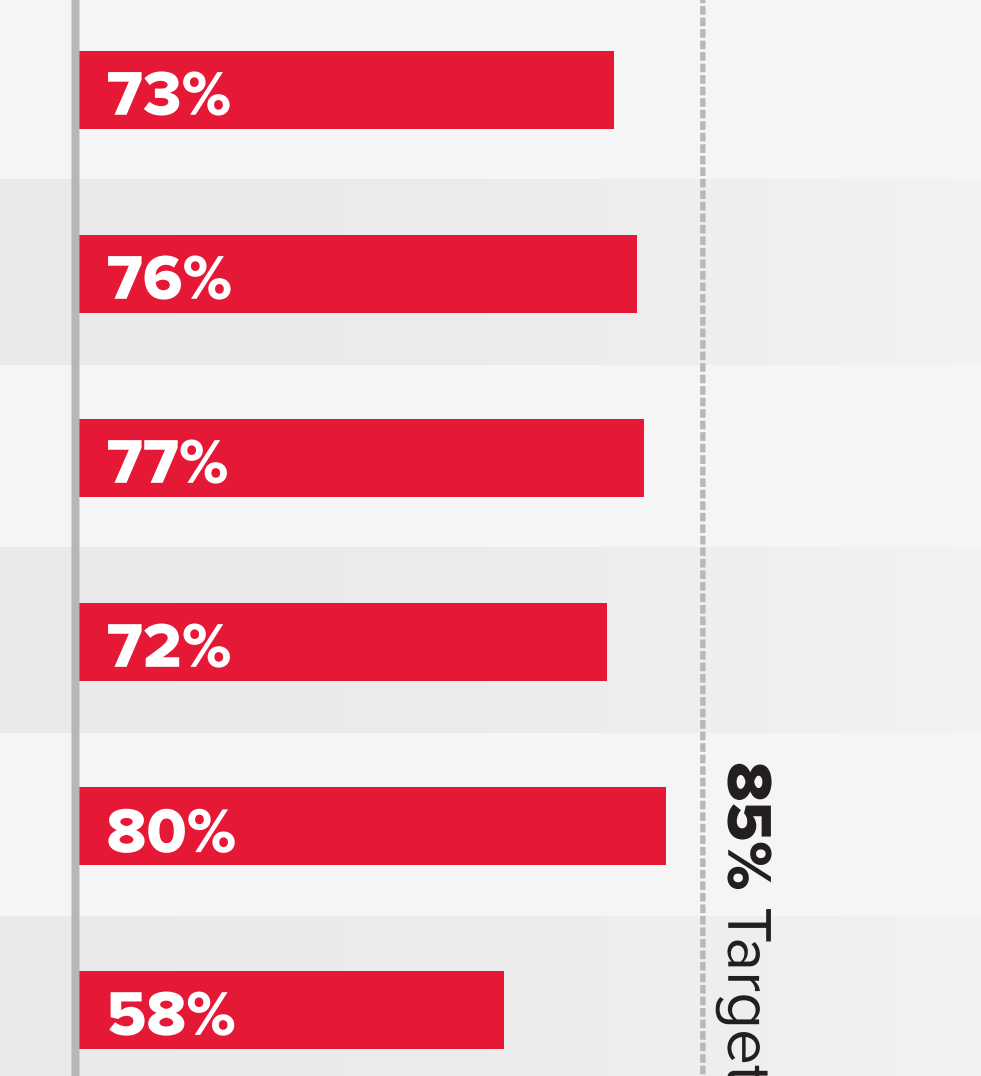
Avg Weekday Ridership

How many people ride?



On-Time Performance²

How often is the bus on time?



