

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

March 1, 2023, 2:00 pm

San Mateo County Transit District

The Governor has announced that the State of Emergency due to COVID-19 will be lifted on February 28, 2023. Accordingly, this Board Meeting will be held in-person at:

**San Mateo County Transit District
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA**

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3aBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of Breath
 - Fever
 - Chills
 - Muscle Pain
 - Sore Throat
 - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a person's temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 PCR 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)

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.

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

Wednesday, March 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. Roll Call

3. Consent Calendar

- | | |
|-------------------------------------------------------------------------------------|------------|
| 3.a. Approval of Minutes of the Board of Directors Meeting of February 1, 2023 | Motion |
| 3.b. Acceptance of Quarterly Fuel Hedge Update | Motion |
| 3.c. Revisions to the District's Safety-sensitive Policy Concerning Substance Abuse | Resolution |
| 3.d. Award of Contract for Cleaning Supplies | Resolution |

4. Public Comment for Items Not on the Agenda

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

5. Report of the Chair

- 5.a. Honoring Women's History Month Resolution

6. Report of the General Manager/CEO

- 6.a. General Manager/CEO Report – February 22, 2023 Informational

- 6.b. Presentation of Operator and Maintenance Awards Informational

7. Board Member Requests/Comments

8. Recess to Committee Meetings

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

- 8.a.1. Call to Order

- 8.a.2. Approval of Minutes of the Community Relations Committee Meeting of February 1, 2023 Motion

- 8.a.3. Accessible Services Update Informational

- 8.a.4. Paratransit Coordinating Council Update Informational

- 8.a.5. Citizens Advisory Committee Update Informational

- 8.a.6. Monthly Performance Report | January 2023 Informational

- 8.a.7. Adjourn

- 8.b. Finance Committee / Committee of the Whole
J. Gee (Chair), M. Chuang, M. Fraser

- 8.b.1. Call to Order

- 8.b.2. Approval of Minutes of the Finance Committee Meeting of January 4, 2023 Motion

- 8.b.3. Accept Statement of Revenues and Expenses for the Period Ending January 31, 2023 and Receive Chief Financial Officer Report on Projections for Fiscal Year 2023 Motion

- | | | |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 8.b.4. | Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit | Motion |
| 8.b.5. | Adjourn | |
| 8.c. | Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
<i>D. Canepa (Chair), R. Medina, P. Ratto</i> | |
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of December 7, 2022 | Motion |
| 8.c.3. | Bus Stop Improvement Plan (BSIP) Project Introduction | Informational |
| 8.c.4. | Adjourn | |
| 8.d. | Legislative Committee / Committee of the Whole
<i>R. Mueller (Chair), R. Medina</i> | |
| 8.d.1. | Call to Order | |
| 8.d.2. | Approval of Minutes of the Legislative Committee Meeting of February 1, 2023 | Motion |
| 8.d.3. | State and Federal Legislative Update | Informational |
| 8.d.4. | Adjourn | |
| 9. | Reconvene Board of Directors Meeting | |
| 10. | Matters for Board Consideration: Community Relations Committee | |
| 10a. | Accessible Services Update | Informational |
| 10.b. | Paratransit Coordinating Council Update | Informational |
| 10.c. | Citizens Advisory Committee Update | Informational |
| 10.d. | Monthly Performance Report January 2023 | Informational |

11. Matters for Board Consideration: Finance Committee

11.a. Accept Statement of Revenues and Expenses for the Period Ending January 31, 2023 and Receive Chief Financial Officer Report on Projections for Fiscal Year 2023 Motion

11.b. Resolution of Intention to Approve an Amendment to Contract Between the Board of Administration, California Public Employees' Retirement System, and the Board of Directors, San Mateo County Transit District Resolution

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

12.a. Bus Stop Improvement Plan (BSIP) Project Introduction Informational

13. Matters for Board Consideration: Legislative Committee

13.a. State and Federal Legislative Update Informational

14. Communications to the Board of Directors Informational

15. Date/Time of Next Regular Meeting - Wednesday, April 5, 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

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

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

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Prior to the meeting's call to order, public comments may be submitted to publiccomment@samtrans.com 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, through Zoom, or the teleconference number listed above. Public comments on individual agenda items are limited to two minutes and one per person PER AGENDA ITEM. Each online commenter will be automatically notified when they are unmuted to speak. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

Minutes of Board of Directors Meeting

February 1, 2023

Members Present: J. Powell (Chair), P. Ratto

(In Person)

Members Present: D. Canepa, M. Chuang, M. Fraser (Vice Chair), J. Gee, R. Guilbault,
(Via Teleconference) R. Medina, R. Mueller

Members Absent: None

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

1. Call to Order/Pledge of Allegiance

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

2. Swearing-in:

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

Dora Seamans, District Secretary, administered the Oath of Office to continuing Director Peter Ratto for a term expiring 12-31-2026.

3. Roll Call

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

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**

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. 2023-11

- 5.b. **Approval of Minutes of the Board of Directors Regular Meeting of January 4, 2023 and Special Meeting of January 19, 2023**
- 5.c. **Acceptance of Statement of Revenues and Expenses for the Period Ending December 31, 2022**
- 5.d. **Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**
- 5.e. **Authorize an Amendment to the Contract with Giro, Inc. for the Purchase of Two Hastus Software Modules – Approved by Resolution No. 2023-12**
- 5.f. **Award of Contract for Janitorial and Bus Stop Cleaning Services – Approved by Resolution No. 2023-13**

Motion/Second: Ratto/Guilbault

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

Noes: None

Absent: None

6. Public Comment for Items Not on the Agenda

There were no public comments.

7. Report of the Chair

- 7.a. **Honoring National African American History Month – Approved by Resolution No. 2023-14**

Tasha Bartholomew, Manager, Communications, read the resolution into the record.

Motion/Second: Ratto/Gee

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

Noes: None

Absent: None

- 7.b. **Resolution of Appreciation for Carole Groom – Approved by Resolution No. 2023-15**

Chair Powell read the resolution into the record.

Motion/Second: Medina/Guilbault

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

Noes: None

Absent: None

Chair Powell announced that Director Rose Guilbault would be retiring from the Board.

8. Report of the General Manager/CEO

- 8.a. **General Manager/CEO Report – January 25, 2023**

April Chan, General Manager/CEO, said that Director Ratto had participated in the MTC (Metropolitan Transportation Commission) session on the Regional Network Management governance structure on January 12. Director Ratto provided a report-out that included MTC's

conceptual framework of what it plans to do, many agencies' financial and maintaining service concerns, and the need for more discussion.

Ms. Chan said their understanding from MTC that it is slated for approval at the end of February. She said that on January 25, the California Supreme Court had approved Regional Measure 3, which will provide funding for Bay Area transportation and transit projects.

Juliet Nogales-DeGuzman, Director of Human Resources, presented the special bus wrap commemorating this year's Lunar New Year festivities.

8.b. Authorize Agreement with Peninsula Corridor Joint Powers Board to Add a New Safety Position Reporting Directly to the Caltrain Executive Director

Ms. Chan said staff had been reviewing the request, which is part of the MOU (Memorandum of Understanding) between the Peninsula Corridor Joint Powers Board (JPB) and SamTrans, with their special counsel, James Wagstaffe, Wagstaffe, von Loewenfeldt, Busch & Radwick LLP.

Action:

Staff recommended 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.

Ms. Chan noted that the Peninsula Corridor Joint Powers Board would also consider the authorization to enter into the agreement with SamTrans at its February 2, 2023 meeting.

Director Rose Guilbault noted that the new safety position had not come up before during governance discussions and expressed concern over setting a new precedent in terms of how the JPB requests additional staffing. Ms. Chan said that while that is true it did not come up before, the MOU does have specific instructions on how new positions can potentially be added. Director Guilbault asked if there was a similar safety position at SamTrans, which Ms. Chan confirmed.

Before the vote on the item occurred, Ms. Cassman said they had determined there was no preclusion for members of both the JPB and SamTrans Boards to vote on matters, and read the following disclosure statement into the record:

This item involves a contract between the San Mateo County Transit District and the Peninsula Corridor Joint Powers Board. As you know, three members of the Board of Directors on SamTrans also sit as representatives of the District on the JPB Board. This arrangement, which includes the payment of nominal stipends to these members for attending meetings of these boards, presents what is referred to as a non-interest under Government Code Section 1091.5(a)(9), which is part of the State law prohibiting conflicts of interest and self-dealing in government contracts. Accordingly, I am disclosing these dual roles on behalf of Directors Gee, Medina, and Mueller, and

confirming for them and for all of you and the public at large that they are legally authorized to be engaged in the making of the proposed contract -- this one right here today -- on behalf both of the District and the JPB. No recusal is required.

Mr. Wagstaffe noted that the MOU has a reversion clause.

The Board voted to adopt the recommended action.

Motion/Second: Ratto/Chuang

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

Noes: Powell

Absent: None

Chair Powell requested that the Board set up a framework for understanding and discussing future position requests from the JPB so that decisions can be formed prior to requests coming before the Board at a meeting.

9. Board Member Requests/Comments

Director Jeff Gee commented on the recent tragedies on the Coastside. He thanked Juliet Nogales-DeGuzman, Director of Human Resources, for her team's efforts on the Lunar New Year bus.

10. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:44 pm.

11. Reconvene Board of Directors Meeting

Chair Powell reconvened the Board meeting at 3:24 pm.

12. Matters for Board Consideration: Community Relations Committee

Director Marie Chuang reported on the following items:

12.a. Accessible Services Update

12.b. Paratransit Coordinating Council Update

12.c. Citizens Advisory Committee Update

12.d. Quarterly Report | Quarter 1 Fiscal Year 2023

12.e. Monthly Performance Report | December 2022

13. Matters for Board Consideration: Legislative Committee

Director Ray Mueller reported on the following item:

13.a. State and Federal Legislative Update

14. Communications to the Board of Directors

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

15. Date/Time of Next Regular Meeting

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

16. General Counsel Report

Ms. Cassman said she had nothing to report.

17. Adjourn

The meeting adjourned at 3:26 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-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: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Acceptance of Quarterly Fuel Hedge Update**

Action

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

Significance

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

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

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

Budget Impact

There is no impact on the budget.

Background

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

- As of December 31st, the hedge program realized net gains of \$780,913.50 for the time-period July 2022 through December 2022 - the first half of FY23. This is approximately \$1.12 per gallon of realized gain for the first half of FY23. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$2.90 per gallon from July 2022 through December 2022.
- Additionally, the hedge currently reflects unrealized losses of \$168,936.60, (\$0.25/gallon on all gallons January 2023 through June 2023). This assumes projected remaining consumption of 687,665 gallons for FY23.

- Approximately 98% (89% after tax) of the anticipated fuel usage through June 2023 is hedged at an average expected price of \$3.83/gallon excluding taxes and fees (\$4.41 including taxes and fees) versus a currently planned budget estimate of \$2.93/gallon, excluding taxes and fees.
- The remaining un-hedged gallons through June 2023 have a projected cost of \$3.58/gallon before taxes and fees; \$4.13/gallon after taxes and fees as of 12/31/2022.
- The expected weighted average projected cost of all gallons through June 2023, net of hedging, excluding taxes and fees as of 12/31/2022 is \$3.82/gallon without taxes and fees; \$4.38/gallon with taxes and fees through June 2023.
- The total dollar budget for fuel for FY23 is \$4,050,000 based on \$2.93 per gallon before tax and fees and estimated total budgeted consumption of 1,382,167 gallons. Estimated total cost before tax and fees and after hedging for the entirety of FY23 as of 12/31/22 is estimated to be \$4,640,000 or \$3.36 per gallon.

Prepared By: Connie Mobley-Ritter

Director, Treasury

650-508-7765

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Nathaniel Kramer, Chief People Officer
Subject: **Revisions to the District's Safety-sensitive Policy Concerning Substance Abuse**

Action

Staff proposes the Board of Directors (Board) adopt the revised San Mateo County Transit District (District) Safety-Sensitive Policy Concerning Substance Abuse (Policy), attached hereto.

Significance

The Federal Transit Administration (FTA) requires its grantees, and its grantees' contractors, to implement programs designed to help prevent accidents, injuries and fatalities resulting from the misuse of alcohol and use of prohibited drugs by employees who perform safety-sensitive functions.

The proposed revised Policy memorializes the District's current practices related to drug/alcohol testing, including ramifications of positive results, and reflects recent changes to FTA requirements and the District's current job classifications.

Budget Impact

There is no budget impact associated with adoption of the revised Policy.

Background

The Board first adopted the Policy in 1989 and has amended it six times over the past twenty years to reflect best practices changes to the federal requirements, and change its name from Policy Concerning Substance Abuse to Safety-Sensitive Policy Concerning Substance Abuse.

The proposed revised Policy, which addresses current U.S. Department of Transportation/FTA requirements for safety-sensitive employees (found in 49 CFR Part 40 and 49 CFR Part 655) and reflects the District's zero-tolerance stance on drug use, includes:

- Prohibited Behavior
- Drug and Alcohol Testing Procedures
- Consequences of Positive Test Results
- Explanation of Test Refusals
- Voluntary Referrals to Treatment Programs
- Service Agents
- Causes and Effects of Substance Abuse and Alcohol Misuse

- Substance abuse and alcohol misuse resources for employees and supervisors, including employee helplines and
- Acknowledgement of the District’s Drug and Alcohol Testing Policy.

Most of the proposed Policy revisions were reviewed and approved during a December 2022 FTA audit of the District’s Drug and Alcohol program.

Prepared By:	Julie Herron	Analyst, Employee Relations, Drug and Alcohol Program Manager	650-622-7891
	Dawn Harris	Manager, Employee Relations	650-508-6233

Resolution No. 2023 -

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

* * *

Adopting a Revised Policy on Substance Abuse

Whereas, the San Mateo County Transit District (District) Board of Directors (Board) adopted a Policy on Substance Abuse (Policy) in October 1989, pursuant to Resolution No. 1989-62, to implement regulations promulgated by the Federal Transit Administration (FTA) that require employers that receive financial assistance, and their contractors, to implement programs to prevent accidents, injuries, and fatalities resulting from alcohol misuse, over-the-counter and prescription drugs, and the use of prohibited drugs, by employees who perform safety-sensitive functions; and

Whereas, the Policy was amended by the Board most recently in February 2019 pursuant to Resolution 2019-06; and

Whereas, the General Manager/CEO recommends the Board adopt the revised Policy attached hereto and incorporated herein as Exhibit "A" to reflect changes in FTA regulations, including by adding a list of service agents, causes and effects of substance abuse and alcohol misuse and helplines for employees; reiterating that marijuana use by safety-sensitive personnel remains unacceptable, changing the name of the Policy to Safety-Sensitive Policy Concerning Substance Abuse and incorporating current District job classifications.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby adopts the revised Policy on Substance Abuse attached as Exhibit "A."

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



SAN MATEO COUNTY TRANSIT DISTRICT

Safety-Sensitive Policy Concerning Substance Abuse

Proposed for Amendment on **03/01/2023**



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PURPOSE OF THE POLICY

The SAN MATEO COUNTY TRANSIT DISTRICT (District) is dedicated to providing a safe, dependable, and economical service to its patrons and the public. This Safety-Sensitive Policy Concerning Substance Abuse (Policy) is a subsection of the District's Drug and Alcohol Policy (PCG-1-008).

The District's employees are our most valuable resource. It is our policy to (1) take appropriate action(s) to assure that employees are not impaired in their ability to perform their covered functions in a secure, productive, and healthy manner; (2) foster an anti-drug and alcohol-misuse prevention program for all employees, and (3) encourage employees to voluntarily seek professional assistance whenever personal problems, including alcohol or drug use, may adversely affect their ability to perform their safety-sensitive functions.

This Policy complies with Parts 40 and 655 of Title 49 of the Code of Federal Regulations (49 CFR Parts 40 and 655), as they have been and may be amended from time to time. Copies of 49 CFR Parts 40 and 655 are available in the Employee Relations Manager's office and can be found on the internet at the Federal Transit Administration (FTA) Drug and Alcohol Program website <https://www.transit.dot.gov/drug-alcohol-program>.

All covered employees are required to submit to drug and alcohol tests as a condition of employment in accordance with 49 CFR Part 655.

Portions of this Policy are not FTA mandated, but reflect District policy. These additional provisions are identified by **bold text**.

In addition, the U.S. Department of Transportation (DOT) has published 49 CFR Part 32, implementing the Drug-Free Workplace Act of 1988, which requires the establishment of drug-free workplace policies and the reporting of certain drug-related offenses to the FTA.

All District employees are subject to the provisions of the Drug-Free Workplace Act of 1988.

The manufacture, distribution, dispensation, possession, or use of an unlawful controlled substance(s) is strictly prohibited within the covered workplace. An employee who is convicted of any criminal drug charge for a violation occurring in the workplace shall notify the Drug and Alcohol Program Manager in the office of Employee Relations no later than five (5) days after such conviction.

Approved: _____
April Chan, General Manager/CEO
San Mateo County Transit District

Date: March 1, 2023

COVERED EMPLOYEES

This Policy applies to every person, including an applicant or transferee, who performs or will perform a “safety-sensitive function” as defined in Part 655, section 655.4 of CFR 49.

You are a covered employee if you perform any of the following:

- Operating a revenue service vehicle, in or out of revenue service
- Operating a non-revenue vehicle requiring a commercial driver’s license
- Controlling movement or dispatch of a revenue service vehicle
- Maintaining (including repairs, overhaul, and rebuilding) of a revenue service vehicle or equipment used in revenue service
- Carrying a firearm for security purposes

The District provides a copy of this Policy to all covered employees during the employee’s orientation process, when it is reviewed and the employee has an opportunity to ask any questions. The District expects employees to review and become familiar with this Policy, including the employee’s obligations, the testing procedures and the consequences to their employment of testing positive for alcohol or any prohibited control substances. If an employee has questions about this Policy or how it applies to them, they should reach out to the Drug and Alcohol Program Manager.

See: Attachment A for a list of covered positions by job title

PROHIBITED BEHAVIOR

Use of illegal drugs is prohibited at all times. Prohibited drugs include:

- marijuana
- cocaine
- phencyclidine (PCP)
- opioids
- amphetamines

Additionally, all covered employees are prohibited from performing or continuing to perform safety-sensitive functions while having a Breath Alcohol Concentration (BAC) of 0.04 or greater.

On Duty and On-Call Use

All covered employees are prohibited from consuming alcohol while actively on duty or while on-call to perform safety-sensitive job functions. If an on-call employee has consumed alcohol, they must acknowledge the use of alcohol at the time that they are called to report for duty. If the

on-call employee claims the ability to perform their safety-sensitive function, they must take an alcohol test with a result of less than 0.02 prior to performance.

Pre-Duty Use

All covered employees are prohibited from consuming alcohol within four (4) hours prior to the performance of safety-sensitive job functions.

Use Following an Accident

All covered employees required to take a post-accident test are prohibited from consuming alcohol for eight (8) hours following their involvement in an accident or until they submit to the post-accident drug and alcohol test, whichever occurs first.

Refusal to Submit to a Required Drug or Alcohol Test

No covered employee shall refuse to submit to a pre-employment, random, post-accident, or reasonable suspicion test as required in 49 CFR Section 655.17. The District shall not permit a covered employee who refuses to submit to such test(s) to perform or continue to perform any safety-sensitive functions. *See: TEST REFUSALS for a complete list of the refusal-to-test criteria.*

CONSEQUENCES FOR VIOLATION

Following a positive drug or alcohol (BAC at or above 0.04) test result or test refusal, the employee will be immediately removed from safety-sensitive duty and referred to the District's designated Substance Abuse Professional.