137.8K Total Revenue Hours

25.7K Systemwide Average

74.8% Systemwide Average

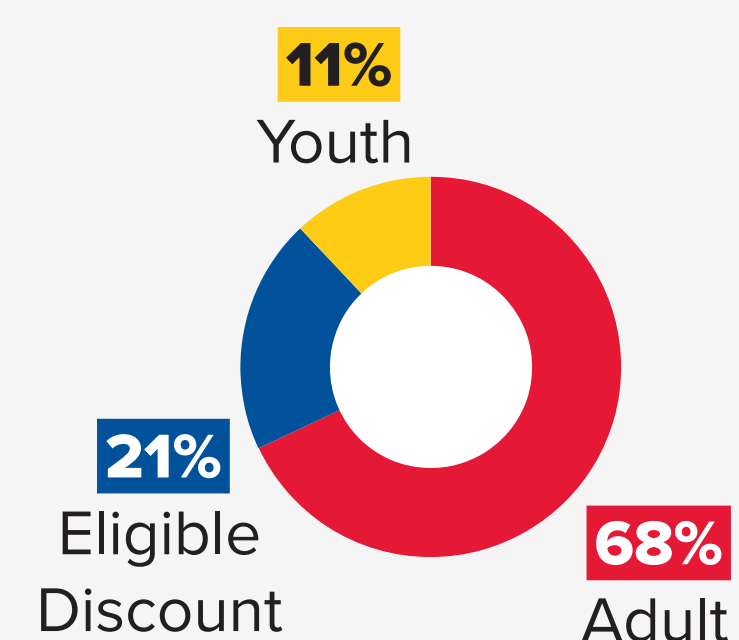
85% Target

FARES

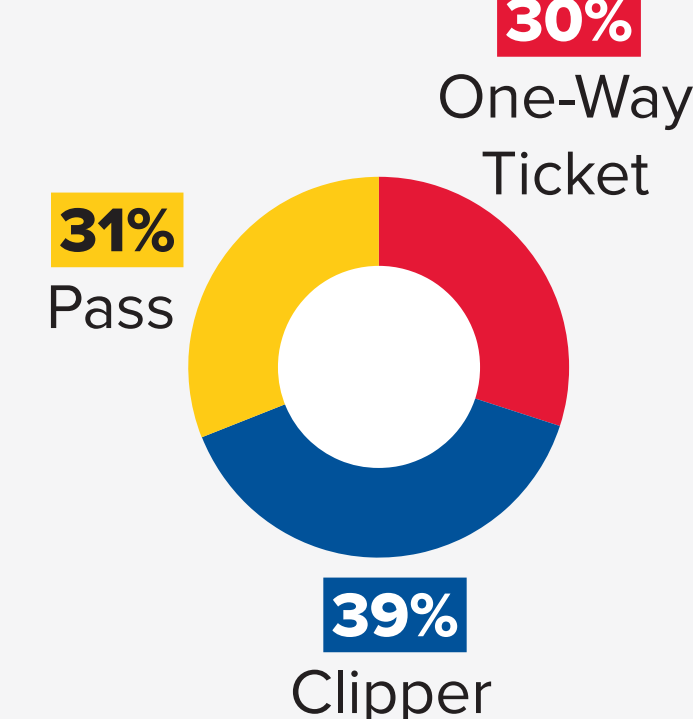
\$2.48M Fare Revenue

\$14.55 Subsidy Per Passenger Trip

Fare Type



Payment Method

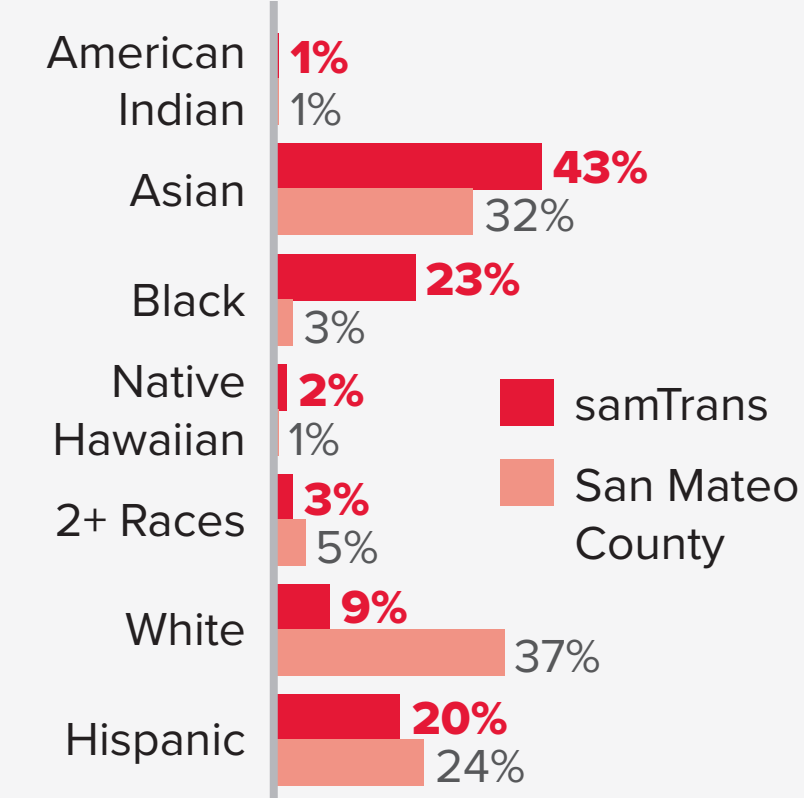


OPERATORS

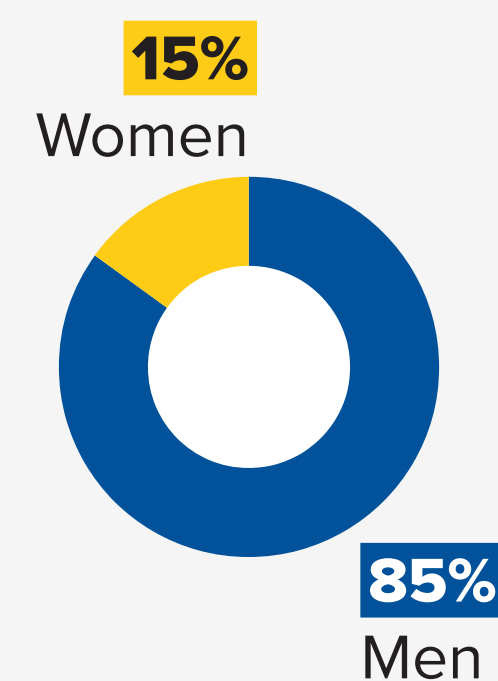
417 Average Number of Operators



Race & Ethnicity

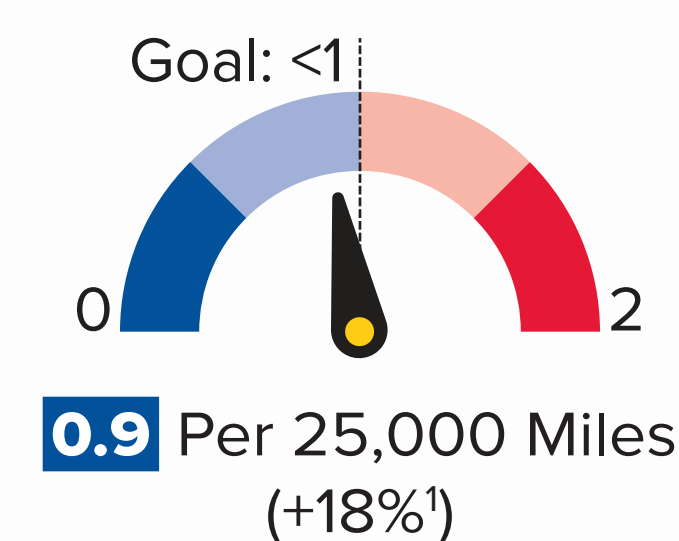


Gender

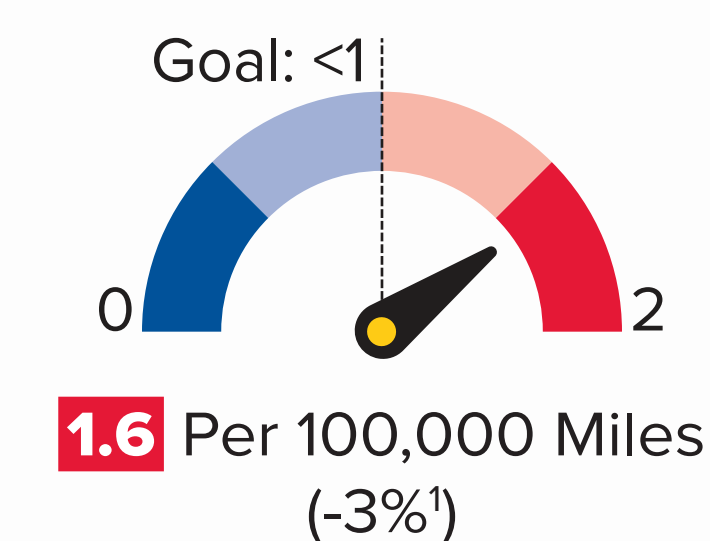


ENVIRONMENT & SAFETY

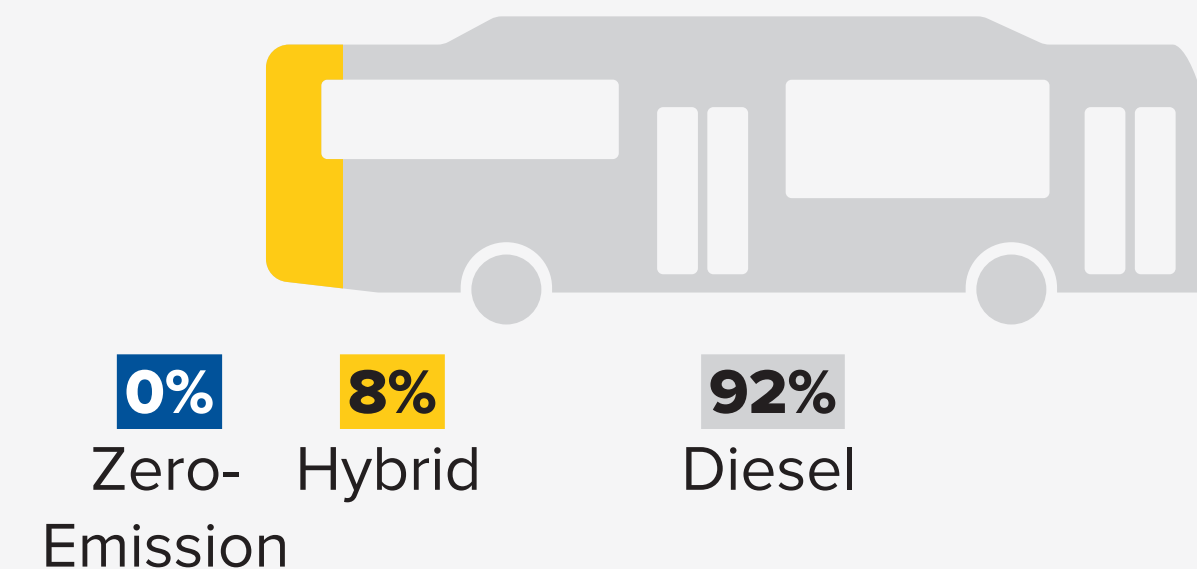
Service Calls



Preventable Accidents



Fleet in Operation



RIDER EXPERIENCE

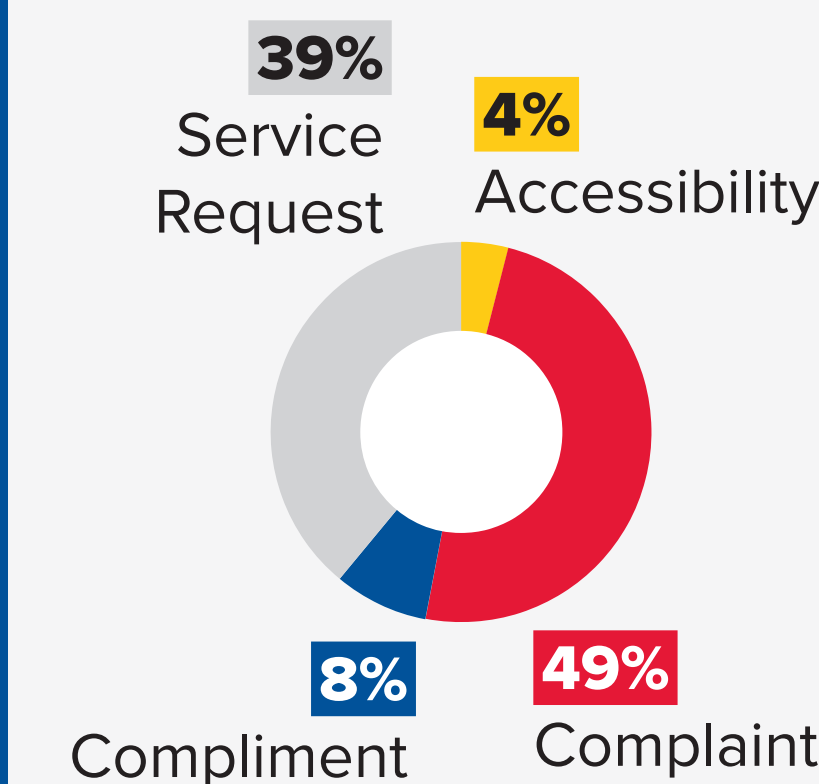
11

Trips Not Operated Per 100,000 Miles (-89%¹)

35

Comments Per 100,000 Boardings (+39%¹)

Comment Type



Trending Themes

37% Schedules
16% Operators
8% Bus Stop or Shelter

Top 3 in FY22 Q4: Operators, Pass-Up, No Show

¹ Percent change from the previous quarter (FY22 Q4)

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

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus Millie Tolleson, Acting Director of Planning
Jonathan Steketee, Manager, Bus Operations Planning
Subject: **Monthly Performance Report | December 2022**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 24.3 percent in the month of December 2022 compared to December 2021. Similarly, the total monthly ridership increased by 21.9 percent comparing December 2022 to December 2021.

Caltrain: Average weekday ridership increased by 29.2 percent in the month of December 2022 compared to December 2021. Caltrain total monthly ridership increased by 19.7 percent comparing December 2022 to December 2021.

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

- Preventable Accidents – In December 2022, there were 12 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; this month, SamTrans did not meet its goal with 1.68 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 27 service calls in December 2022. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.95 service calls per 25,000 miles.
- On-Time-Performance (OTP) systemwide for December 2022 was below SamTrans' OTP goal of 85.0 percent at 77.4 percent. Schedule adjustments to improve on-time performance are to be implemented in February 2023.
- In December 2022, there were 31 DNOs (trips that did not operate) – 26 more than in November 2022.

Data shown in this report is current as of January 25, 2023.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Dec-20	Dec-21	Dec-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Bus	12,776	20,277	25,599	26.2%	12,842	21,012	26,649	26.8%
Paratransit	361	528	618	17.0%	383	535	649	21.3%
Shuttles	872	1,140	1,054	-7.5%	1,427	1,253	1,720	37.2%
Total	14,009	21,945	27,271	24.3%	14,652	22,800	29,017	27.3%

SAMTRANS Total Ridership								
Mode	Dec-20	Dec-21	Dec-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Bus	351,600	526,600	652,008	23.8%	2,137,771	3,316,749	4,175,130	25.9%
Paratransit	9,306	14,211	15,897	11.9%	59,026	83,579	100,041	19.7%
Shuttles	19,171	25,089	22,153	-11.7%	181,894	160,798	216,283	34.5%
Total	380,077	565,900	690,058	21.9%	2,378,691	3,561,126	4,491,454	26.1%

CALTRAIN Average Weekday Ridership								
Mode	Dec-20	Dec-21	Dec-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Caltrain	3,162	9,687	12,513	29.2%	3,564	10,474	17,034	62.6%

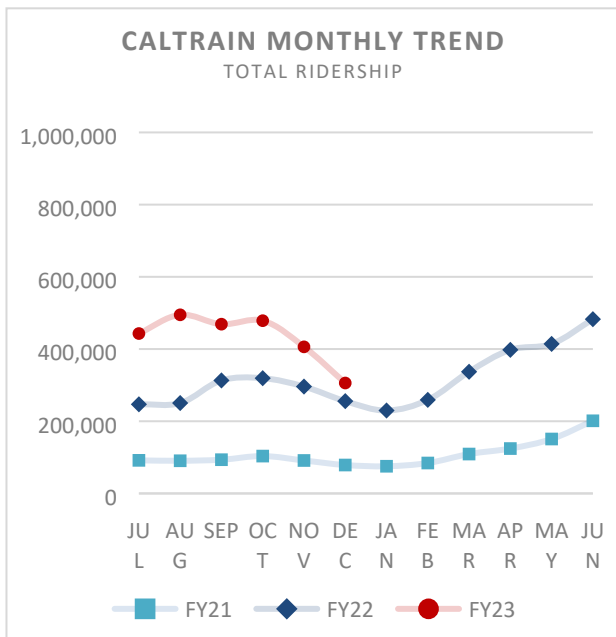
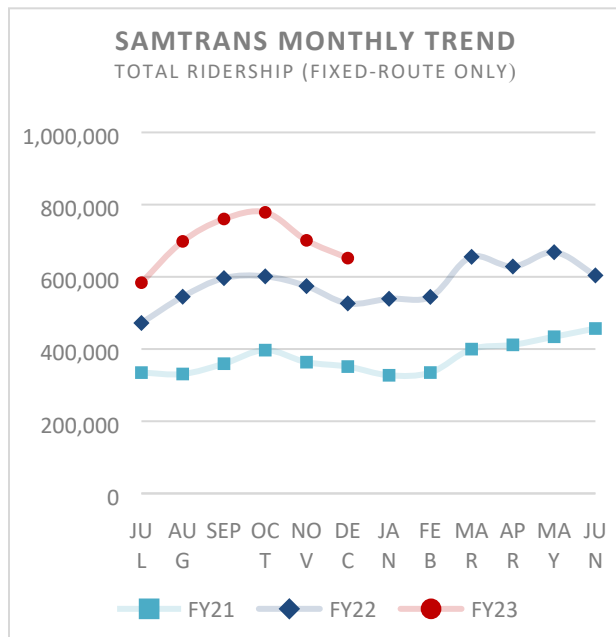
CALTRAIN Total Ridership								
Mode	Dec-20	Dec-21	Dec-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Caltrain	79,078	255,679	305,926	19.7%	550,190	1,681,364	2,597,109	54.5%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Dec-20	Dec-21	Dec-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Dumbarton	34	50	60	21.3%	50	53	78	46.2%
BART (San Mateo County)	4,327	11,237	14,547	29.5%	4,623	11,271	17,101	51.7%

OTHER MODES in San Mateo County Total Ridership								
Mode	Dec-20	Dec-21	Dec-22	%Δ ¹	YTD FY21	YTD FY22	YTD FY23	%Δ ²
Dumbarton	745	1,043	1,326	27.1%	6,511	6,857	10,020	46.1%
BART (San Mateo County)	109,394	311,811	398,164	27.7%	713,873	1,848,386	2,802,576	51.6%

Important Notes:

SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.
 Shuttle Ridership includes SamTrans Shuttles, JPB Caltrain Shuttles, and other TA Funded Shuttles.
 BART Ridership in San Mateo County does not include Daly City BART Station.
 %Δ¹ indicates the percentage change for the month, current year to previous year.
 %Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Dec-20	Dec-21	Dec-22
Adult	218,717	306,484	392,326
Eligible Discount	112,475	144,862	151,035
Youth	20,244	75,037	108,469
-- Youth Unlimited Pass	-	-	47,610
Total	351,436	526,383	651,830

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded).

The **Youth Unlimited Pass** number is a subset of the Youth Fare Type. The program started in January 2022.

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Dec-20	Dec-21	Dec-22
On-Time Performance	87.4%	80.0%	77.4%
Preventable Accidents	12	9	12
Service Calls	24	21	27
Trips Scheduled	36,579	38,531	37,341
Did Not Operate DNOs	3	353	31

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	Dec-20	Dec-21	Dec-22
Revenue Hours (Sched.)	49,109	45,778	45,039
Revenue Miles (Sched.)	516,093	528,128	490,002
Total Fleet Miles (Actual)	685,270	709,649	714,129

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 59,511 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 26,449 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Dec-20	Dec-21	Dec-22
On-Time Performance (RW)	96.9%	95.1%	90.6%
On-Time Performance (RC)	95.1%	95.0%	93.0%
Preventable Accidents (RW)	3	2	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	6	4
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Dec-20	Dec-21	Dec-22
Revenue Miles (RW)	79,936	115,619	142,875
Revenue Miles (RC)	12,195	13,506	14,384
Fleet Miles (RW)	92,773	130,238	159,813
Fleet Miles (RC)	14,810	18,091	18,575

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Bus	34,494	12,776	20,277	25,599	74.2%
Paratransit	1,081	361	528	618	57.2%
Shuttles	9,195	872	1,140	1,054	11.5%
Total	44,770	14,009	21,945	27,271	60.9%

SAMTRANS Total Ridership					
Mode	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Bus	855,560	351,600	526,600	652,008	76.2%
Paratransit	25,750	9,306	14,211	15,897	61.7%
Shuttles	194,922	19,171	25,089	22,153	11.4%
Total	1,076,232	380,077	565,900	690,058	64.1%

CALTRAIN Average Weekday Ridership					
Mode	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Caltrain	62,480	3,162	9,687	12,513	20.0%

CALTRAIN Total Ridership					
Mode	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Caltrain	1,428,363	79,078	255,679	305,926	21.4%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Dumbarton	113	34	50	60	53.5%
BART (San Mateo County)	42,828	4,327	11,237	14,547	34.0%

OTHER MODES in San Mateo County Total Ridership					
Mode	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Dumbarton	2,368	745	1,043	1,326	56.0%
BART (San Mateo County)	1,035,884	109,394	311,811	398,164	38.4%