Following a test result indicating a BAC of 0.02-0.04, the employee will be immediately removed from safety-sensitive duties until the start of their next regularly-scheduled duty period (but after no less than eight hours) unless a retest results in the employee's alcohol concentration being less than 0.02.

Zero Tolerance

Per District policy, any employee who tests positive for drugs or alcohol (BAC at or above 0.04) or refuses to test will be referred to the District's designated Substance Abuse Professional for discipline **leading up to and including termination.**

REQUIREMENT TO SUBMIT TO DRUG AND ALCOHOL TESTING

The District requires every covered employee who performs a safety-sensitive function as described in the FTA regulations, 49 CFR Part 655, to submit to random, post-accident, and reasonable suspicion drug and alcohol tests as well as a pre-employment drug test, as described in this Policy. The District does not permit any employee who refuses to submit to such tests

to perform or continue to perform any safety-sensitive functions. Before performing a drug and/or alcohol test, the District will notify all covered employees that the test(s) is required under DOT regulations.

CIRCUMSTANCES FOR TESTING

Pre-Employment Testing

A negative pre-employment drug test result is required before a covered employee can first perform any safety-sensitive function. If a pre-employment test is canceled, the individual will be required to undergo another test and successfully pass with a verified negative result before performing safety-sensitive functions.

If a covered employee has not performed a safety-sensitive function for 90 or more consecutive calendar days, and has not been in the random testing pool during that time, the employee must take and pass a DOT pre-employment test before they can return to a safety-sensitive function.

An applicant who has previously failed or refused a pre-employment drug and/or alcohol test must provide proof of having successfully completed a referral, evaluation, and treatment plan meeting DOT requirements.

Reasonable Suspicion Testing

All covered employees will be subject to a drug and/or alcohol test when the District has reasonable suspicion to believe they have used a prohibited drug and/or engaged in alcohol misuse. A reasonable suspicion referral for testing will be made by a trained supervisor or other trained District official on the basis of specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odor of the covered employee.

Covered employees may be subject to reasonable suspicion drug testing any time while on-duty. Covered employees may be subject to reasonable suspicion alcohol testing while, just before, or just after performing safety-sensitive functions.

Post-Accident Testing

Covered employees are subject to post-accident drug and alcohol testing under the following circumstances:

Fatal Accidents

As soon as practicable following an accident involving the loss of a human life, drug and alcohol tests will be conducted on each surviving covered employee operating the public transportation vehicle at the time of the accident. In addition, any other covered

employee whose performance could have contributed to the accident, as determined by the District using the best information available at the time of the decision, will be tested.

Non-fatal Accidents

As soon as practicable following an accident not involving the loss of a human life, drug and alcohol tests will be conducted on each covered employee operating the public transportation vehicle at the time of the accident if at least one of the following conditions is met:

- (1) The accident results in injuries requiring immediate medical treatment away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident, or
- (2) One or more vehicles incur disabling damage and must be towed away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident.

In addition, any other covered employee whose performance could have contributed to the accident, as determined by the District using the best information available at the time of the decision, will be tested.

A covered employee subject to post-accident testing must remain readily available; unavailability in such instance is considered a refusal to test. Nothing in this section will be construed to (1) require the delay of necessary medical attention for an injured employee following an accident or (2) prohibit a covered employee from leaving the scene of an accident for the period necessary to obtain assistance in responding to the accident or to obtain necessary emergency medical care.

Random Testing

Random drug and alcohol tests are unannounced and unpredictable, and the dates for administering random tests are spread reasonably throughout the calendar year. Random testing will be conducted at all times of the day when safety-sensitive functions are performed.

Testing rates will meet or exceed the minimum annual percentage rate set each year by the FTA administrator. The current year testing rates can be viewed online at www.transportation.gov/odapc/random-testing-rates.

The selection of employees for random drug and alcohol testing will be made by a scientifically valid method, such as a random number table or a computer-based random number generator. Under the selection process used, each covered employee will have an equal chance of being tested each time selections are made.

A covered employee may only be randomly tested for alcohol misuse during, just before or just after the employee is performing safety-sensitive functions. A covered employee may be randomly tested for prohibited drug use anytime while on duty.

Each covered employee who is notified of selection for random drug testing, or random drug and alcohol testing, must immediately proceed to the designated testing site.

TESTING PROCEDURES

All FTA drug and alcohol testing will be conducted in accordance with 49 CFR Part 40.

All testing will be conducted in a manner to assure a high degree of accuracy and reliability, and using techniques, equipment, and laboratory facilities which have been approved by the U.S. Department of Health and Human Services (HHS).

The District will collect or have collected urine samples from covered employees to test for prohibited drugs. An assigned collection site will split each urine sample collected into a primary and a split sample. The urine samples will be sent under seal, with required chain of custody form to the District's certified laboratory.

The District has appointed a qualified Medical Review Officer, who is a licensed physician, to review all drug test results in accordance with DOT procedures. In addition, all urine samples will be analyzed by a laboratory certified by HHS in accordance with DOT procedures.

Medical Review Officer (MRO)

All drug testing results will be interpreted and evaluated by an MRO who meets all applicable requirements of 49 CFR Part 40, who is responsible for receiving laboratory results, and who has appropriate medical training to interpret and evaluate an individual's confirmed positive test result. The MRO does not review alcohol test results.

The MRO will comply with the drug testing procedures set forth in 49 CFR Part 40. When a confirmed positive drug test is reported from the testing laboratory, it is the responsibility of the MRO to:

- a) Contact the employee and afford the employee the opportunity to discuss the test results with them;
- b) Review the individual's medical history, including any medical records and biomedical information provided; and
- c) Determine whether there is a legitimate medical explanation for the result, including legally prescribed medication.

The MRO will not convey test results to the District until the MRO has made a definitive decision that the test result was positive or negative, or should be categorized as a refusal-to-test. If an employee provides an adequate explanation and the MRO verifies the test as negative, then no further action is taken. When the MRO reports the results of a verified positive test to the District, the MRO will disclose the drug(s) for which there was a positive test. If the MRO declares a drug test to be invalid for any reason, the test is considered canceled, and neither positive nor negative. However, a re-collection under direct observation may be ordered by the MRO in accordance with 49 CFR Section 40.67 (a - d).

Dilute Urine Specimen

If a Pre-Employment test results in a negative dilute test result, the District will conduct one retest. The result of the second test will be the test of record.

If a test of another type (not a Pre-Employment test) results in a negative dilute test result, the District will accept the test result and there will be no retest, unless the creatinine concentration of a negative dilute specimen was greater than or equal to 2 ng/dL, but less than or equal to 5 ng/dL. Dilute negative results with creatinine levels in this range (2-5 ng/dL) require an immediate re-collection under direct observation. (See 49 CFR Section 40.67).

Split Specimen Test

In the event of a verified positive test result, or a verified adulterated or substituted result, District employees can request that the split specimen be tested at a second laboratory. The MRO shall honor such a request if it is made within **72 hours** of the employee having been notified of a verified positive or refusal-to-test result. This does not delay the District from taking any action consistent with this Policy for positive tests, and the employee will be removed immediately from any safety-sensitive functions regardless of their request for the split specimen to be tested by a different certified laboratory. If the split specimen (bottle B) produces a negative result, or for any reason the second portion is not available, the test is considered canceled, and no sanctions will be imposed. However, a re-collection under direct observation may be ordered by the MRO in accordance with 49 CFR Section 40.67.

Breath-Alcohol Testing Procedures

Tests for alcohol concentration on covered employees will be conducted with a National Highway Traffic Safety Administration (NHTSA)-approved evidential breath testing device (EBT) operated by a trained breath alcohol technician (BAT). If the initial test on an employee indicates an alcohol concentration of 0.02 or greater, a second test will be performed to confirm the results of the initial test.

The results of breath-alcohol tests conducted by Federal, State, or local officials having independent authority for the test, will be considered to meet the requirements of this Policy, provided that such tests conform to the applicable Federal, State, or local alcohol testing

requirements, and that the test results are obtained by the Drug and Alcohol Program Manager in the office of Employee Relations.

See: Attachment B for a list of drug and alcohol thresholds

TEST REFUSALS

Covered employees will be determined to “refuse to test” if they:

- (1) Fail to appear for any test (except a pre-employment test) within a reasonable time, as determined by the District
- (2) Fail to remain at the testing site from when the testing process commences until the testing process is complete (though leaving the testing site before a pre-employment test begins is not considered a refusal to test)
- (3) Fail to provide a breath or urine specimen (though failure to provide a breath or urine specimen before a pre-employment test is not considered a refusal to test)
- (4) Fail to permit a monitored or observed urine collection
- (5) Fail to provide a sufficient quantity of urine or breath without a valid medical explanation
- (6) Fail or decline to take a second test as directed by the collector or Drug and Alcohol Program Manager in the office of Employee Relations for drug testing
- (7) Fail to undergo a medical evaluation as required by the MRO or Drug and Alcohol Program Manager in the office of Employee Relations
- (8) Fail to cooperate with any part of the testing process
- (9) Fail to follow an observer’s instructions to raise and lower clothing and turn around during a directly-observed test
- (10) Possess or wear a prosthetic or other device used to tamper with the collection process
- (11) Admit to the adulteration or substitution of a specimen to the collector or MRO
- (12) Refuse to sign the certification at Step 2 of the Alcohol Testing Form (ATF)
- (13) Fail to remain readily available following an accident

If the MRO reports that a covered employee has a verified adulterated or substituted test result, the employee has refused to take a drug test. If the covered employee refuses to take a drug and/or alcohol test, the employee will incur the same consequences as testing positive and will be immediately removed from performing safety-sensitive functions and referred to a Substance Abuse Professional.

VOLUNTARY SELF-ADMIT/REPORT

Any employee who has a drug and/or alcohol abuse problem and has not been notified of the requirement to submit to reasonable suspicion, random or post-accident testing, or has not refused a drug or alcohol test, may voluntarily refer themselves to the Drug and Alcohol Program Manager in the office of Employee Relations, who will refer the individual to a substance abuse counselor for evaluation and treatment.

The substance abuse counselor will evaluate the employee and make a specific recommendation regarding the appropriate treatment. Employees are encouraged to voluntarily seek professional substance abuse assistance *before* any substance use or dependence affects job performance.

Any safety-sensitive employee who admits to a drug and/or alcohol problem will immediately be removed from their safety-sensitive function and will not be allowed to perform such function until successful completion of a prescribed rehabilitation program.

PRESCRIPTION DRUG USE

The appropriate use of legally-prescribed drugs and non-prescription medications is permitted. However, the use of any substance which carries a warning label that indicates mental functioning, motor skills, or judgment may be adversely affected should not be taken while performing covered functions. Medical advice should be sought, as appropriate, while taking such medication and before performing safety-sensitive duties.

CONTACT PERSON

The Drug and Alcohol Program Manager in the office of Employee Relations is responsible for the enforcement of this Policy.

The Drug and Alcohol Program Manager in the office of Employee Relations will also provide Substance Abuse Professional contact information to any employee who has had a positive drug or alcohol test, or has refused a required drug or alcohol test required by District policy and DOT regulations.

If you have questions about the District's anti-drug and alcohol misuse program, please contact the Drug and Alcohol Program Manager in the office of Employee Relations at (650) 508-6308 or email employeerelations@samtrans.com.

See: Attachment C for Service Agent Information

Attachment A: Categories of Covered Positions

Bus Transportation
Manager, Bus Transportation
Assistant Manager, Bus Transportation
Bus Transportation Supervisor
Radio Controller
Dispatcher
Bus Operator
Bus Contracts Inspector
Bus Maintenance
Director, Bus Maintenance
Manager, Bus Maintenance
Assistant Manager, Bus Maintenance
Maintenance Supervisor
Mechanics A, B, and C
Utility Maintenance Supervisor
Utility Worker
Manager, Transit Operations Training
Assistant Manager, Transit Operations Training
Transit Instructor
Maintenance Instructor
Deputy Director, ITS*
Maintenance Supervisor, ITS*
ITS* Senior Technician

*ITS - Intelligent Transportation Systems

Attachment B: Cut Off Concentrations for Urine & Breath Alcohol

DRUGS

Pursuant to the Federal Department of Transportation regulations, the following are the drugs to be tested for, and the threshold levels of each test required:

Initial Test Analyte	Initial Test Cutoff 1	Confirmatory Test Analyte	Confirmatory Test Cutoff Concentration
Marijuana metabolites (THCA) 2	50 ng/mL ³	THCA	15 ng/mL.
Cocaine metabolite (Benzoylecgonine)	150 ng/mL 3	Benzoylecgonine	100 ng/mL.
Codeine/	2000 ng/mL	Codeine	2000 ng/mL.
Morphine		Morphine	2000 ng/mL.
Hydrocodone/	300 ng/mL	Hydrocodone	100 ng/mL.
Hydromorphone		Hydromorphone	100 ng/mL.
Oxycodone/	100 ng/mL	Oxycodone	100 ng/mL.
Oxymorphone		Oxymorphone	100 ng/mL.
6-Acetylmorphine	10 ng/mL	6-Acetylmorphine	10 ng/mL.
Phencyclidine	25 ng/mL	Phencyclidine	25 ng/mL.
Amphetamine/	500 ng/mL	Amphetamine	250 ng/mL.
Methamphetamine		Methamphetamine	250 ng/mL.
MDMA 4/MDA 5	500 ng/mL	MDMA	250 ng/mL.
		MDA	250 ng/mL.

**(ng/mL) nanograms per milliliter*

BREATH-ALCOHOL CONCENTRATION

(Includes ethanol, methanol, isopropanol)

<u>Initial Screen</u> Under 0.02	<u>Confirmatory</u> <i>(Given if 0.02 or greater on initial screen)</i>
0.02 to less than 0.04 employee may not perform safety-sensitive function	0.04 or greater employee will be removed from service, an investigation conducted, and referred to Substance Abuse Professional (SAP)

(Expressed in terms of grams of alcohol per 210 liters of breath)

Attachment C: Service Agents

<p>Drug & Alcohol Program Manager Dawn Harris, Employee Relations Manager 1250 San Carlos Ave San Carlos, CA 90470 Ph: (650) 508-6233</p>	<p>Drug & Alcohol Program Manager Julie Herron, Employee Relations Analyst 1250 San Carlos Ave San Carlos, CA 90470 Ph: (650) 622-7891</p>
<p>Third-Party Administrator (TPA) eScreen-Abbott 7500 West 110th Street, Ste. 500 Overland Park, KS 66210 Ph: (800) 881-0722</p>	<p>Employee Assistance Program (EAP) Managed Health Network (MHN) members.mhn.com Registration Code: smctd Ph: (800) 227-1060</p>
<p>Medical Review Officer (MRO) Michelle Alexander, MD 8140 Ward Parkway, Ste. 300 Kansas City, MO 64114 Ph: (888) 382-2281</p>	<p>Certified Laboratory Quest Diagnostics Laboratory 400 Egypt Road Norristown, PA 19403 Ph: (800) 877-7484</p>
<p>Collection Site-Primary 1 Concentra Medical Center 125 Shoreway Road San Carlos, CA 94070 Ph: 650-556-9420</p>	<p>Collection Site-Primary 2 Concentra Medical Center 3 South Linden Avenue South San Francisco, CA 94080 Ph: 650-238-1500</p>
<p>Collection Site-Alternate Concentra Medical Center 2 Connecticut Street San Francisco, CA 94107 Ph: 415-621-5055</p>	<p>Collection Site-Alternate Concentra Medical Center 3161 Walnut Ave Fremont, CA 94538 Ph: 510-796-1000</p>
<p>Collection Site-Alternate Concentra Medical Center 1901 Montgomery Road, Ste. 10 San Jose, CA 95112 Ph: 408-477-8080</p>	<p>Randoms/After Hours/Mobile Testing Reliable On-Site Testing Ph: 510-672-3335</p>
<p>Substance Abuse Professional Robert Harrelson, PsyD, SAP 3411 Mt. Diablo Blvd. Lafayette, CA 94549 Ph: 925-951-0176</p>	<p>Substance Abuse Professional Vernon Lee, Ph.D., SAP, CSAT-S 582 Market Street San Francisco, CA 94104 Ph: 415-771-1967</p>

Attachment D: Causes and Effects of Substance Abuse & Alcohol Misuse

The drugs for which you will be subject to testing include:

Amphetamine	Cocaine
Marijuana	Opioids
Phencyclidine (PCP)	Alcohol (by evidential breath testing device only)

INFORMATION ABOUT AMPHETAMINES

Amphetamines (methamphetamine, MDMA-ecstasy) are central nervous system stimulants. They tend to make people “hyper” and “jumpy.” They can be taken either orally or injected. They are often used by people to stay awake and to counteract the effects of drowsiness. They are especially dangerous to take while performing safety-sensitive functions such as driving.

Ecstasy, MDMA (3,4 methylenedioxymethamphetamine), is a synthetic, psychoactive drug that is chemically similar to the stimulant methamphetamine and the hallucinogen mescaline. MDMA causes an increase in serotonin which plays an important role in the regulation of mood, sleep, pain, appetite, and other behaviors.

Some heavy MDMA users experience long-lasting confusion, depression, and selective impairment of working memory and attention processes. Ecstasy users make extremely dangerous drivers. They can exhibit the same impairments as amphetamine, heroin, cocaine, and hallucinogen users.

Signs and Symptoms of Amphetamine Use:

- Hypersensitivity
- Exhaustion
- Dilated Pupils
- Grinding teeth
- Loss of appetite and immediate weight loss
- Dry mouth
- Excessive talking

Effects on Person:

- More likely to take risks
- Impaired judgement

INFORMATION ABOUT COCAINE

Cocaine also stimulates the central nervous system. It gives the user an intense feeling of well-being, or euphoria, known as a “high.” The “high” will last for 10 to 60 minutes. A more potent form of the drug called “crack” cocaine is especially addicting and dangerous. Although it’s “high” lasts only about 5 to 8 minutes, “crack” cocaine can be addicting after only one use, and cause death the first time it is used. Cocaine can be injected, snorted, or freebasing. Snorting is sniffing the drug up the nose, and freebasing is done by heating the drug and inhaling the vapors.

Signs and Symptoms of Cocaine Use:

- Mood swings
- Weight Loss
- Restlessness: Difficulty sitting or standing in one place
- Depression
- Nose bleeds
- Irritable, angry, nervous, angers easily
- Bad breath
- Euphoric feeling
- Running nose, uncontrollable sniffing

Effects on Person:

- Slowed reaction time
- Distorted vision and depth perception
- Slow to make decisions
- Unable to correctly measure time and distance

INFORMATION ABOUT MARIJUANA

Marijuana is a depressant and mind-altering drug. Marijuana does not depress the central nervous system’s reaction; it works on the brain. Mind altering means it causes hallucinations. It can be eaten or smoked. Street names for marijuana are “dope,” “grass,” “joint,” “hash,” or “hooch.”

Tests have shown that people’s reflexes and thought processes are slower under the influence of marijuana. The effect of this drug lasts longer. Impairment can last more than 24 hours after using marijuana. The body stores the drug for days, weeks, and in some cases, months, depending on the frequency of use.