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

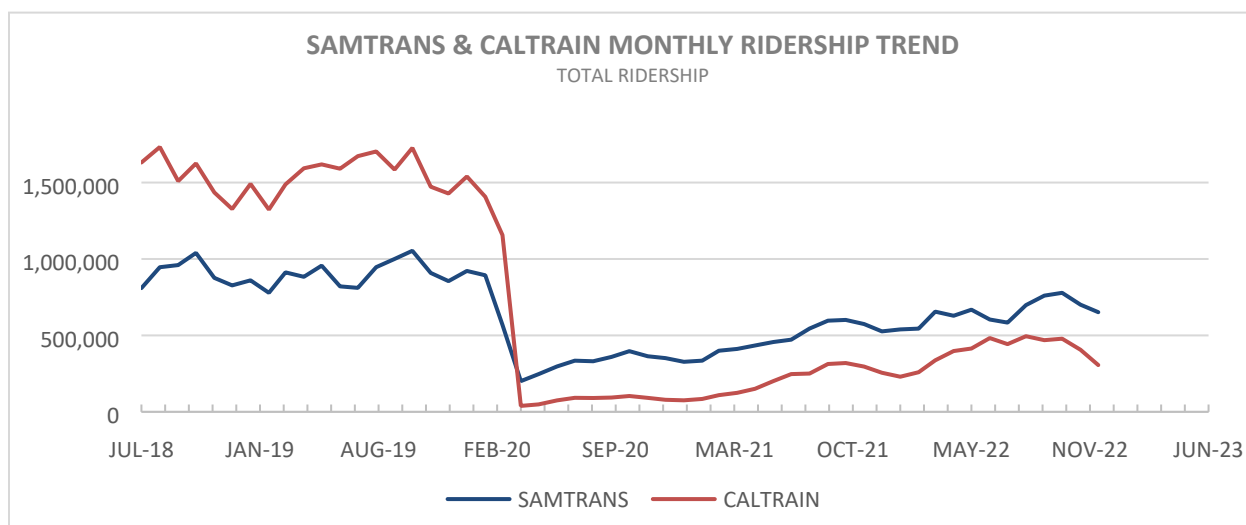
%³ indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 74.2 percent of pre-pandemic levels (2019) for this month of December 2022.

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Dec-19	Dec-20	Dec-21	Dec-22	% ³
Adult	454,838	218,717	306,484	392,326	86.3%
Youth	170,519	20,244	75,037	108,469	63.6%
Eligible Discount	229,787	112,475	144,862	151,035	65.7%
Total	855,144	351,436	526,383	651,830	76.2%

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

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Dec-20	Dec-21	Dec-22
Complaints	82	115	60
Accessibility	14	7	16
Compliments	5	16	21
Service Requests	12	24	31
Reports Total	113	162	128

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 November 2022 (142) to December 2022 (128).

COMMUNICATIONS & MARKETING

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

- Press Release: "SamTrans, TA Release Year in Review Reports"
- Press Release: "SamTrans to Offer Free New Years’ Service"
- Press Release: "SamTrans Provides Christmas Day Service"
- Press Release: "SamTrans Board of Directors Approves ECR Study Report"
- Press Release: "SamTrans Returns to Redwood City’s Hometown Holidays Parade"
- Bus Operator Recruitment
- Wi-Fi on Buses (ongoing)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

SamTrans started December off with posts leading up to the Hometown Holidays Parade for the Holiday Bus. Both bases had operator appreciation potlucks to celebrate their work during the holidays.

Director Charles Stone announced during the December board meeting his departure after being a member of the Board of Directors for many years.

A new series of posts for the Bus Operator Recruitment campaign also started this month, where staff have been following Class 177 during their bus operator training to showcase the behind-the-scenes hard work our employees put in to become a bus operator.

December 2022 Digital Marketing Highlights:

- Holiday Bus
- Bus Operator Recruitment
- Maintenance Recruitment
- Charles Stone exits Board
- Operator Appreciation Events
- Free NYE Service
- Holiday Posts

December Website Sessions: 72,963 visits (*compared to 68,781 visits in November 2022*)

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



BOARD OF DIRECTORS 2023

JOSH POWELL, CHAIR
MARINA FRASER, VICE CHAIR
DAVID J. CANEPA
MARIE CHUANG
JEFF GEE
ROSE GUILBAULT
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, February 1, 2023 – 2:45 pm

or immediately following the Community Relations Committee

- | | |
|---|---------------|
| 10.b.1. Call to Order | |
| 10.b.2. Approval of Minutes of the Legislative Committee Meeting of January 4, 2023 | Motion |
| 10.b.3. State and Federal Legislative Update | Informational |
| 10.b.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**

January 4, 2023

Committee Members Present: R. Medina (Chair)

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: D. Canepa, M. Chuang, J. Gee (left at 3:58 pm), R. Guilbault, R. Mueller, J. Powell, P. Ratto

Other Board Members Absent: M. Fraser

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

10.a.1. Call to Order

Committee Chair Rico Medina called the meeting to order at 3:57 pm.

Director Jeff Gee left the meeting at 3:58 pm.

10.a.2. Approval of Minutes of the Legislative Committee Meeting of December 7, 2022

Motion/Second: Ratto/Guilbault

Ayes: Canepa, Chuang, Guilbault, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Fraser, Gee

10.a.3. Adoption of 2023 Draft Legislative Program

Casey Fromson, Chief Communications Officer, recommended adding the new Brown Act guidelines to the program.

Public Comment:

Adina Levin commended SamTrans, other agencies, and MTC (Metropolitan Transportation Commission) for seeking additional funding to avoid the fiscal cliff.

Motion/Second: Guilbault/Chuang

Ayes: Canepa, Chuang, Guilbault, Medina, Mueller, Powell, Ratto

Noes: None

Absent: Fraser, Gee

10.a.4. State and Federal Legislative Update

Ms. Fromson introduced SamTrans federal lobbyists Mike Galano and Lauri Hettinger, Holland & Knight LLP, who provided an update on new federal legislators and legislation.

9.d.5. Adjourn

The meeting adjourned at 4:09 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.

DRAFT

**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 Petrik	Government and Community Affairs Officer	650-730-4951

SamTrans Federal Transportation Report December 2022 - January 2023

President Biden Signs Into Law the FY 2023 Omnibus Appropriations Bill

- On December 23, 2022, President Joe Biden signed into law the \$1.7 trillion FY 2023 Omnibus Appropriations Bill, capping off months of bipartisan, bicameral negotiations between lawmakers. For House Democrats, the FY 2023 appropriations bill was the last time they will pass a piece of significant legislation while in the majority for at least the next two years.
- The bill includes a provision sponsored by Senators Alex Padilla (D-CA) and John Cornyn (R-TX) that allows state and local governments to use their COVID aid funding for transportation infrastructure projects.
- Summary of DOT Funding:
 - RAISE - \$800 million that is in addition to \$1.5 billion in IIJA funding
 - Transit: \$16.9 billion for the Federal Transit Administration (FTA)
 - Transit Formula Grants - \$279 million, consistent with authorization in IIJA
 - Bus and Bus Facilities Competitive Grants: \$175 million that is in addition to IIJA funding
 - Lo No Bus Grants: \$65 million that is in addition to \$1.5 billion in IIJA funding
- The FY 2024 appropriations process is set to kick off in February with the release of the President's budget request. At the top of House Republicans' agenda is deficit reduction, which could include proposed cuts to several domestic programs. However, with Democrats in control of the Senate, House Republicans will need to find a compromise if they hope to pass FY 2024 budget and appropriations bills.

Rep. Kevin McCarthy Elected Speaker of the House

- On January 7, House Republicans elected Rep. Kevin McCarthy (R-CA) as Speaker of the House of Representatives. McCarthy, who had served as House Minority Leader before Republicans won the House, will now lead a slim GOP majority in the 118th Congress.
- McCarthy's prospects of securing the speakership fell under doubt after several conservative House Freedom Caucus members voted against his bid. Instead, they lent their votes to other members of the House, including Rep. Jim Jordan (R-OH), who had already announced his support for McCarthy. After 14 unsuccessful ballots, the House elected McCarthy as the next Speaker, but only after he promised key concessions in the new rules package, which the House considered on Monday.
- The contentious voting could provide a preview of how the House will operate in the 118th Congress. With government funding and the debt ceiling on Congress' docket for this year, McCarthy will have to navigate two sides of his caucus that increasingly demonstrate different views on how Congress, and the country, should be run.

House to Consider Rules Package

- At the beginning of each Congress, the House of Representatives adopts rules to establish procedural and organizational parameters. On January 9, the House considered and adopted resolution, [H.Res. 5](#), providing for the rules of the House for the 118th Congress by a vote of 220-213.
- This rules package includes a major concession made by Speaker Kevin McCarthy to secure the votes he needed to be elected Speaker. Under the new version, one member may initiate a motion to remove the Speaker from power. Under the original version proposed by leadership, the threshold to offer such a motion was five members.
- The package also includes several changes for federal spending as part of their deficit and tax reduction strategies. House Republicans are creating a "cut-as-you-go" rule requiring any spending provision to include a measure cutting equal federal spending. If the House wishes to increase the national tax rate, members must approve the measure by a three-fifths vote, as opposed to a simple majority. Lastly, under the rules, appropriations bills may no longer increase funding for an unauthorized program.
- Now, the House will finalize the leadership and committee members and legislative work for the 118th Congress.

DOT Releases NOFO Calendar

- On January 6, the Department of Transportation (DOT) released a calendar with its target release dates for its notices of funding opportunities (NOFO) through the IIJA. Each listed program has a corresponding month or season that DOT hopes to release the program.
- This calendar provides increased clarity for interested parties as DOT heads into the second year of distributing historic funding levels for transportation, infrastructure, and resilience projects. The calendar also provides information on the past NOFO release dates for 2022.
- Once released, NOFOs can be accessed through grants.gov or the Federal Register, where applicants can view the application instructions, program funding levels, and deadlines.

Round-Up of Open Grant Opportunities

- [RAISE Grant Program](#). \$1.5 billion available. All applications due by February 28, 2023.
- FTA [Areas of Persistent Poverty Program](#). \$20 million available. All applications due by March 10, 2023.
- [FRA Federal-State Partnership for Intercity Passenger Rail Grant Program](#). \$2.2 billion available. All applications due by March 7, 2023.
- Bus and Bus Facilities/Lo-No NOFO out by end of January.



January 17, 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 – February 2023**

General Update

The California Legislature met briefly in the State Capitol on Monday, December 5th to conduct formal swearing-in ceremonies for the new class of state legislators. They also adopted operating rules and elected leaders for the 2023 -2024 Regular Session. The Legislature reconvened on January 4 in Sacramento to begin the work in earnest of the first year of the 2023-24 Legislative Session. Shortly thereafter, the Governor's inauguration took place on January 6. As we have previously reported, the Legislative Calendar, which sets the deadlines for the year, was released and can be viewed [here](#). Please note: February 17 marks the last day to introduce bills in the Regular Session.

In mid-December, Assembly Speaker Rendon [released](#) an updated list of committee chair and leadership posts. While not much changed, it is worth noting that Assembly Member Berman retained his role as Chair of the Assembly Business and Professions Committee, and Assembly Member Papan was named to the Assembly Rules Committee. The Assembly still has not released full committee rosters. Following the Assembly's announcement, Senate Pro Tem Atkins released the Senate's list of [leadership positions, committee chairs, and committee rosters](#). Senator Becker will take the reins of Budget Subcommittee #2 on Resources, Environmental Protection and Energy, which oversees the state's Cap and Trade program and investments in clean vehicles. Senator Becker will also keep his seat on the Senate Transportation Committee. Senator Wiener will continue to Chair the Senate Housing Committee.

Governor's Budget Released

On January 10, Governor Newsom released his proposed \$297 billion FY 2023-24 Budget, which highlights several of the Administration's priorities and a continued focus on education, homelessness, combatting climate change, infrastructure, wildfires, emergency response, and drought. On the heels of the LAO's recent report noting the state is staring down a significant fiscal problem, the Governor cautioned that his Department of Finance estimates California's deficit to grow to almost \$30 billion in the coming fiscal year. However, if his proposed budget maneuvers are implemented, the deficit reduces to \$22.5 billion. The Governor noted that the state has almost \$36 billion in reserves to help soften the deficit's impact. The Governor's Budget Summary can be found [here](#).

As you may know, the FY 2022-23 Budget Act contained substantial new investments in transit and transportation. As part of last year's budget, Governor Newsom and the Legislature committed an additional \$4 billion for transit and rail (\$2 billion in both FY 2023-24 and 2024-25) through [trailer bill](#) directed to the [Transit and Intercity Rail Capital Program \(TIRCP\)](#). In his budget release, Governor

Newsom proposed to reduce the amount of TIRCP funding to \$1 billion in each fiscal year but indicated his support for returning to the originally proposed \$2 billion if the state's fiscal outlook looks better in January 2024.

Additionally, over the last two fiscal years, the state has committed \$10 billion over five years in investments to the state's ZEV agenda, ranging from cleaning up drayage trucks, transit vehicles and supporting infrastructure, as well as incentives for in-state manufacturing. The Budget maintains \$8.9 billion of the ZEV investments. On the heavy-duty side, the proposed budget includes a reduction of \$1.5 billion from the General Fund, which is partially offset by a shift of \$839 million to the Greenhouse Gas Reduction Fund. This maintains approximately \$5.3 billion (89 percent) for programs that support drayage, transit and school busses, and port ZEVs and infrastructure. The proposed FY 2023-24 budget also includes a reduction of \$745 million General Fund from light duty vehicles and infrastructure, which is partially offset by a shift of \$535 million to the Greenhouse Gas Reduction Fund. Note: in his budget address, the Governor noted he is open to discussing a resource bond in 2023.

The Governor's proposed budget also includes a delay of \$350 million of funding originally planned to be available in 2023-24 for grade separation projects, which will instead be made available in 2025-26. The budget summary notes that "given the multi-year nature of these types of projects, this shift should not significantly impact the ability to deliver the same number of originally planned projects that improve safety for people walking, biking, and driving at rail crossings."

The Governor is also proposing changes to funding for the [Active Transportation Program](#), by redirecting \$500 million in General Fund spending and backfilling the lost revenue through a combination of State Highway Account funds (\$300 million) and advancing future program dollars (\$200 million). If revenue projections improve, the Governor proposes to backfill the redirection of future revenues.

Finally, the proposed budget includes an update to the State Transit Assistance (STA) program projections. STA will see revenues of about \$1.05 billion in FY 2023-24. Compared to FY 2022-23, this is a reduction of about \$102 million. Similarly, the revenue reflected for intercity and commuter rail would be about \$360 million and revenue for the Low Carbon Transit Operations Program (LCTOP) is expected to be about \$105 million, which is a reduction of about \$40 million and \$25 million, respectively, from FY 2022-23. As has been the trend for each of the state funded programs, we also note a reduction in revenue for the TIRCP, which is expected to receive about \$503 million in FY 2023-24 - a \$37 million reduction from last year.

It is worth noting that the Governor's proposed budget did not mention the need to secure additional transit operating funds.

Final Guidelines and Call for Projects for Transit and Intercity Rail Capital Program (Cycle 6) Released

On November 15, the California State Transportation Agency (CalSTA) released the final program guidelines and a call for projects for the Transit and Intercity Rail Capital Program (TIRCP) – Cycle 6. The final guidelines, comparison document, and the call for projects are available on the [CalSTA website](#). CalSTA expects to award a minimum of \$1.8 billion to existing TIRCP projects by January 31, 2023. Applications for new projects and high-priority grade separations are due February 10, 2023. CalSTA expects to announce the latter awards by April 24, 2023.

Bills of Interest

AB 6 (Friedman) Transportation Project Funding

Existing law requires each regional transportation plan to include a sustainable communities strategy prepared by each metropolitan planning organization to achieve certain targets established by the California Air Resources Board for the reduction of greenhouse gas emissions. This bill would state the intent of the Legislature to require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

AB 7 (Friedman) Transportation Funding for Capacity Projects

Existing law requires Caltrans to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

AB 96 (Kalra) Autonomous Transit Vehicles

This bill would require a public transit agency to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy the technology for public transit services that would eliminate job functions or jobs of the workforce 12 months before commencing the process, plan, or deployment. The bill would require a public transit agency, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, to engage in collective bargaining on subjects that include creating plans to train and prepare the affected workforce to fill new positions created by the technology.

Grants for Zero-Emission Buses and Infrastructure

The investments noted above identify grant opportunities that are forthcoming and that support the transition to zero-emission buses. More details on these grant opportunities are below.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$70 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and State General Fund.

Current Guidelines: Found [here](#)

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

Infrastructure:

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment.

The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#)

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

Vehicles and Infrastructure:

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

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

Status: [Funding cycle open](#)

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.

SB 1 Grant Program

The CTC oversees three SB 1 programs – the [Solutions for Congested Corridors Program \(SCCP\)](#), [Local Partnership Program \(LPP\)](#), and the [Trade Corridor Enhancement Program \(TCEP\)](#). Guidelines for the programs have been finalized. Applications for the next round of funding are due in November/December 2022 and the CTC will announce project awards in June 2023.