Marijuana remains a Schedule I controlled substance. Regardless of state and/or local laws permitting certain medical or recreational uses, marijuana remains unacceptable for any covered

employee subject to drug testing under the DOT's drug testing regulations. Therefore, MROs will not treat prescriptions for Marijuana (including CBD oil) as justification for a positive test result.

Signs and Symptoms of Marijuana Use:

- Dilated pupils
- Slowed reflexes
- Giddiness
- Slowed thinking
- Moodiness
- Trance-like state
- Impaired vision
- Reduced feeling of pain
- Odor of burning
- Short-term memory loss
- Loss of concentration
- Unable to sleep after prolonged use

Signs to Look For:

- Cigarette rolling paper
- Dried plant material, either crumbled or pressed
- Roach clip (device to hold joint)
- Hash pipe (very small pipe)

INFORMATION ABOUT OPIOIDS

Opioids are classified as a narcotic analgesic. They tend to have a sedating, calming effect, and act as a depressant to the central nervous system. Opioids are more commonly known as morphine, codeine, heroin and four semi-synthetic opioids (i.e., hydrocodone, oxycodone, hydromorphone, and oxymorphone). Some common names for these semi-synthetic opioids include OxyContin®, Percodan®, Percocet®, Vicodin®, Lortab®, Norco®, Dilaudid®, and Exalgo®. Street names for opioids are “junk,” “smack,” “horse,” and “brown sugar.” Opioids are prescribed by doctors to relieve pain, but they are used by the abuser to relax or “escape the real world.” They can be taken orally, injected or smoked.

When the drug is injected, the user feels an immediate “rush,” usually followed by a very relaxed and soothing feeling. However, some opioids can cause very unpleasant side effects such as nervousness, nausea, and restlessness, and if taken in excess, may cause coma or death.

Signs and Symptoms of Opioid Use:

- Mental confusion

- Slurred speech
- Unsteadiness
- Hostility
- Memory loss
- Drowsiness
- Excessive talking
- Euphoria
- Depression
- Short attention span
- Cold, moist or bluish skin
- Reduced feeling of pain

Effects on Person:

- Lack of concentration – Daydreaming
- Distorted sense of time and distance
- Distorted vision

INFORMATION ABOUT PHENCYCLIDINE (PCP)

Phencyclidine, commonly called “Angel Dust,” is known as a dissociative anesthetic. Users of PCP may experience hallucinations and signs of intoxication. They may not be able to focus their attention or will experience confusion and lack of coordination.

Although PCP has immediate short-term effects, it is also known for its long-term effect of causing psychotic behavior often associated with violent acts. Other street names for PCP include “hog,” and “crystal”. PCP may be smoked, snorted, or injected.

Signs and Symptoms of PCP Use:

- Delusions
- Confusion
- Panic
- Increased blood pressure
- Anxiety
- Flashbacks

Effects on Person:

- More likely to take risks
- Impaired coordination
- Aggressive actions

INFORMATION ON ALCOHOL MISUSE AND ABUSE

Alcohol is a socially-acceptable drug that has been consumed throughout the world for centuries. It is considered a recreational beverage when consumed in moderation for enjoyment and relaxation during social gatherings. However, when consumed primarily for its physical and mood-altering effects, it is a substance of abuse. As a depressant, it slows down physical responses and progressively impairs mental functions.

Signs and Symptoms of Use:

- Dulled mental processes
- Lack of coordination
- Odor of alcohol on breath
- Possible constricted pupils
- Sleepiness and/or stupor
- Slowed reaction rate
- Slurred speech

(Note: Except for the odor, these are general signs and symptoms of any depressant substance.)

Health Effects:

The chronic consumption of alcohol (average of three servings per day of beer [12oz], whiskey [1oz], or wine [6oz glass]) over time may result in the following health hazards:

- Decreased sexual functioning
- Dependency (up to 10% of all people who drink alcohol become physically and/or mentally dependent on alcohol and can be termed “alcoholic”)
- Fatal liver diseases
- Increased cancers of the mouth, tongue, pharynx, esophagus, rectum, breast, and malignant melanoma
- Kidney disease
- Pancreatitis
- Spontaneous abortion and neonatal mortality
- Ulcers

Workplace Issues:

- It takes one hour for the average person (150 pounds) to process one serving of an alcoholic beverage from the body.
- Impairment in coordination and judgment can be objectively measured with as little as two drinks in the body.

- A person who is intoxicated is 6 times more likely to have an accident than a sober person.

Personal Health Issues:

- Alcohol can adversely affect your judgment, ability to think, and motor functions.
- If you drink enough alcohol fast enough, it can kill you. Long-term overuse of alcohol can cause liver damage, heart problems, and other serious medical problems.
- In some cases, alcohol use can lead to physical and psychological dependence. Alcoholism is a serious chronic disease. If left untreated, it will inevitably get worse.
- Employees who use alcohol or other drugs can affect everyone. Alcohol can also destroy relationships, lead to serious problems with the law (e.g., drunk driving), and even cause harm to the people you love.
- If drinking affects your personal life, it eventually effects your work life and can lead to job loss and all the financial problems that follow.

Helplines for Employees

The following organizations and resources provide free, confidential assistance to individuals who have, or know someone who has, a problem with alcohol or other drugs.

Substance Abuse Treatment Locator

www.findtreatment.gov

Phone: 1-800-662-HELP

This Substance Abuse and Mental Health Services Administration (SAMHSA) Web site and toll-free phone line help individuals locate drug and alcohol abuse treatment programs in their communities.

American Council on Alcoholism

Phone: (800) 527-5344

This service provides referrals to alcoholism treatment programs nationwide and distributes written materials on alcohol abuse problems.

Cocaine Anonymous

www.ca.org

Phone: (800) 347-8998

Cocaine Anonymous provides support for people dependent on cocaine and other mind-altering substances. Callers are referred to local helplines.

National Council on Alcoholism and Drug Dependence Hope Line

www.ncadd.org

Phone: (800) NCA-CALL, (800) 622-2255 or (800) 595-0505

This organization, a planning and oversight agency for public substance abuse treatment programs, provides written information on alcohol and drug abuse and referrals to treatment and counseling services nationwide

ACKNOWLEDGEMENT
SAFETY-SENSITIVE POLICY CONCERNING
SUBSTANCE ABUSE

I, _____, the undersigned, hereby
Print Full Name

acknowledge that I have received a copy of the San Mateo County Transit District's Safety-Sensitive Policy Concerning Substance Abuse (Policy) mandated by the U.S. Department of Transportation, Federal Transit Administration for all covered employees who perform a safety-sensitive functions. I understand this Policy is required by 49 CFR Part 655, as it may be amended from time to time, and has been duly adopted by the District's Board of Directors. Any provisions contained herein which are not required by 49 CFR Part 655 that have been imposed solely on the authority of the District are designated as such in the Policy documents.

I further understand that receipt of this Policy constitutes a legal notification of the contents, and that it is my responsibility to become familiar with and adhere to all provisions contained therein. I will seek and obtain clarification for any compliance with all provisions contained in the Policy. I also understand that compliance with all provisions contained in the Policy is a condition of employment.

I further understand that the information contained in the approved Policy dated March 1, 2023, is subject to change, and that any such changes shall be disseminated in a manner consistent with the provision of 49 CFR Part 655.

Signature of Employee

Date

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer David Olmeda, Chief Operating Officer,
Bus
Subject: **Award of Contract for Cleaning Supplies**

Action

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

1. Award a contract to HD Supply Facilities Maintenance LTD of Atlanta, Georgia (HD Supply) to provide cleaning supplies on an as-needed basis for an estimated not-to-exceed amount of \$550,000, including tax and delivery, as governed by a cooperative agreement set forth by OMNIA Partners Public Sector (OMNIA Cooperative Agreement), for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a cooperative purchasing contract with HD Supply consistent with the terms and conditions of the OMNIA Cooperative Agreement, which was competitively procured and negotiated by the Fresno Unified School District (FUSD), and in a form approved by legal counsel.

Significance

Award of this contract will allow the San Mateo County Transit District (District) to utilize the cooperative purchasing agreement procured and negotiated by FUSD, and made available through the OMNIA Cooperative Agreement, to receive the best possible pricing for and delivery of cleaning supplies. The contract includes access to custodial products (mops, buckets, brooms, soap, etc.) and safety hazard supplies (goggles, hard hats, etc.). These items will be used to clean the entire District bus fleet, including paratransit vehicles, located at North Base and South Base. The contract also will cover the additional cleaning products required as the fleet grows over the next five years.

Budget Impact

Funds for this contract are included in the District's Fiscal Year (FY) 2023 approved Operating Budget and will be included in future operating budgets.

Background

The California Public Contract Code and the District's Procurement Manual permit the District to utilize cooperative agreements for procurement of common goods and services. Cooperative procurements, which foster greater economy and efficiency for buyers, can be used to consolidate the purchasing needs of participating agencies to obtain goods and services at prices generally available only to large-volume buyers.

On May 26, 2022, FUSD issued Request for Proposals (RFP) 22-07 for Purchase of Cleaning Supplies, Equipment and Custodial Related Products, Service and Solution. In response to the RFP, FUSD received 37 proposals. FUSD staff reviewed, evaluated, and scored the proposals in accordance with the evaluation criteria set forth in the RFP, and determined that HD Supply Facilities Maintenance LTD of Atlanta, Georgia (HD Supply) possessed the necessary qualifications and requisite experience to successfully provide the cleaning and custodial supplies that FUSD required, and awarded the contract to HD Supply on September 28, 2022. FUSD, as the principal procurement agency, has partnered with OMNIA Partners to make the resultant contract (OMNIA Cooperative Agreement) available to public agencies, such as the District, through the OMNIA Partners cooperative purchasing program.

The OMNIA Cooperative Agreement is offered to state and local government agencies and not-for-profit organizations nationwide (Participants). Staff and legal counsel have determined that the OMNIA Cooperative Agreement meets the District's competitive procurement requirements. Accordingly, the District, as a Participant, may utilize this contract to purchase products on the same highly-competitive terms, covenants, conditions, and pricing as FUSD.

Prices in HD Supply's proposal come from its publicly-advertised price list, to which a 10 to 15 percent discount is applied for government institutions like the District. Staff has found the prices offered by HD Supply under the OMNIA Cooperative Agreement to be fair and reasonable, and to provide the best overall value to the District. The contract term will end October 31, 2027.

Prepared By:	Dominic Brooke	Procurement Administrator II	650-508-6291
	Tim Willson	Contract Administrator	650-551-6115

Resolution No. 2023-

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

* * *

**Awarding a Contract to HD Supply Facilities Maintenance LTD for Cleaning Supplies for
a Not-to-exceed Amount of \$550,000 for a Five-year Term**

Whereas, the San Mateo County Transit District (District) staff evaluated a cleaning supplies contract with HD Supply Facilities Maintenance LTD of Atlanta, Georgia (HD Supply), which was competitively solicited via a Request for Proposals (RFP 22-07) process and awarded by Fresno Unified School District (FUSD); and

Whereas, FUSD, as the principal procurement agency, partnered with OMNIA Partners to make the resultant contract (OMNIA Cooperative Agreement) available to public agencies, such as the District, through the OMNIA Partners cooperative purchasing program; and

Whereas, District staff and legal counsel reviewed the procurement process for RFP 22-07, the HD Supply proposal and the OMNIA Cooperative Agreement, and determined they all comply with District's competitive procurement requirements; and

Whereas, staff determined that HD Supply possesses the necessary qualifications and is fully capable of providing the cleaning supplies at prices that have been deemed to be fair and reasonable; and

Whereas, the General Manager/CEO recommends that the Board of Directors (Board) award a contract to HD Supply to provide and deliver cleaning supplies for a not to exceed amount of \$550,000 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 HD Supply Facilities Maintenance LTD of Atlanta, Georgia through the cooperative agreement with OMNIA Partners and Fresno Unified School District for the provision and delivery of cleaning supplies for a total not-to-exceed amount of \$550,000 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 HD Supply in full conformity with the terms and conditions of the FUSD-negotiated agreement and the OMNIA Cooperative Agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 1st day of March, 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 Women's History Month

Whereas, national Women's History Week was first recognized in 1981 and celebrated each March from 1982 through 1986 to highlight the contributions of women in history and contemporary society; and

Whereas, thanks to the advocacy efforts of the National Women's History Project, Congress recognized March 1987 as the first annual Women's History Month, which has been observed and celebrated each March thereafter across the United States; and

Whereas, women of every race, class and ethnic background have made significant and historic contributions to the growth and strength of our society in countless recorded and unrecorded ways; and

Whereas, the leadership of women in elected office, including the contributions of the women on our own Board of Directors, serves as an example of community and civic engagement for girls and women in San Mateo County; and

Whereas, women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, and the civil rights movement, which create a more fair and just society for all; and

Whereas, in honor of Women’s History Month, the San Mateo County Transit District will be hosting a brown bag session that will feature a speaker panel comprised of the San Mateo County Transit District’s (District) GM/CEO April Chan, the Peninsula Corridor Joint Powers Board’s Executive Director Michelle Bouchard, as well as a female deputy director and manager who work for the agencies; and

Whereas, in honor of Women’s History Month, the District will also be highlighting female staff throughout the month in a special Employee Spotlight feature on monitors at Central, North Base and South Base locations, as well as on social media.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize March as National Women’s History Month and celebrate the immense contributions of women in the United States.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

BOARD OF DIRECTORS 2023

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: February 22, 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 six months ending December 31, 2022, was 74.8 percent of its ridership compared to the same period in FY 2020 (pre-pandemic). The SamTrans ridership recovery rate of 74.8 percent compares favorably against local peer agencies and with out-of-state bus public transportation agencies.

	YTD Total Trips December 2019	YTD Total Trips December 2022	YTD Recovery Rate
SamTrans	5,578,121	4,175,130	74.8%
AC Transit	27,743,255	16,945,077	61.1%
SFMTA	105,495,836	63,188,943	59.9%
VTA	13,949,645	9,439,120	67.7%
Dallas	19,183,781	11,336,466	59.1%
Seattle - King	60,743,253	33,586,919	55.3%
Chicago	120,400,669	73,910,636	61.4%
Atlanta	26,398,820	15,603,805	59.1%
New York MTA	359,979,128	247,507,946	68.8%
National Bus	2,291,851,809	1,567,020,703	68.4%
Caltrain	9,615,010	2,597,109	27.0%
BART Extension	6,945,275	2,802,576	40.4%
National Rail	2,082,773,643	1,288,683,474	61.9%

Bus Operator Staffing

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	10	303**

* Class 178 began training on January 18, 2023, 10 Trainees are scheduled to graduate on March 17, 2023.

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

ADA Program

During the COVID pandemic the number of individuals eligible for Redi-Wheels and RediCoast declined. The ADA community has been significantly affected by the pandemic and the recovery of this service is particularly slow. The elder population sustained a high mortality rate, while other eligible users have chosen to use alternative transportation or moved out of the area. Historically, not everyone who is eligible to use Redi-Wheels rides each month of year. A portion of registered Redi-Wheel users use the system as back-up transportation or ride fixed route buses. Services such as grocery delivery and mail-in medicine provide additional options for folks not needing to travel outside the convenience of their homes.

Some destinations (such as senior centers and adult daycare programs) reduced their in-person services during the pandemic to comply with public health orders. Prior to COVID, there were approximately 28,000 ADA trips each month. The “Senior Focus” adult day health care program in Burlingame closed permanently during the pandemic. In 2019, trips to adult day care programs accounted for 5,254 of the total 28,000 trips; Senior Focus accounted for 1,983 trips or approximately forty percent of the trips to the senior centers or about seven percent of all ADA trips.

The table below illustrates number of people eligible to use Redi-Wheels and the number of individuals who rode during that calendar year.

	Eligible to Use Redi-Wheels	Individual Riders per Year
2018	7,882	4,336
2019	7,619	4,172
2020	7,153	2,977
2021	6,083	2,409
2022	5,640	2,722

Clipper START FY2023 Quarter 2 Ridership Update

The Clipper START pilot program provides a much-needed benefit for the community. This is reflected through the ridership increases and usage recorded month to month. In October 2022, SamTrans had the highest recorded monthly usage to date with 7,261 trips. Ridership had a seasonal decline due to the holidays in the months of November and December 2022, recording 6,841 and 6,686 trips, respectively. Despite the slight decline, the second quarter of FY 2023 provided the highest quarterly total thus far with 20,788 trips. This is a 14% increase in the number of trips provided from the previous quarter, which was the highest recorded quarterly total.

The Clipper START pilot program is currently set to expire on June 30, 2023. As MTC explores the future of the program, SamTrans staff will be coordinating with MTC to ensure there is no interruption to the fare discount for riders. Staff will bring a full update to the Board in the coming months regarding the future of the Clipper START pilot program.

MTC and Regional Coordination Update

Regional Network Management: The proposed Regional Network Management (RNM) framework and near-term proposal was presented to the MTC Executive Committee for review on February 10, 2023. Next, it will go to the full Commission for approval on February 22, 2023. Following approval, MTC staff will revise and seek the Commission's approval of the RNM Implementation Plan. The timing of this effort is tied to the appointment of a new MTC Executive Director in place. MTC staff also recommends ensuring a "firm" funding approach before standing up the RNM, that can be the bridge until a new, sustainable funding source becomes available. The near-term funding requirement is anticipated to be \$1-\$2 million annually. MTC staff will continue to analyze options that would involve MTC making meaningful contributions and distributing remaining funds for equitably across operators in a way that does not impact existing services.

Transit Priority: A subset of transit operators, including SamTrans, are working with MTC to develop this program including scheduling a meeting between general managers and Caltrans leadership to set a path forward for the implementation of transit priority on the various state right-of-ways. AC Transit is in the process of hiring a Transit Priority Planner to serve as co-project manager for this effort alongside MTC. The position will be funded by MTC with regional coordination dollars set-aside for Transformation Action Plan staffing support.

Regional Measure 3: The legal challenge to Senate Bill 595 and Regional Measure 3 (RM 3) filed in 2018 was dismissed by the California Supreme Court on January 25, 2023. MTC is awaiting the official record from the courts to be able to proceed with allocations. Once this happens, MTC will develop a process to receive and evaluate project requests for funding. Major projects in the RM 3 Expenditure Plan include \$130M for Dumbarton Bridge Corridor Improvements and \$50 million for the 101/92 Interchange projects.

Safety Campaign

The Safety Campaign is “Be Prepared for Winter Driving and Slow Down.” Rainstorms can provide many challenges and difficult operating environment for drivers. Decrease visibility, flooding, potholes, road closures, debris on the road, slippery conditions, and a variety of road hazards, in addition to distracted pedestrian and motorists. Operators are reminded to pay extra attention to severe weather winter conditions, and to allow adequate following distance and time to stop, while providing smooth braking and throttle acceleration that ensures the highest environment for safety.

S.O.S Accomplishments in 2022

- Safety Logo was added to all Mobile Data Terminals on the buses to reminder Operators to drive safely.
- Passengers attempting to board while the bus is kneeling often trip and fall. Kneelers were programed to operate with the doors closed on the New Flyer buses to prevent passenger falls.
- “Bus Stops at Railroad Crossing” stickers will be placed on every bus.
- Added Safety Passenger Announcements include:
 - Stop Request and “Please hold-on.”
 - Remind Seniors and Passengers with bikes to alight from the Front Door.

Bus Operator Employee of the Month (EOM) Recognitions

Anendra Krishna is the January 2023 Bus Operator of the Month at North Base. This is his 1st EOM achieved during his 4 years of service. **Jose Avila Moreno** is the January 2023 Bus Operator of the Month at South Base. Operator Moreno has been driving with the District for 3 years, and this is his 1st EOM award.

Bus Maintenance Employee of the Month (EOM) Recognitions

Mark Orellana is the January 2023 Mechanic of the Month at North Base; this is his 2nd EOM during his 6-years of service. **Vincent Jones** is the January 2023 Mechanic of the Month at South Base; this is his 12th EOM during his nearly 24-years of service.



BOARD OF DIRECTORS 2023

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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, March 1, 2023 – 2:30 pm

- | | | |
|--------|--------------------------------------------------------------------------------------|---------------|
| 8.a.1. | Call to Order | |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of February 1, 2023 | Motion |
| 8.a.3. | Accessible Services Update | Informational |
| 8.a.4. | Paratransit Coordinating Council Update | Informational |
| 8.a.5. | Citizens Advisory Committee Update | Informational |
| 8.a.6. | Monthly Performance Report January 2023 | Informational |
| 8.a.7. | 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**

February 1, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

10.a.1. Call to Order

Committee Chair Marie Chuang called the meeting to order at 2:45 pm.

10.a.2. Approval of Minutes of the Community Relations Committee Meeting of January 4, 2023

Motion/Second: Guilbault/Gee

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

Noes: None

Absent: None

10.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, said they provided a presentation previewing the upcoming microtransit service at a Coastside transportation meeting at the end of January.

10.a.4. Paratransit Coordinating Council Update

Ben McMullan, PCC Chair, said the PCC would have a table at the Transition to Independence Fair on February 4 at El Camino High School in South San Francisco. He said they looked forward to meeting in person starting in March.

10.a.5 Citizens Advisory Committee Update

Meredith Park provided a summary of the January 25 meeting, which included a presentation on the 2022 Title VI Program.

10.a.6 Quarterly Report | Quarter 1 Fiscal Year 2023

David Olmeda, Chief Operating Officer/Bus, noted that the updated dashboard reflected a multi-year assessment, evaluation, and outreach on the District's reimagined services. He introduced Kate Christopherson, Senior Planner, who provided an overview of the dashboard that included comparisons between quarters instead of year to year. She noted that most riders are still using frequent and local routes.

Director Jeff Gee asked what the DNO (Did Not Operate) trendline looks like. Mr. Olmeda said they have had zero DNOs so far.

Director Rose Guilbault said riders may predominantly be using cash because Clipper is user-unfriendly. Ms. Chan said that SamTrans would be looking at some initiatives in the future about how their demographic could more easily use Clipper. She noted that the body of Clipper users is slowly growing. Millie Tolleson, Director of Planning, said they are working with MTC (Metropolitan Transportation Commission) to expand the number and proximity of Clipper vendors around the County and provide open payment options to purchase fares without using cash.

Committee Member Peter Ratto noted that there has been only a single Clipper outlet on the Coastside where users can load their cards. He said that he would like to see more reporting on the open payment system helping to push the use of Clipper.

Public Comment:

Roland said that there were two million riders for 1.4 million revenue miles and the average ride is two-thirds of a mile. He asked for more granularity and for SamTrans to determine how many of their riders use a smartphone where they could load a Clipper card.

Mikail Khaishgi suggested having fare capping for riders who buy day passes with a Clipper card.

10.a.7 Monthly Performance Report | December 2022

Ana Rivas, Director of Bus Transportation, noted that the report was in the agenda packet and recognized the employees of the month. She noted that the average weekday ridership across all modes including bus, paratransit, and shuttles had increased by over 24 percent compared to December 2021.

Vice Chair Marina Fraser congratulated Operations on their creative response to address service delays during the recent storms.

Committee Chair Chuang congratulated staff on their outstanding work.

10.a.8. Adjourn

The meeting adjourned at 3:10 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 Operating 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 January 2023 PAL and PCC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of January 10, 2023, Meeting

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Evan Milburn, Consumer, CoD; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA; Marie Violet, Dignity Health

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

Guests:

Charles Posejpal, First Transit/Redi-Wheels; Lynn Spicer, SamTrans; Vicky Churchill, SamTrans; Henry Silvas, SamTrans; Kelly Shanks, SamTrans; Sarah Verity, Ability Path; Jane Stahl, PCC Staff; David Koffman, Nelson\Nygaard

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Dao Do, Rosener House; Judy Garcia, Consumer; Alex Madrid, Consumer

WELCOME/INTRODUCTIONS:

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

APPROVAL OF DECEMBER MINUTES:

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

Dinae abstained as she had not received the minutes 7 days in advance of the meeting and had not had time to review them. In future, Jane will send her a draft version earlier in the month as the agenda is finalized at the Executive Committee meeting held a week prior to the PCC meeting.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

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

See page 10.

Grant/Budget Review – Sammi Riley, Chair

No updates.

Education – Sammi Riley, Chair

Committee members met on January 6th, 2023.

- They will be making some changes to the PCC website to (1) add a tab for videos and make them easier to find, and (2) removing the banner about the ADA anniversary.
- Judy Garcia and Sammi Riley will be staffing a table at the 2023 Transition to Independence Fair on Saturday February 4th in South San Francisco.
- No one was available to attend the Millbrae Senior Showcase on January 20th as a participant at the SamTrans table. Kathy Uhl will be at the event as an ambassador and offered to help with distributing PCC information. Ben also offered to assist.
- The committee thought it would be a good idea to send out a refresher sheet reminding members of the responsibilities of membership.
- A big focus of 2023 will be on recruiting new members.

The next meeting is on March 3rd, 2023, at 1pm.

Executive – Ben McMullan

During the December 6 meeting:

- Ben had spoken to Tina who expressed concerns about agency calls.
- A letter from the PCC was sent to the *San Mateo Daily Journal* acknowledging the work of Supervisor Carole Groom. Ben had provided contact information to PCC members should they wish to communicate personally.
- Ben and Dinae will be eligible to serve for another year should no one else step forward as Chair and Vice Chair for 2023-24.
- They will be updating/rewording the bylaws with regard to vacancies, excused and not excused.

Nominations/Membership – Chair Vacant

Evan Milburn has expressed interest in chairing the committee; Ben will be discussing the position with him.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina reported that preliminary reports show total ridership increased about 10% and average weekday ridership increased by 11% from December 2021. The numbers are lower than November of 2022 although this is probably a seasonal trend.

There are more advanced reservations than subscription trips (20%) or agency trips (5%); taxi trips are low. The number of individuals riding was lower in December than November. The on-time performance was still slightly below the standard of 90% and productivity was 1.52 passengers per hour.

David Koffman asked about the low number of inter-county trips. Tina said the numbers vary and that are often due to customers choosing not to travel. Inter-county transfers are available to San Francisco Paratransit (transfer points at Daly City BART or Stonestown) and Santa Clara County VTA Access (Stanford Hospital).

Sarah Verity asked what the term “agency” meant. Tina answered that these are trips to three adult daycare programs in the county - South San Francisco Adult Day Care, San Carlos Adult Day Care, and Rosener House. This is a specialized service as these customers have greater needs.

COMMENT STATISTICS REPORT

Data from November showed more policy than service-related comments. The majority were received as consumer reports rather than comment cards. The response time was very good.

SAFETY REPORT

Charles Posejpal reported that there were seven incidents in December, three were preventable.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

Marie reported that there was no meeting.

ERC – Mike Levinson

No ERC meeting is scheduled.

Tina reviewed the features and implementation of the new scheduling software.

- This is an upgrade to the newest version of the paratransit scheduling software.
- The software will be cloud hosted.
- The first stage will convert existing software, e.g., reservations, scheduling trips, sending data to drivers.
- Then the vehicle communication and the IVR system will change.
- Additional features will be considered once everything is working smoothly.
- The work will proceed methodically to minimize the impact on customers.

The SamTrans IT team is working closely with Trapeze and she asked for the PCC to help with testing. This is tentatively scheduled for April.

Mike asked if the Clipper system would be incorporated into the new software. Tina responded that MTC is the entity working on having Clipper work on paratransit and she didn't know when it would happen. This will be a regional project and fare payment through Clipper is separate than the work underway.

Commission on Disabilities (CoD) – Evan Milburn

There was no meeting in December. In January they will be talking about the paratransit and fixed route survey.

Center for Independence (CID) – Ben McMullan

They are in the final phase of interviews for a new Executive Director. They are hoping to select a candidate by the end of January.

Commission on Aging (CoA) – Kathy Uhl

They will be returning to in-person meetings at the end of the first quarter as required by the County.

- The Transportation Committee now includes housing issues e.g., how to provide more housing available to seniors and people with disabilities.
- The Middle-Income Senior committee is looking at long term care needs in the county and how to avoid sending people outside of the county.
- The Resources Access committee is looking at how to get information out to seniors through senior recreation programs, libraries, and age-friendly city programs.
- They will continue to advocate with the Board of Supervisors for services and resources for seniors.
- They will be at the Millbrae Senior Showcase on January 20th.

Coastside Transportation Committee (CTC) – Tina Dubost

A meeting is being finalized for the end of January. Tina will let everyone know the date decided.

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

The Citizens Advisory Committee of the Transit Authority met on January 3rd.

- Barbara Arietta was elected as the new chair and John Fox was elected as vice chair.
- They received a presentation on the Commute.org shuttle service.
- They received an update on the express lanes.
- Barbara Arietta remarked on the state of the roads, i.e., potholes, in the 20 cities in the county. Cities are responsible but other funds might be available.
- The next meeting is on January 31st.

Other Business

ADA Refresher:

Tina reminded everyone that drivers cannot enter a building to look for people. Customers need to be watching for the ride and drivers can only wait five minutes.

Dinae requested that a new contact list of members and people who regularly attend PCC meetings be made available. Ben thought this would be a useful tool and staff would work on it.

The next meeting is on February 14th and the public are encouraged to attend.

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

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

Legislative

No updates.

Advocacy

Transit Recovery Update – Tina Dubost

Tina reported that ridership is increasing compared to December 2021 and is approximately 45% of pre-pandemic levels. Total ridership increased about 15% compared to December 2021, but total ridership in December was lower than November 2022. This is a normal seasonal trend. SamTrans bus ridership is recovering faster than paratransit and is approximately 76%.

Ridership recovery varies nationwide and SamTrans compares favorably to other agencies. Redi-Wheels continues to provide important trips to consumers.

Face coverings are not required on the buses but are recommended for passengers to protect themselves, drivers, and other passengers. The San Mateo County Public Health department reports that there are three respiratory viruses active in the community. At the end of December, 31% of the county residents have received the updated COVID booster; 48% of 55+ have received the updated COVID booster. Tina reminded everyone that free rides continue to COVID vaccination centers on SamTrans, Caltrain, and Redi-Wheels/RediCoast.

David Koffman mentioned a KQED Forum program recently that focused on Bay Area transit where SamTrans was singled out as being the fastest agency to recover ridership. The program can be heard here: <https://www.kqed.org/forum/2010101891806/bay-area-transit-agencies-confront-existential-crisis>.

Mike reported that Kaiser now has a test that covers all three viruses – COVID, RSV, and the flu.

Sandra Lang remarked there has been considerable outreach on the importance of public transit and she thought that this had played a role in the recovery in addition to the good service provided by SamTrans.

Policy Issues

None.

The next PAL meeting will be on February 14, 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: **Monthly Performance Report | January 2023**

Action

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

Significance

SamTrans: Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 22.7 percent in the month of January 2023 compared to January 2022. Similarly, the total monthly ridership increased by 22.7 percent comparing January 2023 to January 2022.

Caltrain: Average weekday ridership increased by 62.0 percent in the month of January 2023 compared to January 2022. Caltrain total monthly ridership increased by 55.3 percent comparing January 2023 to January 2022.

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

- Preventable Accidents – In January 2023, there were 15 preventable accidents (9 from District-operated services or 57,162 miles between accidents; and 6 from our Contracted services or 35,431 miles between accidents). The goal is to have one or fewer preventable accidents per every 100,000 miles; this month, SamTrans did not meet its goal with 2.06 accidents per 100,000 miles.
- Miles Between Service Calls (MBSC) – SamTrans had 26 service calls in January 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.89 service calls per 25,000 miles.
- On-Time-Performance (OTP) systemwide for January 2023 was below SamTrans' OTP goal of 85.0 percent at 79.1 percent. Further schedule adjustments in an effort to improve on-time performance were implemented in February 2023.
- In January 2023, there was 1 DNO (trips that did not operate) – 35 less than in December 2022.

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

SAMTRANS Average Weekday Ridership								
Bus	11,762	20,696	25,233	21.9%	12,688	20,967	26,447	26.1%
Paratransit	341	467	591	26.6%	377	525	640	21.9%
Shuttles	573	1,240	1,658	33.7%	1,305	1,251	1,711	36.7%
Total	12,676	22,403	27,482	22.7%	14,370	22,743	28,798	26.6%

SAMTRANS Total Ridership								
Mode	Jan-21	Jan-22	Jan-23	% Δ^1	YTD FY21	YTD FY22	YTD FY23	% Δ^2
Bus	327,388	539,353	659,746	22.3%	2,465,159	3,856,102	4,834,876	25.4%
Paratransit	8,608	11,913	15,319	28.6%	67,634	95,492	115,360	20.8%
Shuttles	11,325	25,485	32,667	28.2%	193,219	186,283	248,950	33.6%
Total	347,321	576,751	707,732	22.7%	2,726,012	4,137,877	5,199,186	25.6%

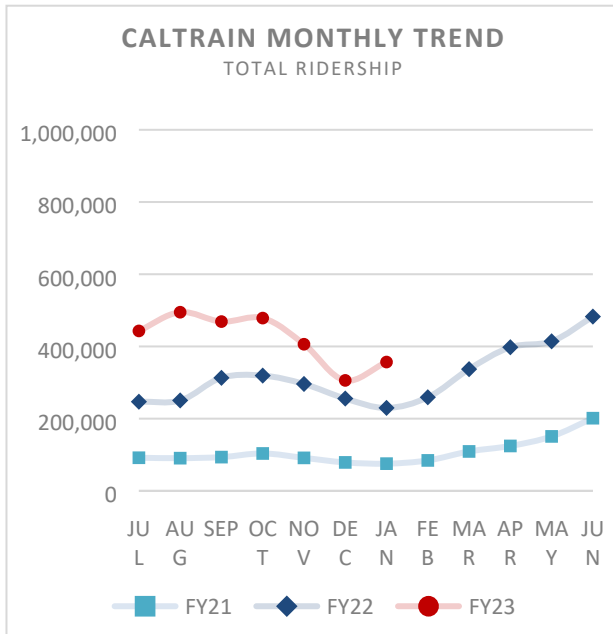
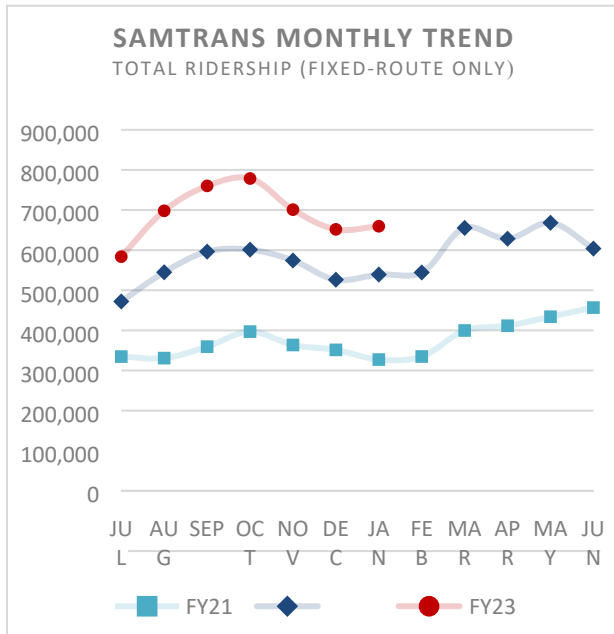
CALTRAIN Average Weekday Ridership								
Mode	Jan-21	Jan-22	Jan-23	% Δ^1	YTD FY21	YTD FY22	YTD FY23	% Δ^2
Caltrain	3,058	9,044	14,653	62.0%	3,492	10,270	16,694	62.5%

CALTRAIN Total Ridership								
Mode	Jan-21	Jan-22	Jan-23	% Δ^1	YTD FY21	YTD FY22	YTD FY23	% Δ^2
Caltrain	75,485	229,746	356,778	55.3%	625,675	1,911,110	2,953,887	54.6%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jan-21	Jan-22	Jan-23	% Δ^1	YTD FY21	YTD FY22	YTD FY23	% Δ^2
Dumbarton	36	51	72	42.1%	48	53	77	45.6%
BART (San Mateo County)	3,908	9,342	13,830	48.0%	4,521	10,995	16,633	51.3%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jan-21	Jan-22	Jan-23	% Δ^1	YTD FY21	YTD FY22	YTD FY23	% Δ^2
Dumbarton	725	1,062	1,510	42.2%	7,236	7,919	11,530	45.6%
BART (San Mateo County)	97,306	253,406	378,160	49.2%	811,179	2,101,792	3,180,736	51.3%

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Jan-21	Jan-22	Jan-23
Adult	205,322	308,072	398,250
Eligible Discount	105,154	139,529	149,233
Youth	16,865	91,651	112,113
--- Youth Unlimited Pass	-	4,163	49,704
Total	327,341	539,252	659,596

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	Jan-21	Jan-22	Jan-23
On-Time Performance	89.2%	84.0%	79.1%
Preventable Accidents	13	8	15
Service Calls	21	14	26
Trips Scheduled	35,864	38,416	37,613
Did Not Operate DNOs	7	1,111	1

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	Jan-21	Jan-22	Jan-23
Revenue Hours (Sched.)	48,507	46,036	45,150
Revenue Miles (Sched.)	506,702	527,542	491,665
Total Fleet Miles (Actual)	671,127	708,973	727,040

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 48,469 Miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 27,963 Miles between Service Calls this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Jan-21	Jan-22	Jan-23
On-Time Performance (RW)	98.0%	96.5%	91.0%
On-Time Performance (RC)	96.0%	95.4%	92.1%
Preventable Accidents (RW)	0	3	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	1	5	5
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	Jan-21	Jan-22	Jan-23
Revenue Miles (RW)	72,712	104,304	134,180
Revenue Miles (RC)	13,008	10,580	12,732
Fleet Miles (RW)	87,042	118,039	149,331
Fleet Miles (RC)	15,266	12,901	15,747

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Bus	35,841	11,762	20,696	25,233	70.4%
Paratransit	1,051	341	467	591	56.2%
Shuttles	11,022	573	1,240	1,658	15.0%
Total	47,914	12,676	22,403	27,482	57.4%

SAMTRANS Total Ridership					
Mode	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Bus	922,053	327,388	539,353	659,746	71.6%
Paratransit	26,163	8,608	11,913	15,319	58.6%
Shuttles	244,408	11,325	25,485	32,667	13.4%
Total	1,192,624	347,321	576,751	707,732	59.3%

CALTRAIN Average Weekday Ridership					
Mode	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Caltrain	64,806	3,058	9,044	14,653	22.6%