San Mateo County Transit District State Legislative Matrix 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>AB 6 Friedman D Transportation planning.</p>	<p>This bill was introduced in the Assembly, pending referral to policy 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 each regional transportation plan to 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 state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.</p>	<p>Watch</p>
<p>AB 7 Friedman D Transportation: funding: capacity projects.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>AB 9 Muratsuchi D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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>AB 16 Dixon R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>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.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 1/17/23**

Bill ID/Topic	Location	Summary	Position
<p>AB 53 Fong, Vince R Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. 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 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>AB 69 Waldron R</p> <p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to 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 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>AB 96 Kalra D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</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 to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified 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>AB 241 Reyes D</p> <p>Clean Transportation Program.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This bill was introduced in the Assembly, pending referral to policy 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>Watch</p>
<p>SB 5 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>This bill was introduced in the Senate, pending referral to policy 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 State Legislative Matrix 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>SB 12 Stern D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This bill was introduced in the Senate, pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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>SB 32 Jones R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill was introduced in the Senate, pending referral to policy committee.</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 1/17/23

Bill ID/Topic	Location	Summary	Position
<p>SB 69 Cortese D</p> <p>California Environmental Quality Act: judicial and administrative proceedings: limitations.</p>	<p>This bill was introduced in the Senate, pending referral to policy 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 state agency or a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the Office of Planning and Research or the county clerk of each county in which the project will be located, as provided. CEQA authorizes a state agency or a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the office or the county clerk of each county in which the project will be located, as provided. If a person has made a written request to a public agency for a copy of a notice of determination or notice of exemption for a project before the date on which the public agency approves or determines to carry out the project, CEQA requires the public agency, no later than 5 days from the date of the public agency's action, to deposit a copy of the written notice addressed to that person in the United States mail, first-class postage prepaid. CEQA provides that the date upon which the notice is mailed does not affect the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA. The bill would require a public agency to provide both the notice and any subsequent amended, corrected, or revised notice, as specified, in response to a written request for the notice, regardless of the delivery method. By requiring a local agency to provide a copy of any subsequent amended, corrected, or revised notice, along with the notice, the bill would impose a state-mandated local program. The bill would toll, except as provided, the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency until the date on which the public agency deposits in the mail or sends by email to the requestor a copy of the notice, including any subsequent amended, corrected, or revised notice, or the date on which the public agency submits the notice to a specified state entity, as described. The bill would also require the public agency to submit the notice of determination or notice of exemption for all projects to a specified state entity within 5</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 1/17/23**

Bill ID/Topic	Location	Summary	Position
		days of its action on the project. This bill contains other related provisions and other existing laws.	
SB 84 Gonzalez D Clean Transportation Program.	This bill was introduced in the Senate, pending referral to policy committee.	The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.	Watch

**San Mateo County Transit District
State Legislative Matrix 1/17/23**

Bill ID/Topic	Location	Summary	Position
<p>SBX1 2 Skinner D</p> <p>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</p>	<p>This bill was introduced in the Senate, pending referral to policy committee.</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>



December 22, 2022

Sue Parker
Chief Clerk of the Assembly
State Capitol, Room 319
Sacramento, California

Dear Ms. Parker:

Please be advised that I have appointed the following Democratic Leadership for the 2023-24 Regular Session:

Speaker pro Tempore

Assemblymember Christopher Ward

Majority Whip

Assemblymember Lori Wilson

Assistant Speaker pro Tempore

Assemblymember Stephanie Nguyen

Assistant Majority Whip

Assemblymember Josh Lowenthal

Majority Leader

Assemblymember Eloise Gómez Reyes

Assistant Majority Whip

Assemblymember Pilar Schiavo

Assistant Majority Leader

Assemblymember Gregg Hart

Democratic Caucus Chair

Assemblymember Mike Gipson

Assistant Majority Leader on Policy and Research

Assemblymember Matt Haney

Sincerely,

ANTHONY RENDON
Speaker of the Assembly



December 22, 2022

Sue Parker
Chief Clerk of the Assembly
State Capitol, Room 319
Sacramento, California

Dear Ms. Parker,

Please be advised that I have made the following committee appointments for the 2023-24 Regular Session:

Accountability and Administrative Review

Assemblymember Cottie Petrie-Norris, Chair
Assemblymember Diane Dixon, Vice Chair

Aging and Long-Term Care

Assemblymember Jasmeet Bains, Chair
Assemblymember Tri Ta, Vice Chair

Agriculture

Assemblymember Robert Rivas, Chair
Assemblymember Devon Mathis, Vice Chair

Appropriations

Assemblymember Chris Holden, Chair
Assemblymember Megan Dahle, Vice Chair

Arts, Entertainment, Sports, and Tourism

Assemblymember Sharon Quirk-Silva, Chair
Assemblymember Greg Wallis, Vice Chair

Banking and Finance

Assemblymember Timothy Grayson, Chair
Assemblymember Phillip Chen, Vice Chair

Budget

Assemblymember Phil Ting, Chair
Assemblymember Vince Fong, Vice Chair

Ms. Sue Parker
December 22, 2022
Page Two

Budget Subcommittee No. 1. on Health and Human Services

Assemblymember Joaquin Arambula, Chair

Budget Subcommittee No. 2 on Education Finance

Assemblymember Kevin McCarty, Chair

Budget Subcommittee No. 3 on Climate Crisis, Resources, Energy and Transportation

Assemblymember Steve Bennett, Chair

Budget Subcommittee No. 4 on State Administration

Assemblymember Wendy Carrillo, Chair

Budget Subcommittee No. 5 on Public Safety

Assemblymember Mia Bonta, Chair

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation

Assemblymember Phil Ting, Chair

Business and Professions

Assemblymember Marc Berman, Chair
Assemblymember Heath Flora, Vice Chair

Communications and Conveyance

Assemblymember Tasha Boerner Horvath, Chair
Assemblymember Jim Patterson, Vice Chair

Education

Assemblymember Al Muratsuchi, Chair
Assemblymember Megan Dahle, Vice Chair

Elections

Assemblymember Isaac Bryan, Chair
Assemblymember Tom Lackey, Vice Chair

Emergency Management

Assemblymember Freddie Rodriguez, Chair
Assemblymember Marie Waldron, Vice Chair

Environmental Safety and Toxic Materials

Assemblymember Alex Lee, Chair
Assemblymember Josh Hoover, Vice Chair

Ms. Sue Parker
December 22, 2022
Page Three

Governmental Organization

Assemblymember Miguel Santiago, Chair
Assemblymember Tom Lackey, Vice Chair

Health

Assemblymember Jim Wood, Chair
Assemblymember Marie Waldron, Vice Chair

Higher Education

Assemblymember Mike Fong, Chair
Assemblymember Tri Ta, Vice Chair

Housing and Community Development

Assemblymember Buffy Wicks, Chair
Assemblymember Joe Patterson, Vice Chair

Human Services

Assemblymember Corey Jackson, Chair
Assemblymember Kate Sanchez, Vice Chair

Insurance

Assemblymember Lisa Calderon, Chair
Assemblymember Bill Essayli, Vice Chair

Jobs, Economic Development, and the Economy

Assemblymember Carlos Villapudua, Chair
Assemblymember Josh Hoover, Vice Chair

Judiciary

Assemblymember Brian Maienschein, Chair
Assemblymember Bill Essayli, Vice Chair

Labor and Employment

Assemblymember Ash Kalra, Chair
Assemblymember Heath Flora, Vice Chair

Local Government

Assemblymember Cecilia Aguiar-Curry, Chair
Assemblymember Diane Dixon, Vice Chair

Military and Veterans Affairs

Assemblymember Esmeralda Soria, Chair
Assemblymember Laurie Davies, Vice Chair

Ms. Sue Parker
December 22, 2022
Page Four

Natural Resources

Assemblymember Luz Rivas, Chair
Assemblymember Heath Flora, Vice Chair

Privacy and Consumer Protection

Assemblymember Jesse Gabriel, Chair
Assemblymember Joe Patterson, Vice Chair

Public Employment and Retirement

Assemblymember Tina McKinnor, Chair
Assemblymember Tom Lackey, Vice Chair

Public Safety

Assemblymember Reginald Jones-Sawyer, Chair
Assemblymember Juan Alanis, Vice Chair

Revenue and Taxation

Assemblymember Jacqui Irwin, Chair
Assemblymember Greg Wallis, Vice Chair

Rules

Assemblymember James Ramos, Chair
Assemblymember Marie Waldron, Vice Chair
Assemblymember Dawn Addis
Assemblymember Juan Carrillo
Assemblymember Bill Essayli
Assemblymember Heath Flora
Assemblymember Evan Low
Assemblymember Liz Ortega
Assemblymember Blanca Pacheco
Assemblymember Diane Papan
Assemblymember Gail Pellerin
Assemblymember Blanca Rubio
Assemblymember Avelino Valencia
Assemblymember Sabrina Cervantes, Democratic Alternate
Assemblymember Rick Chavez Zbur, Democratic Alternate
Assemblymember Diane Dixon, Republican Alternate
I have increased the size of the committee from 12 to 13 members.

Transportation

Assemblymember Laura Friedman, Chair
Assemblymember Vince Fong, Vice Chair

Ms. Sue Parker
December 22, 2022
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Utilities and Energy

Assemblymember Eduardo Garcia, Chair
Assemblymember Jim Patterson, Vice Chair

Water, Parks, and Wildlife

Assemblymember Rebecca Bauer-Kahan, Chair
Assemblymember Devon Mathis, Vice Chair

Joint Legislative Audit Committee

Assemblymember David Alvarez, Chair

Joint Legislative Committee on Climate Change Policies

Assemblymember Damon Connolly, Vice Chair

Legislative Ethics

Assemblymember Akilah Weber, Co-Chair
Assemblymember Phillip Chen, Co-Chair

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Rendon', with a long horizontal flourish extending to the right.