CALTRAIN Total Ridership					
Mode	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Caltrain	1,539,666	75,485	229,746	356,778	23.2%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Dumbarton	133	36	51	72	54.0%
BART (San Mateo County)	42,555	3,908	9,342	13,830	32.5%

OTHER MODES in San Mateo County Total Ridership					
Mode	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Dumbarton	2,928	725	1,062	1,510	51.6%
BART (San Mateo County)	1,052,133	97,306	253,406	378,160	35.9%

PRE-PANDEMIC FARES COMPARISON

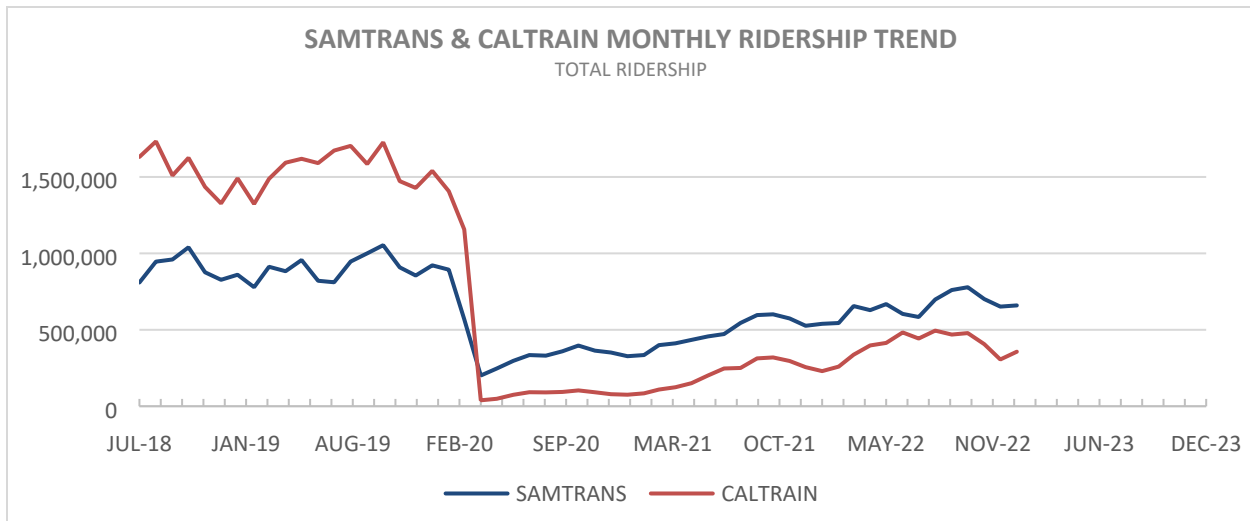
SAMTRANS (BUS) Fare Usage					
Fare Type	Jan-20	Jan-21	Jan-22	Jan-23	% ³
Adult	481,911	218,717	306,484	398,250	82.6%
Youth	200,943	20,244	75,037	112,113	55.8%
Eligible Discount	238,859	112,475	144,862	149,233	62.5%
Total	921,713	351,436	526,383	659,596	71.6%

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 70.4 percent of pre-pandemic levels (2020) for this month of January 2023.

%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	Jan-21	Jan-22	Jan-23
Complaints	77	145	83
Accessibility	9	7	5
Compliments	3	12	32
Service Requests	11	43	42
Reports Total	100	207	162

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

The total number of reports for SamTrans increased from December 2022 (128) to January 2023 (162).

COMMUNICATIONS & MARKETING

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

- Press Release: "SamTrans to Run a Non-School Day Schedule for MLK Jr. Holiday"
- Press Release: "SamTrans Board of Directors Awards Contract for Microtransit"
- Press Release: "SamTrans Board of Directors Welcomes Three New Members"
- Bus Operator Recruitment
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

Digital Communications Report:

In January, SamTrans began the month with the "2023 Winter Storm," which required messaging to be pushed out on all channels. Staff provided customers with information regarding route closures and disruptions. This continued into the following weeks, with the Highway 92 sinkhole and stop closures.

SamTrans also unveiled a new Lunar New Year (LNY) bus wrap, which was subsequently featured in the Redwood City LNY Celebration event.

Later in the month, Runbook 141 messaging began, with an emphasis on schedule changes and the new "Schedules and Maps" webpage, which includes both a system map and route PDFs.

The major planning and showcase event was the new Superhero Drive with Us Bus Operator Recruitment campaign, which officially launched at the end of January. The planning and discussions for the campaign started months ago, and the internal event on Jan 31 was a huge success!

January Digital Marketing highlights:

- Superhero Drive with Us Campaign launch
- Runbook 141
- Lunar New Year bus wrap + event
- SamTrans Maps & Schedules webpage
- Graduating Class 177

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



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

Wednesday, March 1, 2023 – 2:45 pm

or immediately following the Community Relations Committee meeting

- | | | |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 8.b.1. | Call to Order | |
| 8.b.2. | Approval of Minutes of the Finance Committee Meeting of January 4, 2023 | Motion |
| 8.b.3. | Accept Statement of Revenues and Expenses for the Period Ending January 31, 2023 and Receive Chief Financial Officer Report on Projections for Fiscal Year 2023 | Motion |
| 8.b.4. | Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit | Motion |
| 8.b.5. | Adjourn | |

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

Note:

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

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

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

January 4, 2023

Committee Members Present: M. Fraser (Committee Chair) (joined at 4:21 pm), R. Guilbault

Committee Members Absent: J. Gee

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

Other Board Members Absent: None

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

10.c.1. Call to Order

Chair Rico Medina led the committee in the absence of Committee Chair Marina Fraser and called the meeting to order at 4:16 pm.

10.c.2. Approval of Minutes of the Finance Committee Meeting of December 7, 2022

Motion/Second: Chuang/Medina

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

Noes: None

Absent: Fraser, Gee

**10.c.3. Authorize an Open Market Procurement of Switchgear for the SamTrans South Base
Switchgear Replacement Project**

Kevin Yin, Director, Contracts and Procurement, provided the presentation on the background behind the request for an authorization to procure and negotiate in the open market.

Public Comment:

David Mauro asked if this was connected to the switchgear project, which Mr. Yin confirmed.

Committee Chair Marina Fraser rejoined the meeting at 4:21 pm.

Motion/Second: Chuang/Ratto

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

Noes: None

Abstentions: Fraser

Absent: Gee

10.c.4. Award of Contract for the South Base Switchgear Replacement Project and Delegation of Authority for Approval of the Project Design

Mr. Yin provided the presentation outlining the background of the project and staff outreach efforts to various Bay Area builder exchanges.

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: Gee

10.c.5. Authorize an Increase in the General Manager/CEO's Contract Contingency Authority for Contract Number 22-S-C-045 for the North Base Bus Maintenance Facility Charger Replacement Contract

Liria Larano, Deputy Chief, Bus Fleet and Facilities, presented the staff report.

Motion/Second: Ratto/Fraser

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

Noes: None

Absent: Gee

10.c.6. Authorize an Amendment to the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies

Ms. Larano presented the staff report outlining the timeline of the project.

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Gee

10.c.7. Award of Contract for Microtransit Services

Millie Tolleson, Acting Director of Planning, introduced Kate Christopherson, Senior Planner, who provided the presentation. Mr. Yin provided a background on the contract.

Chair Josh Powell asked why the project was moving so quickly. Ms. Christopherson said they are getting staff ready and will be able to initiate service in June. Chair Powell asked if it was a pilot, and Ms. Christopherson said it was a full implementation.

Committee Chair Marina Fraser said the program would be of great benefit to Coastside residents.

Director Peter Ratto asked if the vehicles were fully ADA (Americans with Disabilities Act)-compliant. Ms. Christopherson said not all of them were, but there would be ADA-compliant vehicles would be available in each location.

Motion/Second: Fraser/Powell

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

Noes: None

Absent: Gee

10.c.8. Adjourn

The meeting adjourned at 4:46 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: Board of Directors
Through: April Chan, General Manager/CEO
From: Kathleen Kelly, Interim Chief Financial Officer
Subject: **Accept Statement of Revenues and Expenses for the Period Ending January 31, 2023 and Receive Chief Financial Officer Report on Projections for Fiscal Year 2023**

Action

Staff proposes that the Board accept and enter into the record the Chief Financial Officer Update on Revenues and Expenses for the Period Ending January 31, 2023 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through January 31, 2023. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide an easy comparison of year-to-date actuals for the current month compared to information for the previous month, including dollar and percentage variances.

Significance

Annual Forecast: The annual forecast was derived by examining actual revenue and expense trends through January 2023, and then analyzing trends and reviewing details with cost center managers. The Agency budget for FY 2023 was approved with a projected deficit of \$19 million, using a draw from Prior Years' Surplus to cover the balance. During this year, several items have changed significantly, such that the Agency is now projected to end the year with a surplus of \$9.5 million, a change of \$28.5 million from the approved budget.

The large variance is based on:

- 1) Revenue increases of \$19.4 million;
- 2) Expense savings of \$6.0 million; and
- 3) Reduction of \$3.1 million in the amount required to fund reserves to their minimum levels.

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 18) are forecasted to be \$19.4 million higher than budget, \$13.9 million of which is due to Sales Tax revenues (page 1, line 6,10&11). The latest projections for sales tax continue to reflect a strong recovery from the pandemic. Investment Income (page 1, line 12) is projected to be \$3.2 million higher than budget due to rising interest rates to combat inflation. Rental Income (page 2, line 13) is projected to be \$1.6 million higher than budget, driven by rental of the

Headquarters' 1st floor and the basement leases. Finally, although much smaller than the other increases, Passenger Fares (page 1, line 1) are expected to be higher than budget by \$0.8 million due to continued improving ridership.

Forecast Expenses: Total Uses of Funds (page 1, line 42) are forecast to be \$6.0 million lower than budget, with almost all of the savings in Contracted Urban Bus Service (CUB) (page 3, line 34). The CUB costs are lower than budget by \$5.1 million, driven by the impact of service DNO (Did Not Operate) in the first half of FY23. Additionally, Professional Services (page 3, line 7) are projected to end the year \$1.2 million lower than budget due to the timing of Microtransit operations. There are also several other items with projected decreases:

- 1) Technical Services (page 3, line 8): \$1.0 million favorable to budget due to a reduction in IT contracts and lower spend as of Jan'23 YTD;
- 2) \$0.2 million lower Shuttle Service (page 3, line 61) due to 3 suspended shuttles through Dec'22 with 1 to resume in Jan'23.

These savings are partially offset by some increased costs:

- 1) \$0.6 million higher Bus Parts and Materials (page 3, line 12) due to increased service levels/demands and aging fleet;
- 2) \$0.5 million higher Claims (page 3, line 42) due to more incidents in FY23; and
- 3) \$0.5 million higher Coastside ADA services (page 3, line 50) driven by an extended contract with average 40% of cost increase.

Forecast Contribution to Reserves: The FY23 Budget included a total of \$56.9 million to fund three reserve funds: an Operating Reserve (page 1, line 38), Sales Tax Stabilization Reserve (page 1, line 39) and Pension (page 1, line 40). Staff is proposing to reallocate the amount of funding proposed in the budget for the Operating Reserve, based on further analysis of the intent of the Operating Reserve Policy. At the end of FY23, the Operating Reserve will be funded at the level called for in the Policy and will continue to meet the policy for FY24 and FY25. The Sales Tax Stabilization Reserve, though, is not yet funded at the level called for in that Policy, so staff recommends reallocating enough funds from the FY23 budget to the Sales Tax Stabilization Reserve to bring it to the policy level. After the reallocation of the FY23 budget from one reserve to the other, the total funds required for to fund the two reserves through FY25, are forecast to be \$3.2 million lower than budget.

Year to Date Revenues: As of January year-to-date actual, the Total Sources of Funds (page 1, line 18) are \$18.4 million higher than the prior year. This is primarily driven by the increases in Local TDA and STA Funds (page 1, line 2), Operating Grants (page 1, line 5), 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 January year-to-date actual, the Total Uses of Funds (page 1, line 42) are \$27.0 million higher than the prior year-to-date actual. This is primarily due to the

increases in Motor Bus (page 1, line 22), A.D.A. Programs (page 1, line 23), Other Multi-Modal Programs (page, 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 January 2023.

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
JANUARY 2023

% OF YEAR ELAPSED: 58.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	5,148,518	6,417,661	1,269,143	24.7%	9,739,000	10,500,000	761,000
2 Local TDA and STA Funds	24,791,627	38,433,766	13,642,139	55.0%	65,886,455	65,886,455	-
3 Pass through to Other Agencies	348,467	348,467	-	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	369,990	1,349,665	979,675	264.8%	3,931,070	3,931,070	-
6 SMCTA Measure A	2,251,563	2,885,316	633,753	28.1%	4,330,880	4,691,800	360,920
7 AB434 Funds, TA Funded Shuttle & Other	228,039	93,166	(134,873)	(59.1%)	114,300	114,300	-
8 Subtotal - Operating Revenues	48,771,566	49,528,041	756,476	1.6%	96,481,840	97,603,760	1,121,920
Other Revenue Sources							
9 District Sales Tax	59,709,843	65,961,829	6,251,986	10.5%	108,272,000	117,295,000	9,023,000
11 Measure W Sales Tax	29,790,675	32,921,605	3,130,930	10.5%	54,136,000	58,647,500	4,511,500
12 Investment Income	1,325,984	4,290,761	2,964,777	223.6%	2,840,000	6,000,000	3,160,000
13 Other Interest, Rent & Other Income	3,164,604	6,053,590	2,888,986	91.3%	9,249,577	10,844,515	1,595,038
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	15,296,567	17,710,640	2,414,073	15.8%	47,076,041	47,076,041	-
15							
16 Subtotal - Other Revenues	109,287,673	126,938,425	17,650,752	16.2%	221,573,518	239,863,056	18,289,538
17 Total Revenues	158,059,239	176,466,466	18,407,227	11.6%	318,055,358	337,466,816	19,411,458
18 Total Sources of Funds	158,059,239	176,466,466	18,407,227	11.6%	318,055,358	337,466,816	19,411,458
19							
USES OF FUNDS							
20							
21 PCJPB, SMCTA & SAMTR Capital W&B	15,296,567	17,710,640	2,414,073	15.8%	47,076,041	47,076,041	-
22 Motor Bus	75,550,415	86,304,086	10,753,671	14.2%	159,508,835	153,349,401	(6,159,434)
23 A. D. A. Programs	9,879,916	11,212,463	1,332,546	13.5%	18,712,269	19,156,669	444,400
24 Other Multi-Modal Programs	1,064,980	2,978,823	1,913,843	179.7%	5,926,200	5,738,700	(187,500)
25 Pass through to Other Agencies	348,467	348,467	-	0.0%	597,375	597,375	-
26 Land Transfer Interest Expense	-	-	-	0.0%	95,411	-	(95,411)
27 Total Operating Expense	102,140,345	118,554,479	16,414,133	16.1%	231,916,131	225,918,186	(5,997,945)
28							
29 Total Operating Surplus / (Deficit)	55,918,894	57,911,988	1,993,094	3.6%	86,139,227	111,548,630	25,409,403
30							
31 District Sales Tax Capital	2,124,620	3,224,317	1,099,697	51.8%	5,527,400	5,527,400	-
32 Measure W Sales Tax Capital	3,972,921	13,729,326	9,756,406	245.6%	23,535,988	23,535,988	-
33 Reserves for Future Capital Allocation	-	-	-	0.0%	-	-	-
34 Sales Tax Allocation - Capital Program	6,097,540	16,953,643	10,856,103	178.0%	29,063,388	29,063,388	-
35							
36 Total Debt Service	4,907,397	4,607,797	(299,600)	(6.1%)	19,144,578	19,144,578	-
37							
38 Operating Reserve	-	-	-	-	27,814,124	2,000,000	(25,814,124)
39 Sales Tax Stabilization Fund	-	-	-	-	8,120,400	30,779,130	22,658,730
40 Pension	-	-	-	-	21,000,000	21,000,000	-
41							
42 Total Uses of Funds	113,145,283	140,115,919	26,970,636	23.8%	337,058,621	327,905,282	(9,153,339)
43							
44 SURPLUS/(DEFICIT)	44,913,956	36,350,547	(8,563,409)	(19.1%)	(19,003,263)	9,561,534	28,564,797
45 Draw from Prior Years' Surplus	-	-	-	0.0%	19,003,263	-	(19,003,263)
46 ADJUSTED SURPLUS/(DEFICIT)	44,913,956	36,350,547	(8,563,409)	(19.1%)	-	9,561,534	9,561,534

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2023 JANUARY 2023							
% OF YEAR ELAPSED: 58.3%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	4,898,602	6,115,473	1,216,870	24.8%	9,309,000	10,000,000	691,000
2							
3 LOCAL (TDA) TRANSIT FUND	20,109,747	30,933,000	10,823,253	53.8%	53,028,002	53,028,002	-
4							
5 STATE TRANSIT ASSISTANCE	3,252,655	5,305,531	2,052,876	63.1%	9,095,193	9,095,193	-
6							
7 OPERATING GRANTS	95,539	263,470	167,931	175.8%	1,341,421	1,341,421	-
8							
9 DISTRICT SALES TAX REVENUE	44,492,002	36,943,325	(7,548,677)	(17.0%)	81,273,360	69,643,247	(11,630,113)
10							
11 INVESTMENT INTEREST INCOME	1,089,264	4,028,314	2,939,050	269.8%	2,475,000	5,472,141	2,997,141
12							
13 OTHER REVENUE SOURCES:							
15 Rental Income	613,127	1,519,962	906,836	147.9%	1,555,354	3,155,354	1,600,000
16 Advertising Income	172,673	827,067	654,394	379.0%	1,246,099	1,246,099	-
17 Other Income	826,806	367,944	(458,862)	(55.5%)	185,406	367,944	182,538
18 TOTAL OTHER REVENUES	1,612,606	2,714,973	1,102,368	68.4%	2,986,859	4,769,397	1,782,538
19							
20 TOTAL MOTOR BUS	75,550,415	86,304,086	10,753,671	14.2%	159,508,835	153,349,401	(6,159,434)
21							
22 AMERICAN DISABILITIES ACT:							
23 Passenger Fares Redi-Wheels	249,916	302,188	52,273	20.9%	430,000	460,000	30,000
24 Local TDA 4.5 Redi-Wheels	1,058,407	1,628,053	569,646	53.8%	2,790,948	2,790,948	-
25 Local STA - Paratransit	370,818	567,182	196,364	53.0%	972,312	972,312	-
26 Operating Grants	274,451	1,086,195	811,743	295.8%	2,589,649	2,589,649	-
27 Sales Tax Revenue - ADA	4,594,212	4,060,059	(534,154)	(11.6%)	6,033,480	6,086,960	53,480
28 Interest Income - Paratransit Fund	236,720	262,447	25,727	10.9%	365,000	365,000	-
29 SMCTA Measure A Redi-Wheels	2,251,563	2,885,316	633,753	28.1%	4,330,880	4,691,800	360,920
30 Measure M Paratransit	843,829	421,023	(422,806)	(50.1%)	1,200,000	1,200,000	-
31 TOTAL ADA PROGRAMS	9,879,917	11,212,463	1,332,547	13.5%	18,712,269	19,156,669	444,400
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 AB434 Funds-SamTrans Shuttle	228,039	93,166	(134,873)	(59.1%)	114,300	114,300	-
36 Employer SamTrans Shuttle Funds	735,596	2,576,059	1,840,463	250.2%	4,880,200	4,692,700	(187,500)
37 Dumbarton Rental Income	316,850	341,534	24,684	7.8%	182,418	182,418	-
38 Sales Tax Revenue - Gen. Operating Asst.	(215,505)	(31,937)	183,569	85.2%	749,282	749,282	-
39							
40 TOTAL MULTIMODAL	1,064,980	2,978,823	1,913,843	179.7%	5,926,200	5,738,700	(187,500)
41							
42 TOTAL REVENUES	86,495,312	100,495,372	14,000,060	16.2%	184,147,304	178,244,770	(5,902,534)