ANTHONY RENDON
Speaker of the Assembly



SENATE PRESIDENT PRO TEMPORE

Senator Toni G. Atkins

REPRESENTING SENATE DISTRICT 39

Published on *Senator Toni Atkins* (<https://sd39.senate.ca.gov>) (<https://sd39.senate.ca.gov>)

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January 5, 2023

SACRAMENTO –Senate President pro Tempore, Toni G. Atkins (D-San Diego), today announced the Senate’s committee membership assignments for the 2023-24 Legislative session. The Senate Rules Committee will ratify the committee memberships on Wednesday, January 11, 2023.

Standing Committees

Agriculture

- **Senator Melissa Hurtado (D-Bakersfield), Chair**
- Senator Shannon Grove (R-Bakersfield), *Vice-Chair*
- Senator Marie Alvarado-Gil (D-Jackson)
- Senator Steve Padilla (D-San Diego)

Appropriations

- **Senator Anthony J. Portantino (D-La Cañada Flintridge), Chair**
- Senator Brian W. Jones (R-Santee), *Vice-Chair*
- Senator Angelique Ashby (D-Sacramento)
- Senator Steven Bradford (D-Gardena)
- Senator Kelly Seyarto (R-Murrieta)
- Senator Aisha Wahab (D-Hayward)
- Senator Scott D. Wiener (D-San Francisco)

Banking and Financial Institutions

- **Senator Monique Limón (D-Santa Barbara), Chair**
- Senator Roger W. Niello (R-Fair Oaks), *Vice-Chair*
- Senator Steven Bradford (D-Gardena)
- Senator Anna M. Caballero (D-Merced)
- Senator Dave Min (D-Irvine)
- Senator Janet Nguyen (R-Huntington Beach)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)

Budget and Fiscal Review

- **Senator Nancy Skinner (D-Berkeley), Chair**

- Senator Roger W. Niello (R-Fair Oaks), *Vice-Chair*
- Senator Josh Becker (D-Menlo Park)
- Senator Anna M. Caballero (D-Merced)
- Senator Brian Dahle (R-Bieber)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Shannon Grove (R-Bakersfield)
- Senator John Laird (D-Santa Cruz)
- Senator Mike McGuire (D-Healdsburg)
- Senator Caroline Menjivar (D-San Fernando Valley)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Steve Padilla (D-San Diego)
- Senator Richard D. Roth (D-Riverside)
- Senator Kelly Seyarto (R-Murrieta)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)

Business, Professions and Economic Development

- **Senator Richard D. Roth (D-Riverside), Chair**
- Senator Janet Nguyen (R-Huntington Beach), *Vice-Chair*
- Senator Marie Alvarado-Gil (D-Jackson)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Angelique Ashby (D-Sacramento)
- Senator Josh Becker (D-Menlo Park)
- Senator Bill Dodd (D-Napa)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Roger W. Niello (R-Fair Oaks)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)
- Senator Aisha Wahab (D-Hayward)
- Senator Scott Wilk (R-Santa Clarita)

Education

- **Senator Josh Newman (D-Fullerton), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), *Vice-Chair*
- Senator Dave Cortese (D-San Jose)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Mike McGuire (D-Healdsburg)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)
- Senator Scott Wilk (R-Santa Clarita)

Elections and Constitutional Amendments

- **Senator Steven M. Glazer (D-Contra Costa), Chair**

- Senator Janet Nguyen (R-Huntington Beach), *Vice-Chair*
- Senator Benjamin Allen (D-Santa Monica)
- Senator Mike McGuire (D-Healdsburg)
- Senator Caroline Menjivar (D-San Fernando Valley)
- Senator Josh Newman (D-Fullerton)
- Senator Thomas J. Umberg (D-Santa Ana)

Energy, Utilities and Communications

- **Senator Steven Bradford (D-Gardena), Chair**
- Senator Brian Dahle (R-Bieber), *Vice-Chair*
- Senator Angelique Ashby (D-Sacramento)
- Senator Josh Becker (D-Menlo Park)
- Senator Anna M. Caballero (D-Merced)
- Senator Bill Dodd (D-Napa)
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- Senator Shannon Grove (R-Bakersfield)
- Senator Mike McGuire (D-Healdsburg)
- Senator Dave Min (D-Irvine)
- Senator Josh Newman (D-Fullerton)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Kelly Seyarto (R-Murrieta)
- Senator Nancy Skinner (D-Berkeley)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Scott Wilk (R-Santa Clarita)

Environmental Quality

- **Senator Benjamin Allen (D-Santa Monica), Chair**
- Senator Brian Dahle (R-Bieber), *Vice-Chair*
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Melissa Hurtado (D-Bakersfield)
- Senator Caroline Menjivar (D-San Fernando Valley)
- Senator Janet Nguyen (R-Huntington Beach)
- Senator Nancy Skinner (D-Berkeley)

Governance and Finance

- **Senator Anna M. Caballero (D-Merced), Chair**
- Senator Kelly Seyarto (R-Murrieta), *Vice-Chair*
- Senator Catherine Blakespear (D-Encinitas)
- Senator Brian Dahle (R-Bieber)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Nancy Skinner (D-Berkeley)

- Senator Scott D. Wiener (D-San Francisco)

Governmental Organization

- **Senator Bill Dodd (D-Napa), Chair**
- Senator Scott Wilk (R-Santa Clarita), *Vice-Chair*
- Senator Marie Alvarado-Gil (D-Jackson)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Angelique Ashby (D-Sacramento)
- Senator Steven Bradford (D-Gardena)
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Brian W. Jones (R-Santee)
- Senator Janet Nguyen (R-Huntington Beach)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Steve Padilla (D-San Diego)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)
- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Kelly Seyarto (R-Murrieta)

Health

- **Senator Susan Talamantes Eggman (D-Stockton), Chair**
- Senator Janet Nguyen (R-Huntington Beach), *Vice-Chair*
- Senator Steven M. Glazer (D-Contra Costa)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Shannon Grove (R-Bakersfield)
- Senator Melissa Hurtado (D-Bakersfield)
- Senator Monique Limón (D-Santa Barbara)
- Senator Caroline Menjivar (D-San Fernando Valley)
- Senator Richard D. Roth (D-Riverside)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Aisha Wahab (D-Hayward)
- Senator Scott D. Wiener (D-San Francisco)

Housing

- **Senator Scott D. Wiener (D-San Francisco), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), *Vice-Chair*
- Senator Catherine Blakespear (D-Encinitas)
- Senator Anna M. Caballero (D-Merced)
- Senator Dave Cortese (D-San Jose)
- Senator Mike McGuire (D-Healdsburg)
- Senator Steve Padilla (D-San Diego)
- Senator Kelly Seyarto (R-Murrieta)
- Senator Nancy Skinner (D-Berkeley)
- Senator Thomas J. Umberg (D-Santa Ana)

- Senator Aisha Wahab (D-Hayward)

Human Services

- **Senator Marie Alvarado-Gil (D-Jackson), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), *Vice-Chair*
- Senator Melissa Hurtado (D-Bakersfield)
- Senator Caroline Menjivar (D-San Fernando Valley)
- Senator Aisha Wahab (D-Hayward)

Insurance

- **Senator Susan Rubio (D-Baldwin Park), Chair**
- Senator Janet Nguyen (R-Huntington Beach), *Vice-Chair*
- Senator Marie Alvarado-Gil (D-Jackson)
- Senator Bill Dodd (D-Napa)
- Senator Brian W. Jones (R-Santee)
- Senator Roger W. Niello (R-Fair Oaks)
- Senator Anthony J. Portantino (D-La Cañada Flintridge)

Judiciary

- **Senator Thomas J. Umberg (D-Santa Ana), Chair**
- Senator Roger W. Niello (R-Fair Oaks), *Vice-Chair*
- Senator Benjamin Allen (D-Santa Monica)
- Senator Angelique Ashby (D-Sacramento)
- Senator Anna M. Caballero (D-Merced)
- Senator María Elena Durazo (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Dave Min (D-Irvine)
- Senator Henry I. Stern (D-Los Angeles)
- Senator Scott D. Wiener (D-San Francisco)
- Senator Scott Wilk (R-Santa Clarita)

Labor, Public Employment and Retirement

- **Senator Dave Cortese (D-San Jose), Chair**
- Senator Scott Wilk (R-Santa Clarita), *Vice-Chair*
- Senator María Elena Durazo (D-Los Angeles)
- Senator John Laird (D-Santa Cruz)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)

Military and Veterans Affairs

- **Senator Bob Archuleta (D-Pico Rivera), Chair**
- Senator Shannon Grove (R-Bakersfield), *Vice-Chair*
- Senator Marie Alvarado-Gil (D-Jackson)

- Senator Caroline Menjivar (D-San Fernando Valley)
- Senator Thomas J. Umberg (D-Santa Ana)