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2023 JANUARY 2023							
% OF YEAR ELAPSED: 58.3%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	40,152,923	47,209,803	7,056,880	17.6%	80,455,163	80,455,163	-
2							
3 Services:							
4 Board of Directors	83,683	88,437	4,754	5.7%	118,733	118,733	-
5 Contracted Vehicle Maintenance	649,803	782,722	132,919	20.5%	1,252,376	1,252,376	-
6 Property Maintenance	927,824	987,898	60,075	6.5%	2,035,714	2,035,714	-
7 Professional Services	2,768,279	2,647,514	(120,766)	(4.4%)	7,231,919	6,081,919	(1,150,000)
8 Technical Services	4,235,488	4,974,165	738,678	17.4%	11,534,170	10,500,000	(1,034,170)
9 Other Services	1,768,837	2,129,423	360,585	20.4%	5,666,269	5,666,269	-
10 Materials & Supply:							
11 Fuel and Lubricants*	2,009,769	2,830,967	821,198	40.9%	5,817,626	5,817,626	-
12 Bus Parts and Materials	1,242,794	1,643,029	400,235	32.2%	2,483,496	3,108,496	625,000
13 Uniforms and Driver Expense	308,776	234,520	(74,257)	(24.0%)	799,140	799,140	-
14 Timetables and Tickets	54,696	28,211	(26,484)	(48.4%)	175,633	175,633	-
15 Office Supplies / Printing	232,016	339,144	107,129	46.2%	408,243	408,243	-
16 Other Materials and Supply	64,271	117,265	52,994	82.5%	132,550	132,550	-
17							
18 Utilities:							
19 Telephone	303,458	395,693	92,236	30.4%	669,200	669,200	-
20 Other Utilities	800,346	883,963	83,617	10.4%	1,676,400	1,676,400	-
21 Insurance	2,686,986	2,867,175	180,188	6.7%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	643,765	656,417	12,651	2.0%	600,000	656,417	56,417
23 Workers' Compensation	1,903,809	2,105,577	201,768	10.6%	3,790,476	3,790,476	-
24 Taxes and License Fees	529,553	435,282	(94,271)	(17.8%)	668,846	668,846	-
25 Leases and Rentals	45,889	27,796	(18,093)	(39.4%)	81,900	81,900	-
26 Promotional and Legal Advertising	162,819	428,754	265,935	163.3%	1,299,786	1,299,786	-
27 Training and Business Travel	91,931	185,340	93,409	101.6%	790,790	790,790	-
28 Dues and Membership	130,559	90,847	(39,713)	(30.4%)	250,032	250,032	-
29 Postage and Other	69,701	87,789	18,088	26.0%	207,492	207,492	-
30							
31 Total District Operated Buses	61,867,975	72,177,730	10,309,755	16.7%	131,176,899	129,674,146	(1,502,753)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	11,137,673	10,315,415	(822,258)	(7.4%)	23,638,400	18,500,000	(5,138,400)
35 Coastside Services	963,373	1,032,023	68,650	7.1%	1,805,000	1,805,000	-
36 Redi Coast Non-ADA	109,160	130,107	20,947	19.2%	212,000	212,000	-
37 La Honda - Pescadero	8,138	21,525	13,388	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	69,561	92,034	22,473	32.3%	158,000	158,000	-
39 CUB Related Wages & Benefits	224,053	315,300	91,247	40.7%	605,512	605,512	-
40 CUB Related Other Support	57,644	171,935	114,290	198.3%	140,760	171,935	31,175
41 CUB Insurance	1,255,604	1,397,472	141,868	11.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	(142,767)	650,544	793,311	(555.7%)	200,000	650,544	450,544
43 Total Contracted Bus Service	13,682,440	14,126,355	443,916	3.2%	28,331,936	23,675,255	(4,656,681)
44							
45 TOTAL MOTOR BUS	75,550,415	86,304,086	10,753,671	14.2%	159,508,835	153,349,401	(6,159,434)

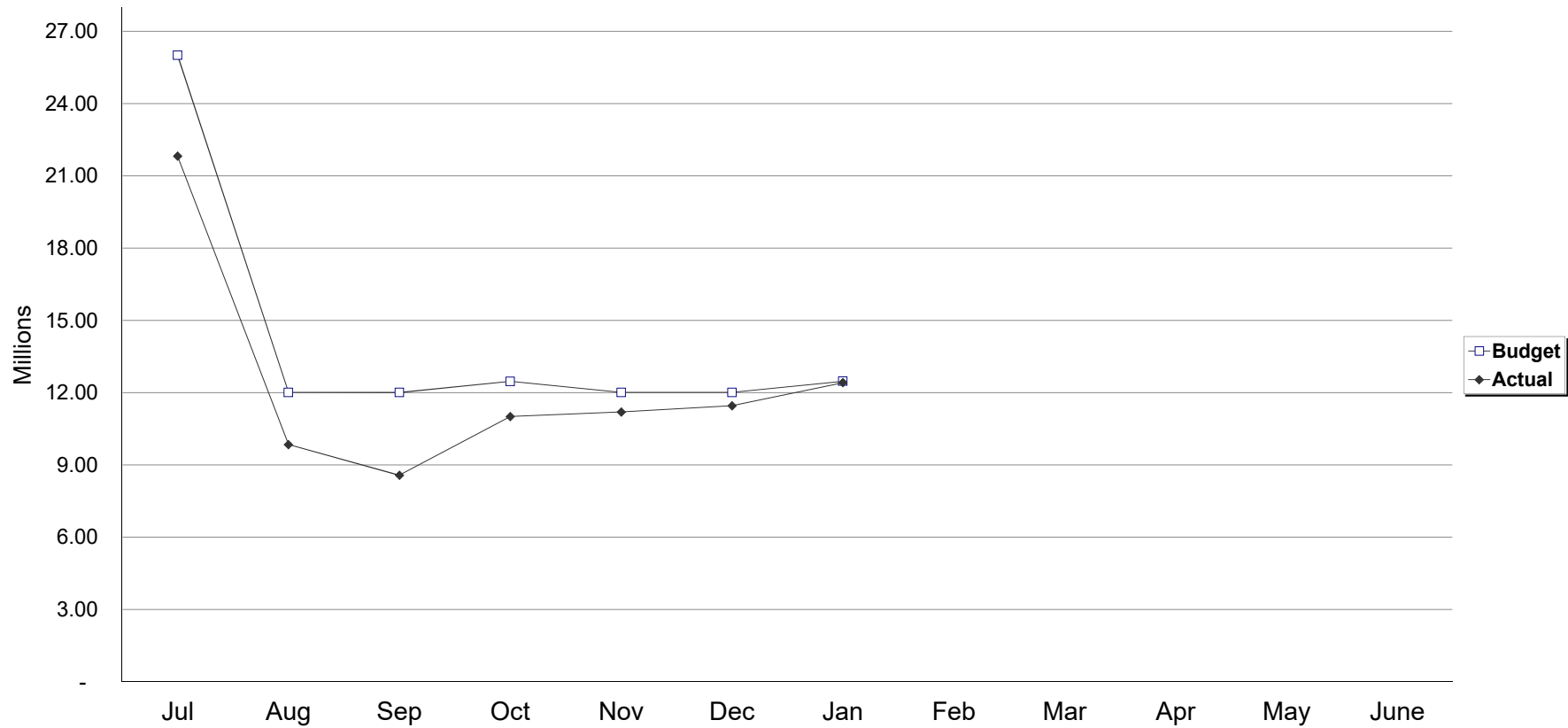
* Fuel and Lubricants costs were reduced by a realized gain of \$712,191 from the fuel hedge program.

Statement of Revenues and Expenses							
OPERATING EXPENSES							
FISCAL YEAR 2023							
JANUARY 2023							
						% OF YEAR ELAPSED: 58.3%	
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	4,471,772	4,822,314	350,542	7.8%	8,285,000	8,285,000	-
49 ADA Sedans / Taxi Service	1,319,989	1,456,778	136,789	10.4%	2,457,000	2,457,000	-
50 Coastside ADA	743,508	1,009,555	266,047	35.8%	1,306,000	1,828,400	522,400
51 ADA Related Wages & Benefits	1,405,899	1,657,903	252,005	17.9%	2,947,711	2,947,711	-
52 ADA Related Other Support	966,120	1,090,899	124,779	12.9%	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	(83,897)	600	84,497	100.0%	200,000	200,000	-
55							
56 TOTAL ADA PROGRAMS	9,879,916	11,212,463	1,332,546	13.5%	18,712,269	19,156,669	444,400
57							
58 MULTI-MODAL TRANSIT PROGRAMS							
59							
60							
61 SamTrans Shuttle Service	945,844	2,685,742	1,739,897	184.0%	5,287,500	5,100,000	(187,500)
62 Shuttle Related Wages & Benefits	42,745	147,198	104,453	244.4%	256,282	256,282	-
63 Dumbarton M.O.W.	-	23,544	23,544	100.0%	182,418	182,418	-
64 Maintenance Multimodal Facilities	76,391	122,339	45,948	60.1%	200,000	200,000	-
65							
66 TOTAL MULTI-MODAL PROGRAMS	1,064,980	2,978,823	1,913,843	588.5%	5,926,200	5,738,700	(187,500)
67							
68							
69 TOTAL OPERATING EXPENSES	86,495,312	100,495,372	14,000,060	16.2%	184,147,304	178,244,770	(5,902,534)

SAN MATEO COUNTY TRANSIT DISTRICT

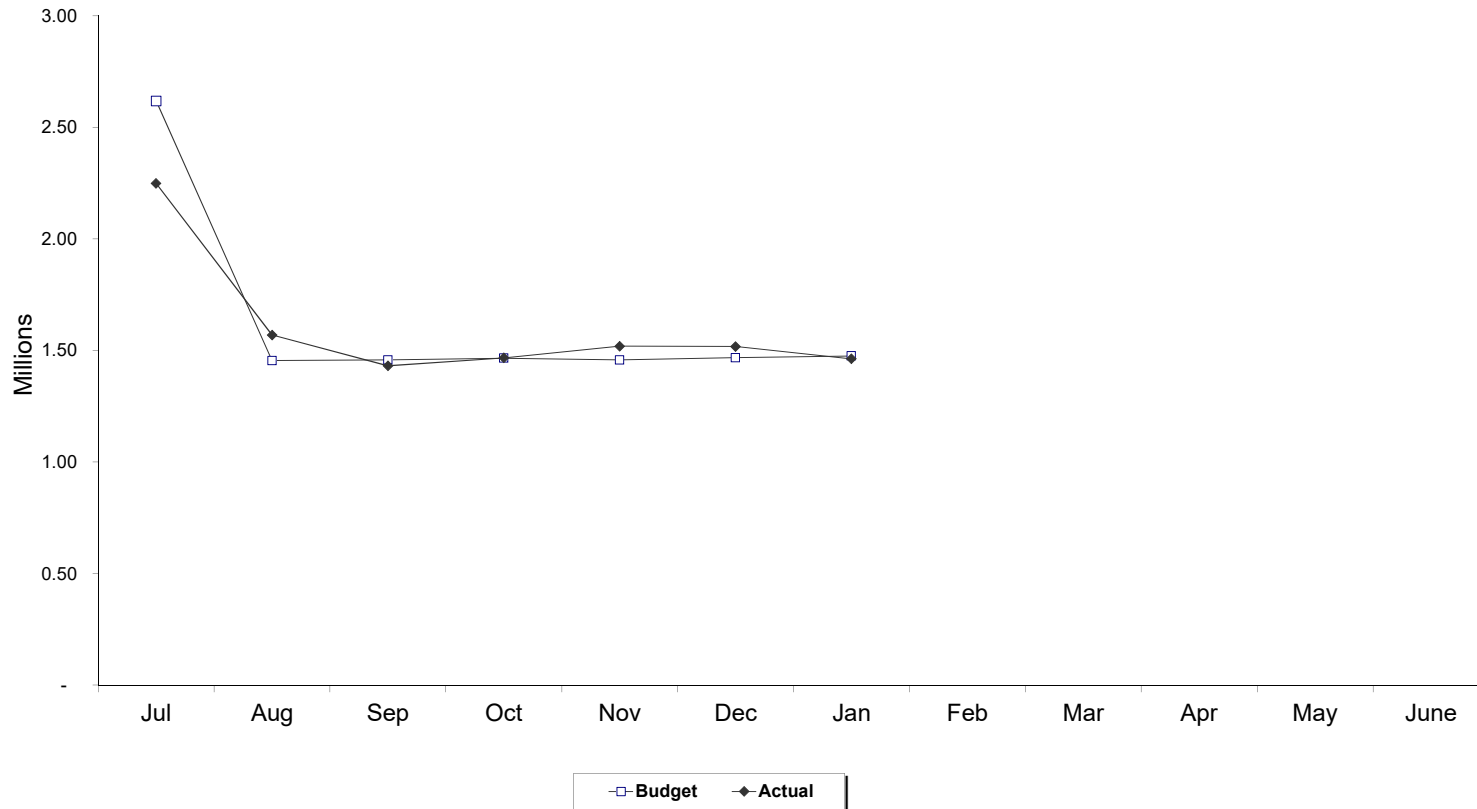
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2023



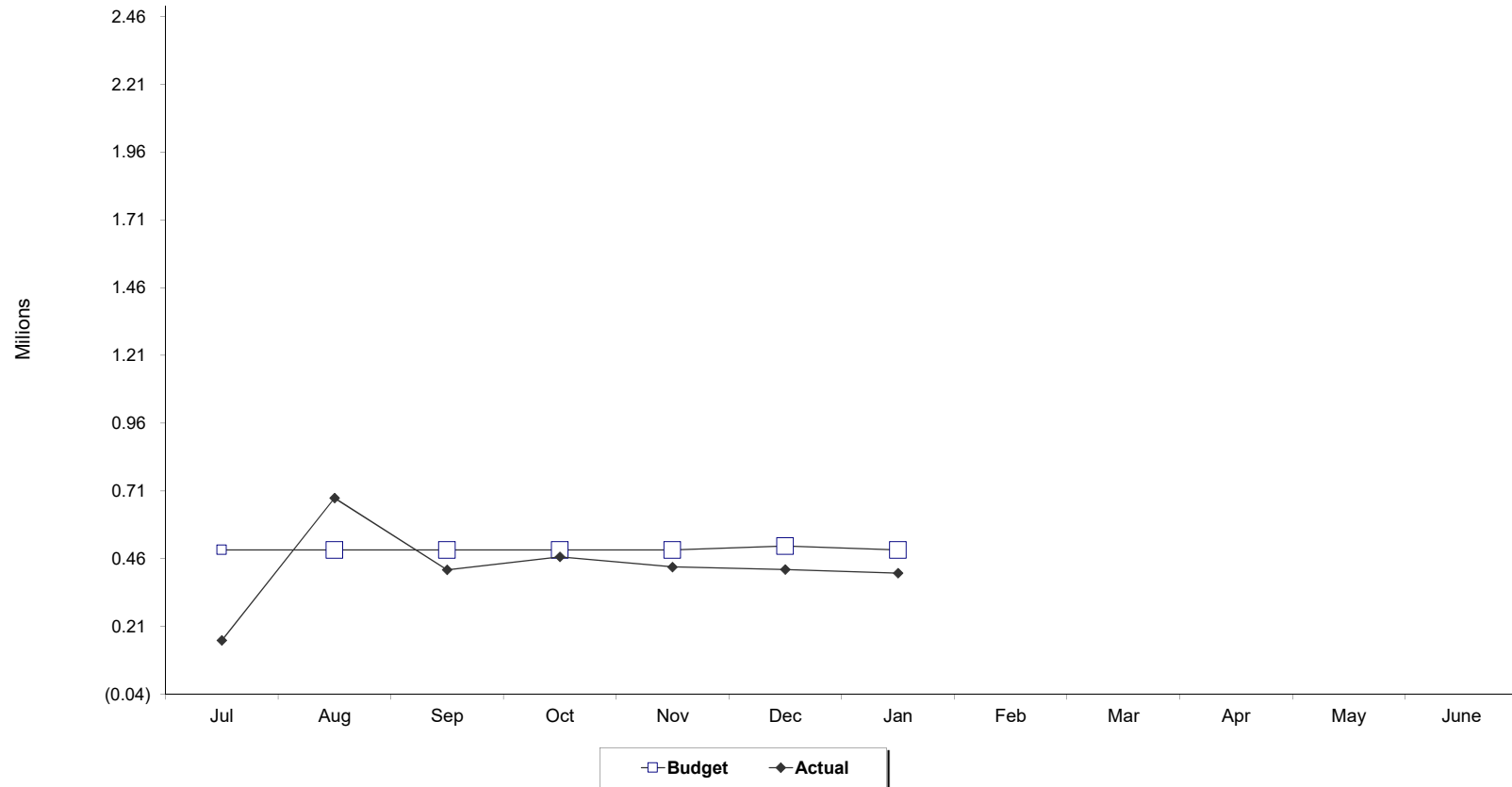
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	25,998,477	12,010,496	12,006,708	12,464,158	12,007,068	12,010,331	12,471,549					
Actual	21,818,382	9,845,874	8,573,523	11,005,352	11,196,251	11,453,519	12,411,184					
CUMULATIVE EXPENSES												
Budget	25,998,477	38,008,973	50,015,681	62,479,839	74,486,907	86,497,238	98,968,787					
Actual	21,818,382	31,664,256	40,237,779	51,243,131	62,439,382	73,892,902	86,304,086					
Variance - F(U)	4,180,095	6,344,717	9,777,902	11,236,708	12,047,525	12,604,336	12,664,701					
Variance %	16.1%	16.7%	19.5%	18.0%	16.2%	14.6%	12.8%					

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	1,475,231					
Actual	2,248,116	1,568,907	1,430,922	1,466,196	1,519,028	1,517,065	1,462,229					
CUMULATIVE EXPENSES												
Budget	2,618,125	4,072,506	5,529,787	6,995,068	8,452,449	9,919,730	11,394,961					
Actual	2,248,116	3,817,023	5,247,946	6,714,142	8,233,169	9,750,234	11,212,463					
Variance - F(U)	370,008	255,482	281,840	280,926	219,280	169,496	182,497					
Variance %	14.1%	6.3%	5.1%	4.0%	2.6%	1.7%	1.6%					

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	491,309					
Actual	158,050	683,102	418,126	465,795	428,828	419,131	405,792					
CUMULATIVE EXPENSES												
Budget	491,809	983,118	1,474,427	1,965,736	2,457,045	2,963,354	3,454,663					
Actual	158,050	841,152	1,259,278	1,725,072	2,153,900	2,573,031	2,978,823					
Variance - F(U)	333,759	141,966	215,149	240,664	303,145	390,323	475,840					
Variance %	67.9%	14.4%	14.6%	12.2%	12.3%	13.2%	13.8%					

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

1/31/2023

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	116,760,787.07
Bank of America Checking (Restricted)	12,530,704.78
Wells Fargo	0.00
LAIF	74,687,014.29
ICD Investment (Market values)	35,497,603.43

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	201,824,953.22
MMF - US Bank Custodian Account	11,645,434.73

Debt Service Reserves Held By Trustee	8,904,563.14
----------------------------------------------	---------------------

TOTAL	<u><u>461,851,060.65</u></u>
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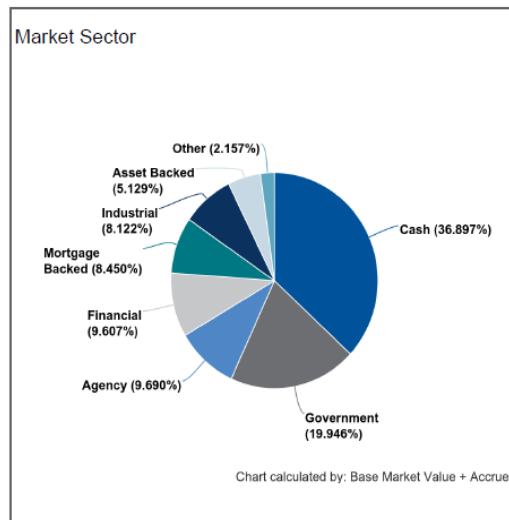
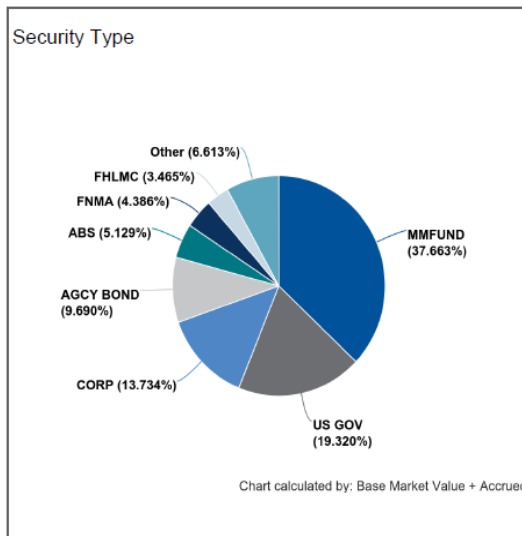
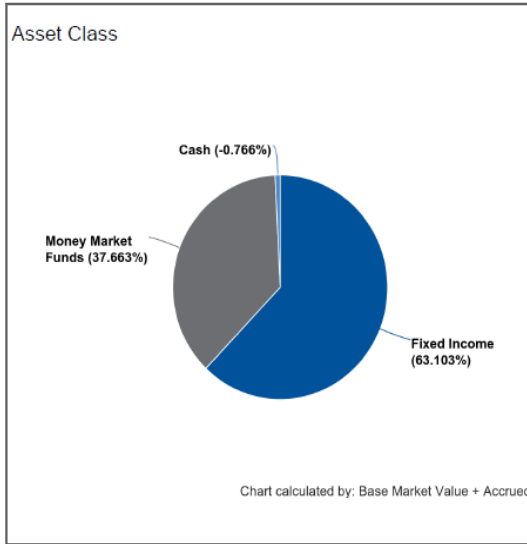
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash (payable)	-2,479,758.49
MMFund	121,830,052.45
Fixed Income	204,304,711.71
Duration	1.636
Convexity	0.031
WAL	1.373
Years to Final Maturity	1.964
Years to Effective Maturity	1.372
Yield	4.467
Book Yield	1.655
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	28.024%
(SM - LAIF) State of California	23.102%
United States	19.320%
Federal Home Loan Mortgage Corporation	11.200%
Federal National Mortgage Association	6.388%
UBS Series Funds - ESG Prime Preferred Fund	4.698%
U.S. Bancorp	4.135%
UBS Series Funds - ESG Prime Institutional Fund	3.133%
---	100.000%

Footnotes: 1,2

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

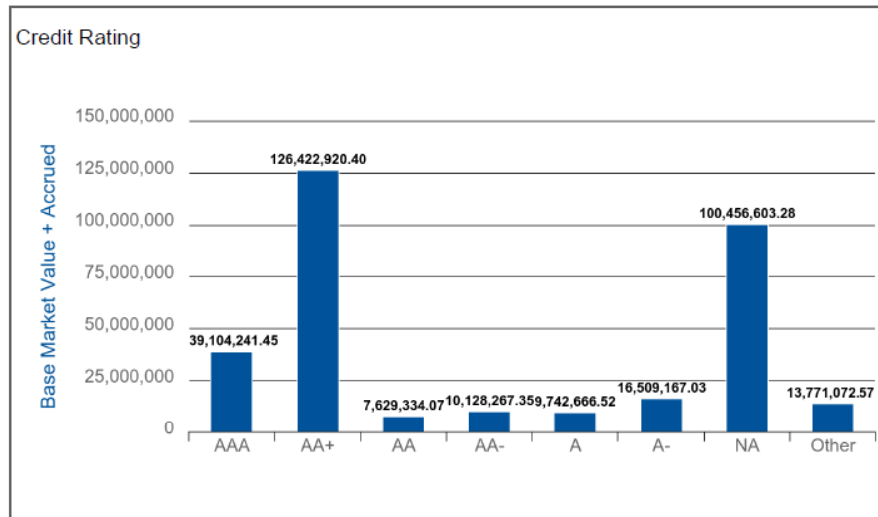


Risk Summary

01/01/2023 - 01/31/2023

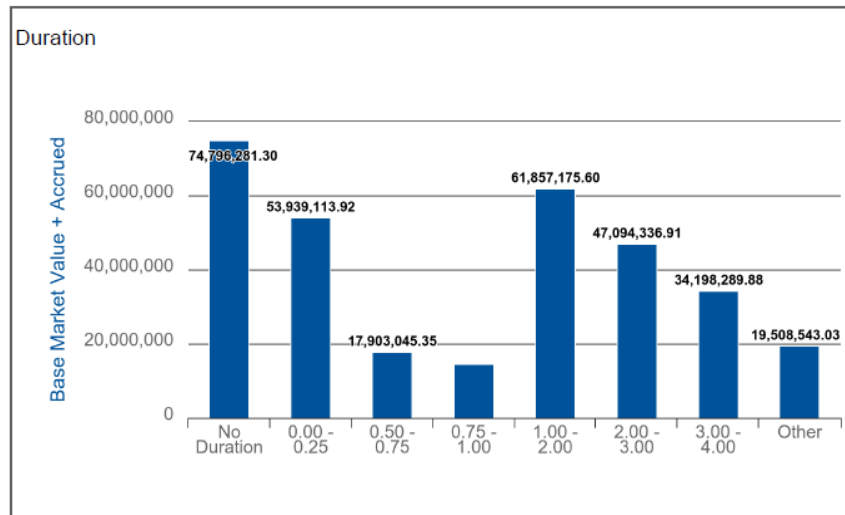
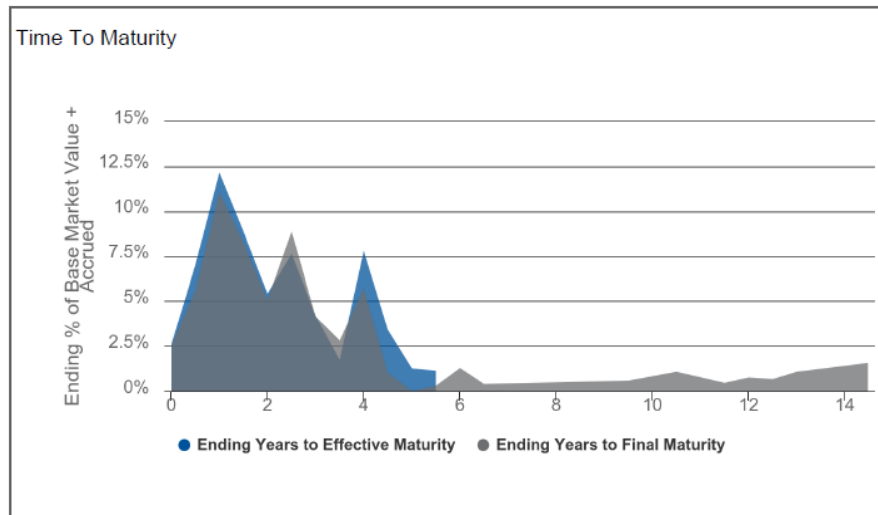
SAM Transit District Agg (136232)

Dated: 02/09/2023



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	8.065%	2.813%	0.574%	0.000%	0.626%	0.000%	0.000%	0.000%	0.000%
AA	9.551%	11.530%	11.624%	8.430%	3.397%	0.000%	0.000%	0.000%	0.000%
A	3.118%	4.049%	2.347%	2.133%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.714%	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	7.926%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

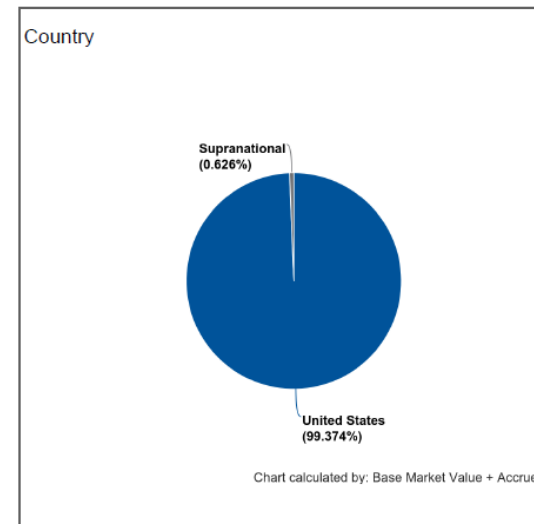
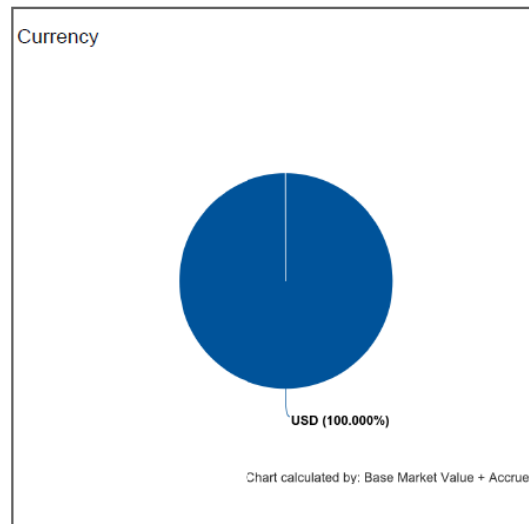
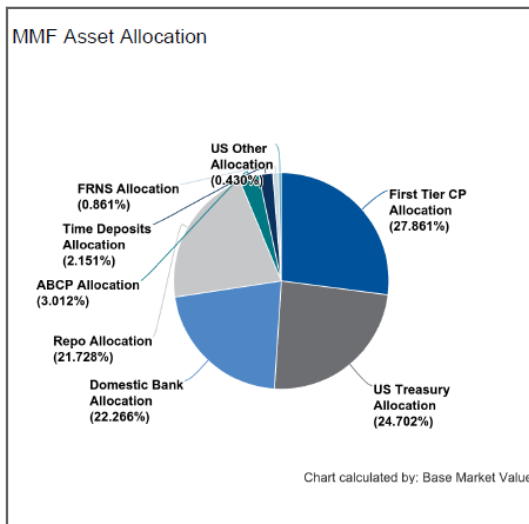
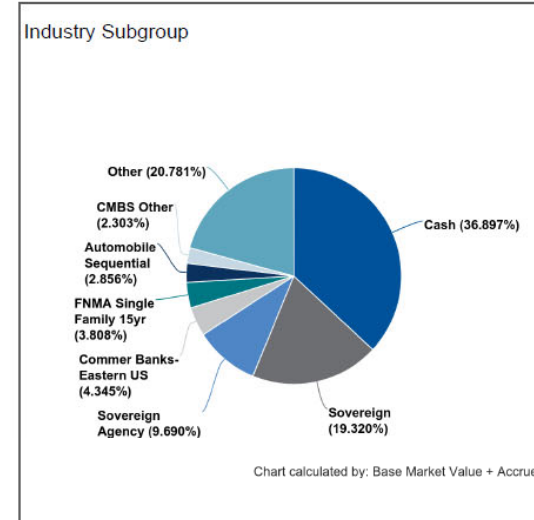
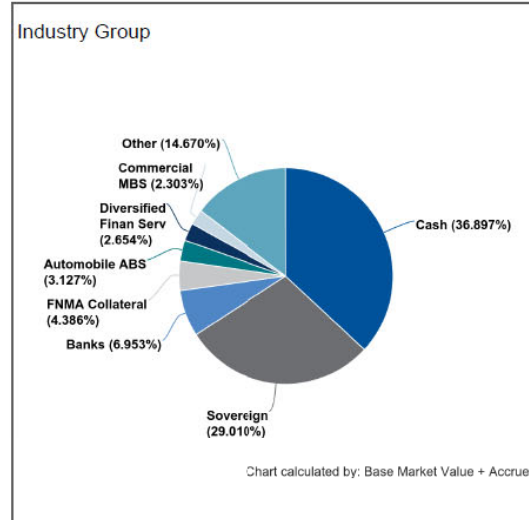
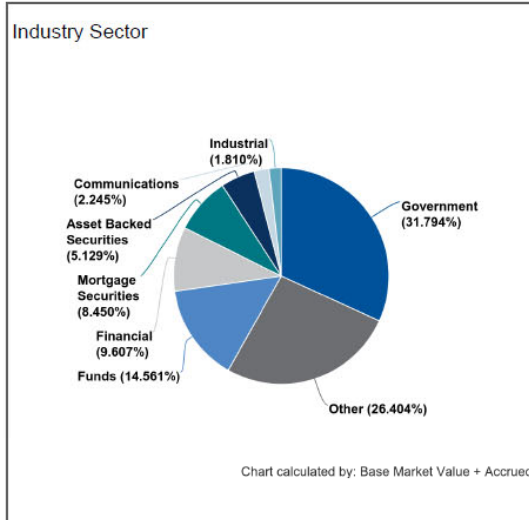


Risk Summary

01/01/2023 - 01/31/2023

SAM Transit District Agg (136232)

Dated: 02/09/2023



CLEARWATER

ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM TR Reimbursement Fund (136225)
 As of: 01/31/2023
 Base Currency: USD

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	27,616.87	---	01/31/2023	27,616.87	0.00	27,616.87	27,616.87
CASH			27,616.87			27,616.87	0.00	27,616.87	27,616.87

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	8,543,943.77	---	01/31/2023	8,543,943.77	0.00	8,543,943.77	8,543,943.77
MMFUND			8,543,943.77			8,543,943.77	0.00	8,543,943.77	8,543,943.77

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
			8,571,560.64		01/31/2023	8,571,560.64	0.00	8,571,560.64	8,571,560.64

* 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: 01/31/2023
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	362,537.10	362,559.92
ABS	09661RAD3	BMWOT 2020-A A3	73,117.01	07/15/2020	10/25/2024	73,111.49	5.85	72,198.66	72,204.51
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,387,635.75	1,387,996.31
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	1,075,292.40	1,075,821.64
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	435,219.80	435,377.22
ABS	14315FAD9	CARMX 2020-3 A3	156,110.36	07/22/2020	03/17/2025	156,083.60	43.02	153,461.17	153,504.18
ABS	14316HAC6	CARMX 2020-4 A3	268,296.71	10/21/2020	08/15/2025	268,237.66	59.62	261,355.87	261,415.49
ABS	14316NAC3	CARMX 2021-1 A3	178,370.36	01/27/2021	12/15/2025	178,335.11	26.95	172,113.13	172,140.08
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	08/15/2025	1,229,970.97	2,170.27	1,212,890.70	1,215,060.97
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	833,956.70	834,186.12
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	364,121.45	364,230.53
ABS	362569AD7	GMALT 2020-3 A4	35,844.78	09/29/2020	10/21/2024	35,839.76	5.59	35,765.92	35,771.51
ABS	362590AC5	GMCAR 2020-3 A3	297,029.60	08/19/2020	04/16/2025	296,961.64	55.69	291,466.24	291,521.93
ABS	36260KAC8	GMCAR 2020-4 A3	222,383.29	10/14/2020	08/18/2025	222,335.77	35.21	216,425.64	216,460.85
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	403,722.90	403,764.24
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	582,147.40	582,269.40
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	437,910.80	438,023.24
ABS	44891RAC4	HART 2020-C A3	737,115.93	10/28/2020	05/15/2025	736,946.17	124.49	718,894.42	719,018.91
ABS	44933LAC7	HART 2021-A A3	293,595.51	04/28/2021	09/15/2025	293,564.62	49.59	283,718.95	283,768.54
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	337,395.55	337,512.31
ABS	47787NAC3	JDOT 2020-B A3	84,060.20	07/22/2020	11/15/2024	84,047.39	19.05	82,829.56	82,848.62
ABS	50117TAC5	KCOT 2021-1 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	97.82	339,422.60	339,520.42
ABS	65479CAD0	NAROT 2020-B A3	72,786.21	06/30/2020	07/15/2024	72,784.22	17.79	72,207.56	72,225.35
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,399,142.55	1,399,355.95
ABS	89237VAB5	TAOT 2020-C A3	306,091.62	07/27/2020	10/15/2024	306,068.05	59.86	301,561.46	301,621.32
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	325,626.70	325,677.88
ABS	92290BAA9	VZOT 2020-B A	489,956.71	08/12/2020	02/20/2025	489,853.82	70.36	482,465.27	482,535.63
ABS	92348TAA2	VZOT 2020-A A1A	51,267.30	01/29/2020	07/22/2024	51,261.30	28.98	51,092.99	51,121.97
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	591,514.55	592,189.29
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	651,551.45	651,764.94
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	201.60	532,313.60	532,515.20
ABS			15,051,025.58			15,049,301.50	6,025.64	14,467,958.84	14,473,984.49

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	1,486.11	925,510.00	926,996.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	842.19	501,693.50	502,535.69
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,718.75	924,470.00	926,188.75
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	611.11	918,780.00	919,391.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	2,112.50	1,184,664.00	1,186,776.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,400.00	1,091,388.00	1,092,788.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	511.11	1,107,703.00	1,108,214.11
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	851.04	939,331.50	940,182.54
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	243.06	981,840.00	982,083.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	166.67	1,461,216.00	1,461,382.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,725.69	2,436,750.00	2,439,475.69
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,092.36	1,069,981.00	1,071,073.36
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,489.58	1,459,065.00	1,460,554.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,733.33	1,182,870.00	1,184,603.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	437.50	1,160,940.00	1,161,377.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	767.36	1,255,202.00	1,255,969.36
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	3,166.67	7,701,520.00	7,704,686.67
AGCY BOND			27,650,000.00			27,611,238.87	21,355.03	26,302,924.00	26,324,279.03

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(4,268,301.02)	---	01/31/2023	(4,268,301.02)	0.00	(4,268,301.02)	(4,268,301.02)
CASH	CCYUSD	Receivable	2,388,185.20	---	01/31/2023	2,388,185.20	0.00	2,388,185.20	2,388,185.20
CASH			(1,880,115.82)			(1,880,115.82)	0.00	(1,880,115.82)	(1,880,115.82)