Natural Resources and Water

- **Senator Dave Min (D-Irvine), Chair**
- Senator Kelly Seyarto (R-Murrieta), *Vice-Chair*
- Senator Benjamin Allen (D-Santa Monica)
- Senator Brian Dahle (R-Bieber)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Shannon Grove (R-Bakersfield)
- Senator Melissa Hurtado (D-Bakersfield)
- Senator John Laird (D-Santa Cruz)
- Senator Monique Limón (D-Santa Barbara)
- Senator Steve Padilla (D-San Diego)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)
- Senator Henry I. Stern (D-Los Angeles)

Public Safety

- **Senator Aisha Wahab (D-Hayward), Chair**
- Senator Rosilicie Ochoa Bogh (R-Yucaipa), *Vice-Chair*
- Senator Steven Bradford (D-Gardena)
- Senator Nancy Skinner (D-Berkeley)
- Senator Scott D. Wiener (D-San Francisco)

Rules

- **Senate President pro Tempore Toni G. Atkins (D-San Diego), Chair**
- Senator Shannon Grove (R-Bakersfield), *Vice-Chair*
- Senator John Laird (D-Santa Cruz)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)

Transportation

- **Senator Lena A. Gonzalez (D-Long Beach), Chair**
- Senator Roger W. Niello (R-Fair Oaks), *Vice-Chair*
- Senator Benjamin Allen (D-Santa Monica)
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Josh Becker (D-Menlo Park)
- Senator Catherine Blakespear (D-Encinitas)
- Senator Dave Cortese (D-San Jose)
- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)

- Senator Josh Newman (D-Fullerton)
- Senator Janet Nguyen (R-Huntington Beach)
- Senator Kelly Seyarto (R-Murrieta)
- Senator Thomas J. Umberg (D-Santa Ana)
- Senator Aisha Wahab (D-Hayward)

Legislative Ethics

- **Senator Angelique Ashby (D-Sacramento), Chair**
- Senator Shannon Grove (R-Bakersfield), *Vice-Chair*
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Roger W. Niello (R-Fair Oaks)
- Senator Scott D. Wiener (D-San Francisco)

Budget Sub-Committees

Budget Subcommittee #1 on Education

- **Senator John Laird (D-Santa Cruz), Chair**
- Senator Dave Min (D-Irvine)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)

Budget Subcommittee #2 on Resources, Environmental Protection and Energy

- **Senator Josh Becker (D-Menlo Park), Chair**
- Senator Brian Dahle (R-Bieber)
- Senator Mike McGuire (D-Healdsburg)

Budget Subcommittee #3 on Health and Human Services

- **Senator Caroline Menjivar (D-San Fernando Valley), Chair**
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Shannon Grove (R-Bakersfield)
- Senator Richard D. Roth (D-Riverside)

Budget Subcommittee #4 on State Administration and General Government

- **Senator Steve Padilla (D-San Diego), Chair**
- Senator Anna M. Caballero (D-Merced)
- Senator Roger W. Niello (R-Fair Oaks)

Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation

- **Senator María Elena Durazo (D-Los Angeles), Chair**
- Senator Josh Newman (D-Fullerton)

- Senator Kelly Seyarto (R-Murrieta)

Joint Committees

Joint Legislative Audit Committee

- **Senator Catherine Blakespear (D-Encinitas), Vice-Chair**
- Senator Dave Cortese (D-San Jose)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator John Laird (D-Santa Cruz)
- Senator Kelly Seyarto (R-Murrieta)
- Senator Scott Wilk (R-Santa Clarita)

Joint Committee on the Arts

- **Senator Benjamin Allen (D-Santa Monica), Vice-Chair**
- Senator Anthony J. Portantino (D-La Cañada Flintridge)
- Senator Susan Rubio (D-Baldwin Park)
- Senator Scott Wilk (R-Santa Clarita)

Joint Legislative Committee on Climate Change Policies

- **Senator Henry I. Stern (D-Los Angeles), Chair**
- Senator Catherine Blakespear (D-Encinitas)
- Senator Melissa Hurtado (D-Bakersfield)
- Senator Steve Padilla (D-San Diego)

Joint Legislative Committee on Emergency Management

- **Senate Angelique Ashby (D-Sacramento), Vice-Chair**
- Senator Bob Archuleta (D-Pico Rivera)
- Senator Dave Cortese (D-San Jose)
- Senator Brian Dahle (R-Bieber)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)

Joint Committee on Fisheries and Aquaculture

- **Senator Mike McGuire (D-Healdsburg), Chair**
- Senator Dave Cortese (D-San Jose)
- Senator Monique Limón (D-Santa Barbara)

Joint Committee on Fairs Allocation and Classification

- **Senator Catherine Blakespear (D-Encinitas), Vice Chair**

- Senator Marie Alvarado-Gil (D-Jackson)
- Senator Angelique Ashby (D-Sacramento)
- Senator Anna M. Caballero (D-Merced)
- Senator Brian Dahle (R-Bieber)
- Senator Bill Dodd (D-Napa)
- Senator Roger W. Niello (R-Fair Oaks)

Joint Legislative Budget Committee

- **Senator Nancy Skinner (D-Berkeley), Chair**
- Senator Josh Becker (D-Menlo Park)
- Senator Brian Dahle (R-Bieber)
- Senator María Elena Durazo (D-Los Angeles)
- Senator Susan Talamantes Eggman (D-Stockton)
- Senator Roger W. Niello (R-Fair Oaks)
- Senator Steve Padilla (D-San Diego)
- Senator Richard D. Roth (D-Riverside)

Joint Committee on Rules

- **Senator John Laird (D-Santa Cruz), Vice Chair**
- Senate President pro Tempore Toni G. Atkins (D-San Diego)
- Senator Angelique Ashby (D-Sacramento)
- Senator Dave Cortese (D-San Jose)
- Senator Lena A. Gonzalez (D-Long Beach)
- Senator Shannon Grove (R-Bakersfield)
- Senator Monique Limón (D-Santa Barbara)
- Senator Mike McGuire (D-Healdsburg)
- Senator Josh Newman (D-Fullerton)

- Senator Rosilicie Ochoa Bogh (R-Yucaipa)

- Senator Susan Rubio (D-Baldwin Park)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)
- Senator Aisha Wahab (D-Hayward)
- Senator Scott D. Wiener (D-San Francisco)
- Senator Scott Wilk (R-Santa Clarita)

###

Toni G. Atkins is President pro Tempore of the California Senate. Having previously served as Speaker of the California Assembly, she began her tenure in the Senate in 2016. As Senator for District 39, she represents the cities of San Diego, Coronado, Del Mar and Solana Beach. Website of President pro Tempore Toni G. Atkins: www.senate.ca.gov/Atkins (<http://www.senate.ca.gov/Atkins>) [2]

Source URL: <https://sd39.senate.ca.gov/news/20230105-senate-leader-atkins-announces-committee-membership-2023-2024-legislative-session>

Links

[1] <https://www.addthis.com/bookmark.php?v=300>

[2] <http://www.senate.ca.gov/Atkins>



SENATE PRESIDENT PRO TEMPORE

Senator Toni G. Atkins

REPRESENTING SENATE DISTRICT 39

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January 5, 2023

SACRAMENTO –Senate President pro Tempore, Toni G. Atkins (D-San Diego), today announced the Senate’s Democratic Leadership Team and Senate Rules Committee members for the 2023-24 Legislative session. Members of the Senate Rules Committee were confirmed by the Senate today in a unanimous vote.

Senate Democratic Leadership

- **Senator Mike McGuire (D-Healdsburg), Majority Leader**
- Senator Susan Talamantes Eggman (D-Stockton), Assistant Majority Leader
- Senator Monique Limón (D-Santa Barbara), Democratic Caucus Chair
- Senator Lena A. Gonzalez (D-Long Beach), Majority Whip
- Senator Angelique Ashby (D-Sacramento), Assistant Majority Whip
- Senator María Elena Durazo (D-Los Angeles), Assistant Majority Whip
- Senator Susan Rubio (D-Baldwin Park), Assistant Majority Whip

Senate Rules Committee

- **Senator President pro Tempore Toni G. Atkins (D-San Diego), Chair**
- Senator Shannon Grove (R-Bakersfield), Vice-Chair
- Senator John Laird (D-Santa Cruz)
- Senator Rosilicie Ochoa Bogh (R-Yucaipa)
- Senator Lola Smallwood-Cuevas (D-Los Angeles)

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Toni G. Atkins is President pro Tempore of the California Senate. Having previously served as Speaker of the California Assembly, she began her tenure in the Senate in 2016. As Senator for District 39, she represents the cities of San Diego, Coronado, Del Mar and Solana Beach. Website of President pro Tempore Toni G. Atkins:

www.senate.ca.gov/Atkins (<http://www.senate.ca.gov/Atkins>) [3]

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