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	6,313.00	1,193,256.00	1,199,569.00
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	35,671.23	2,559,025.00	2,594,696.23
CD			3,700,000.00			3,700,000.00	41,984.23	3,752,281.00	3,794,265.23

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	5,185.00	891,054.00	896,239.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,298.56	1,247,448.45	1,248,747.01
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	7,920.00	854,260.00	862,180.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	2,040.00	870,615.00	872,655.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	2,500.00	931,310.00	933,810.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	2,500.00	931,310.00	933,810.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,750.00	651,917.00	653,667.00
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	11,250.00	870,543.00	881,793.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	1,144.27	306,328.75	307,473.02
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,987.85	757,715.50	762,703.35
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	15,500.00	788,144.00	803,644.00
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	1,692.72	1,007,512.00	1,009,204.72
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,073.60	379,048.00	380,121.60
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	768.75	2,480,517.00	2,481,285.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	23,460.00	2,541,969.00	2,565,429.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	1,466.25	1,239,084.00	1,240,550.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	3,108.00	847,125.00	850,233.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	3,363.75	379,922.40	383,286.15
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	13,228.13	830,407.50	843,635.63
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	1,187.24	456,583.85	457,771.09
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	339.06	437,504.55	437,843.61
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	6,973.26	907,877.00	914,850.26
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	8,328.38	867,807.00	876,135.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	2,213.75	887,220.00	889,433.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,113.00	134,946.00	136,059.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	577.78	1,283,685.00	1,284,262.78
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	780.00	442,926.00	443,706.00
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	8,719.55	896,670.00	905,389.55
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	796.53	545,954.00	546,750.53
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	8,487.81	713,550.00	722,037.81
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	2,365.49	1,289,132.00	1,291,497.49
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	3,534.38	369,123.30	372,657.68
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	969.83	213,450.60	214,420.43
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	700.00	887,310.00	888,010.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	652.85	385,614.80	386,267.65
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,516.94	597,007.95	598,524.89
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	19,456.28	2,224,777.20	2,244,233.48
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,371.56	473,175.45	474,547.01
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	3,395.00	374,920.00	378,315.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	208.00	221,440.80	221,648.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,780.00	425,466.00	429,246.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	1,134.00	127,639.80	128,773.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	1,176.00	132,367.20	133,543.20
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	349.38	233,225.20	233,574.58
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	10,589.06	1,218,103.00	1,228,692.06
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	822.84	263,804.80	264,627.64
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	120.00	1,742,508.00	1,742,628.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	2,791.94	1,041,060.50	1,043,852.44
CORP			40,555,000.00			41,198,804.55	198,686.79	38,601,080.60	38,799,767.39

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	1,789,056.00	1,789,056.00
CP	63873KQ34	Natixis, New York Branch	3,500,000.00	07/07/2022	03/03/2023	3,425,412.08	0.00	3,486,770.00	3,486,770.00
CP			5,300,000.00			5,181,027.08	0.00	5,275,826.00	5,275,826.00

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	926,316.49	06/25/2021	06/01/2035	998,106.02	2,701.76	903,612.48	906,314.23
FHLMC	3133L7LB1	FH RC1222	1,106,232.58	10/19/2021	12/01/2034	1,189,200.02	3,226.51	1,081,231.72	1,084,458.23
FHLMC	3133L9AJ2	FH RC2709	1,199,530.82	10/18/2022	09/01/2037	1,177,789.32	4,498.24	1,209,474.93	1,213,973.17
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	632,521.50	634,180.08
FHLMC	3137F62S5	FHMS K-J31 A1	114,177.87	10/29/2020	05/26/2026	114,175.58	54.14	110,577.84	110,631.98
FHLMC	3137H4RZ5	FHMS K-J36 A1	158,469.38	12/16/2021	12/25/2026	158,468.75	171.41	146,251.39	146,422.81
FHLMC	3137H8B42	FHMS K-J40 A1	835,778.55	07/14/2022	06/25/2028	835,768.52	2,368.04	814,023.23	816,391.27
FHLMC	3137H8H79	FHMS K-J41 A1	1,796,489.73	08/04/2022	01/25/2029	1,796,468.17	4,696.32	1,732,876.03	1,737,572.35
FHLMC	3137H92N8	FHMS K-J42 A1	1,101,287.58	09/15/2022	07/25/2029	1,101,245.73	3,581.02	1,086,717.54	1,090,298.56
FHLMC	3137H9MM8	FHMS K-J43 A1	1,799,436.87	12/15/2022	12/25/2028	1,799,406.28	1,312.69	1,812,590.75	1,813,903.44
FHLMC			9,687,719.86			9,852,823.71	24,268.71	9,529,877.41	9,554,146.13

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	1,196,577.82	12/29/2020	09/25/2033	1,213,498.17	997.15	1,114,935.31	1,115,932.46
FHLMC CMO	3137F7DH5	FHR 5048 B	749,475.00	11/30/2020	05/25/2033	758,960.54	624.56	679,586.46	680,211.02
FHLMC CMO			1,946,052.82			1,972,458.71	1,621.71	1,794,521.77	1,796,143.48

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	1,018,831.08	05/18/2021	03/01/2035	1,091,741.18	2,547.08	978,770.64	981,317.72
FNMA	3140Q9FM0	FN CA1971	1,349,414.88	01/18/2022	06/01/2033	1,423,843.54	3,935.79	1,317,771.10	1,321,706.89
FNMA	3140QGKN6	FN CA8400	1,047,352.64	03/22/2021	12/01/2035	1,145,869.24	3,054.78	1,022,289.49	1,025,344.27
FNMA	3140X92C8	FN FM6170	899,878.18	06/25/2021	07/01/2035	975,242.97	2,999.59	896,719.60	899,719.20
FNMA	3140X9K46	FN FM5714	700,282.06	03/25/2021	11/01/2035	762,869.77	2,334.27	697,824.07	700,158.34
FNMA	3140XALC4	FN FM6622	1,266,096.11	03/29/2021	02/01/2036	1,331,379.19	2,637.70	1,185,293.86	1,187,931.56
FNMA	3140XC4K1	FN FM8925	1,224,914.32	11/16/2021	08/01/2034	1,328,266.47	4,083.05	1,235,705.82	1,239,788.86
FNMA	3140XHQQ3	FN FS2262	1,659,314.36	06/30/2022	06/01/2037	1,680,315.06	5,531.05	1,647,732.34	1,653,263.39
FNMA	3140XJHF3	FN FS2929	1,717,867.93	10/18/2022	09/01/2037	1,666,600.31	5,726.23	1,707,612.25	1,713,338.48
FNMA	3140XJJ87	FN FS2986	1,637,074.08	10/21/2022	10/01/2032	1,588,473.45	5,456.91	1,633,014.14	1,638,471.05
FNMA			12,521,025.63			12,994,601.18	38,306.45	12,322,733.31	12,361,039.77

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	1,951,192.85	---	01/31/2023	1,951,192.85	0.00	1,951,192.85	1,951,192.85
MMFUND			1,951,192.85			1,951,192.85	0.00	1,951,192.85	1,951,192.85

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	313.86	251,192.85	251,506.71
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	926.65	391,949.30	392,875.95
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,416.15	222,173.10	224,589.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	366.92	323,074.50	323,441.42
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	681.42	599,995.50	600,676.92
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	262.08	230,767.50	231,029.58
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	2,125.75	504,691.00	506,816.75
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,912.50	709,950.00	711,862.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,275.75	371,721.15	372,996.90
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	287.93	301,765.20	302,053.13
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	5,258.67	1,486,016.00	1,491,274.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	2,018.25	543,035.75	545,054.00
MUNI			6,375,000.00			6,378,878.00	17,845.92	5,936,331.85	5,954,177.77

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	7,187.50	1,752,138.00	1,759,325.50
SUPRANATIONAL			1,800,000.00			1,799,064.00	7,187.50	1,752,138.00	1,759,325.50

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	23,121.55	3,884,240.00	3,907,361.55
US GOV	912828R28	UNITED STATES TREASURY	1,500,000.00	06/29/2022	04/30/2023	1,484,648.44	6,262.09	1,488,675.00	1,494,937.09
US GOV	912828R69	UNITED STATES TREASURY	1,350,000.00	05/03/2019	05/31/2023	1,317,515.63	3,796.88	1,336,189.50	1,339,986.38
US GOV	912828T91	UNITED STATES TREASURY	1,100,000.00	07/08/2019	10/31/2023	1,090,460.94	4,592.20	1,074,568.00	1,079,160.20
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	9,601.86	2,246,824.00	2,256,425.86
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	2,154.70	469,240.00	471,394.70
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	8,618.78	1,876,960.00	1,885,578.78
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	6,679.56	1,454,644.00	1,461,323.56
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	8,839.78	4,825,400.00	4,834,239.78
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	2,607.73	1,423,493.00	1,426,100.73
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	1,149.17	627,302.00	628,451.17
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	795.58	434,286.00	435,081.58
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	2,386.74	1,302,858.00	1,305,244.74
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	1,314.92	811,716.00	813,030.92
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	552.49	2,288,475.00	2,289,027.49
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	247.25	1,441,110.00	1,441,357.25
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	116.02	317,023.00	317,139.02
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	397.79	1,086,936.00	1,087,333.79
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	2,386.74	6,521,616.00	6,524,002.74
US GOV	91282CBV2	UNITED STATES TREASURY	16,600,000.00	12/06/2021	04/15/2024	16,454,750.00	18,640.80	15,777,138.00	15,795,778.80
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	31,754.14	4,238,432.00	4,270,186.14
US GOV			57,825,000.00			57,375,089.88	136,016.76	54,927,125.50	55,063,142.26

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	7,052.50	1,359,427.50	1,366,480.00
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	7,050.69	1,219,212.50	1,226,263.19
YANKEE			2,645,000.00			2,633,825.00	14,103.19	2,578,640.00	2,592,743.19

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	185,126,900.91	---	---	185,818,189.51	507,401.96	177,312,515.31	177,819,917.28

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



Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 01/31/2023
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	63,688.95	63,692.96
ABS	09661RAD3	BMWOT 2020-A A3	20,890.57	07/15/2020	10/25/2024	20,889.00	1.67	20,628.19	20,629.86
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	239,958.35	239,958.68
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	201,910.80	202,010.18
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	75,690.40	75,717.78
ABS	14315FAD9	CARMX 2020-3 A3	45,098.55	07/22/2020	03/17/2025	45,090.82	12.43	44,333.23	44,345.65
ABS	14316HAC6	CARMX 2020-4 A3	63,128.64	10/21/2020	08/15/2025	63,114.74	14.03	61,495.50	61,509.53
ABS	14316NAC3	CARMX 2021-1 A3	31,477.12	01/27/2021	12/15/2025	31,470.90	4.76	30,372.90	30,377.66
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	08/15/2025	194,995.40	344.07	192,287.55	192,631.62
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	145,239.65	145,279.61
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	61,475.05	61,493.47
ABS	362569AD7	GMALT 2020-3 A4	7,766.37	09/29/2020	10/21/2024	7,765.28	1.21	7,749.28	7,750.49
ABS	36260KAC8	GMCAR 2020-4 A3	47,256.45	10/14/2020	08/18/2025	47,246.35	7.48	45,990.45	45,997.93
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	68,928.30	68,935.36
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	100,205.70	100,226.70
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	10/21/2026	84,982.08	20.78	80,918.30	80,939.08
ABS	44891RAC4	HART 2020-C A3	162,165.50	10/28/2020	05/15/2025	162,128.16	27.39	158,156.77	158,184.16
ABS	449331AC7	HART 2021-A A3	56,966.29	04/28/2021	09/15/2025	56,960.30	9.62	55,049.95	55,059.57
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	57,024.60	57,044.33
ABS	47787NAC3	JDOT 2020-B A3	20,174.45	07/22/2020	11/15/2024	20,171.38	4.57	19,879.10	19,883.67
ABS	65479CAD0	NAROT 2020-B A3	20,016.21	06/30/2020	07/15/2024	20,015.66	4.89	19,857.08	19,861.97
ABS	89237VAB5	TAOT 2020-C A3	32,562.94	07/27/2020	10/15/2024	32,560.43	6.37	32,081.01	32,087.37
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	63,181.30	63,191.23
ABS	92290BA9	VZOT 2020-B A	71,352.92	08/12/2020	02/20/2025	71,337.93	10.25	70,261.93	70,272.18
ABS	92348TAA2	VZOT 2020-A A1A	13,491.40	01/29/2020	07/22/2024	13,489.82	7.63	13,445.52	13,453.15
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	109,384.55	109,420.39
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	34.20	90,303.20	90,337.40
ABS			2,217,347.40			2,217,077.87	856.37	2,129,435.61	2,130,291.98

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	408.68	254,515.25	254,923.93
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	176.09	104,899.55	105,075.64
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	472.66	254,229.25	254,701.91
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	168.06	252,664.50	252,832.56
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	446.88	250,602.00	251,048.88
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	320.83	250,109.75	250,430.58
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	111.11	240,805.00	240,916.11
AGCY BOND	3137EAE6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	246.35	271,911.75	272,158.10
AGCY BOND	3137EAE54	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	66.84	270,006.00	270,072.84
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	36.46	319,641.00	319,677.46
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	872.22	779,760.00	780,632.22
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	337.64	330,721.40	331,059.04
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	456.81	447,446.60	447,903.41
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	733.33	500,445.00	501,178.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	94.79	251,537.00	251,631.79
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	162.33	265,523.50	265,685.83
AGCY BOND			5,325,000.00			5,313,158.74	5,111.08	5,044,817.55	5,049,928.63

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Payable	(630,544.47)	---	01/31/2023	(630,544.47)	0.00	(630,544.47)	(630,544.47)
CASH	CCYUSD	Receivable	3,284.93	---	01/31/2023	3,284.93	0.00	3,284.93	3,284.93
CASH			(627,259.54)			(627,259.54)	0.00	(627,259.54)	(627,259.54)

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	1,052.17	198,876.00	199,928.17
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	5,530.00	408,892.00	414,422.00
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	5,707.40	409,444.00	415,151.40
CD			1,000,000.00			1,000,000.00	12,289.56	1,017,212.00	1,029,501.56

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	241.94	232,414.35	232,656.29
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30		126,197.50	127,367.50
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	566.67	241,837.50	242,404.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	687.50	256,110.25	256,797.75
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	3,125.00	241,817.50	244,942.50
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	193.65	51,840.25	52,033.90
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	880.21	133,714.50	134,594.71
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	307.77	183,184.00	183,491.77
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	536.80	189,524.00	190,060.80
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	121.01	390,451.75	390,572.76
CORP	084664C22	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	3,475.56	376,588.00	380,063.56
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	217.22	183,568.00	183,785.22
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	517.50	58,449.60	58,967.10
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	220.31	84,726.90	84,947.21
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	51.04	65,860.90	65,911.94
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,981.88	258,028.20	260,010.08
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	614.93	246,450.00	247,064.93
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	159.00	19,278.00	19,437.00
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	88.89	197,490.00	197,578.89
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	244.88	97,190.00	97,434.88
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	281.53	192,966.50	193,248.03
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	1,131.71	95,140.00	96,271.71
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	363.92	198,328.00	198,691.92
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	543.75	56,788.20	57,331.95
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	154.29	33,958.05	34,112.34
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	194.44	246,475.00	246,669.44
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	250.83	98,717.85	98,968.68
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	3,047.87	348,516.60	351,564.47
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	235.52	81,252.35	81,487.87
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	509.25	56,238.00	56,747.25
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	30.33	32,293.45	32,323.78
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	1,050.00	118,185.00	119,235.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	210.00	23,637.00	23,847.00
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	420.00	47,274.00	47,694.00
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	1,687.50	194,120.00	195,807.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	485.56	181,054.00	181,539.56
CORP			5,940,000.00			5,944,543.50	25,998.25	5,639,665.20	5,665,663.45

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	171,938.10	06/25/2021	06/01/2035	185,263.30	501.49	167,723.89	168,225.38
FHLMC	3133L7LB1	FH RC1222	199,121.87	10/19/2021	12/01/2034	214,056.00	580.77	194,621.71	195,202.49
FHLMC	3133L9AJ2	FH RC2709	194,499.32	10/18/2022	09/01/2037	190,974.02	729.37	196,111.72	196,841.10
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	170,294.25	170,740.79
FHLMC	3137F62S5	FHMS K-J31 A1	26,928.74	10/29/2020	05/26/2026	26,928.20	12.77	26,079.68	26,092.45
FHLMC	3137H4RZ5	FHMS K-J36 A1	25,211.04	12/16/2021	12/25/2026	25,210.94	27.27	23,267.27	23,294.54
FHLMC	3137H8B42	FHMS K-J40 A1	139,296.42	07/14/2022	06/25/2028	139,294.75	394.67	135,670.54	136,065.21
FHLMC	3137H8H79	FHMS K-J41 A1	299,414.96	08/04/2022	01/25/2029	299,411.36	782.72	288,812.67	289,595.39
FHLMC	3137H92N8	FHMS K-J42 A1	184,378.46	09/15/2022	07/25/2029	184,371.46	599.54	181,939.14	182,538.67
FHLMC	3137H9MM8	FHMS K-J43 A1	274,913.97	12/15/2022	12/25/2028	274,909.29	200.55	276,923.59	277,124.14
FHLMC			1,690,702.88			1,724,087.29	4,275.69	1,661,444.46	1,665,720.15

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	158,542.79	11/30/2020	05/25/2033	160,549.35	132.12	143,758.67	143,890.79
FHLMC CMO			158,542.79			160,549.35	132.12	143,758.67	143,890.79

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	179,793.72	05/18/2021	03/01/2035	192,660.21	449.48	172,724.23	173,173.72
FNMA	3140Q9FM0	FN CA1971	202,412.23	01/18/2022	06/01/2033	213,576.53	590.37	197,665.67	198,256.03
FNMA	3140QGKN6	FN CA8400	204,998.15	03/22/2021	12/01/2035	224,280.79	597.91	200,092.55	200,690.46
FNMA	3140X92C8	FN FM6170	168,727.16	06/25/2021	07/01/2035	182,858.06	562.42	168,134.93	168,697.35
FNMA	3140X9K46	FN FM5714	125,050.37	03/25/2021	11/01/2035	136,226.74	416.83	124,611.44	125,028.28
FNMA	3140XALC4	FN FM6622	237,393.02	03/29/2021	02/01/2036	249,633.60	494.57	222,242.60	222,737.17
FNMA	3140XC4K1	FN FM8925	229,671.44	11/16/2021	08/01/2034	249,049.97	765.57	231,694.84	232,460.41
FNMA	3140XJHF3	FN FS2929	286,311.32	10/18/2022	09/01/2037	277,766.72	954.37	284,602.04	285,556.41
FNMA	3140XJJ87	FN FS2986	231,784.19	10/21/2022	10/01/2032	224,903.09	772.61	231,209.36	231,981.97
FNMA			1,866,141.59			1,950,955.71	5,604.15	1,832,977.65	1,838,581.80

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	1,150,298.11	---	01/31/2023	1,150,298.11	0.00	1,150,298.11	1,150,298.11
MMFUND			1,150,298.11			1,150,298.11	0.00	1,150,298.11	1,150,298.11

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	67.70	54,178.85	54,246.55
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	161.63	68,363.25	68,524.88
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	630.30	57,958.20	58,588.50
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	57.66	50,768.85	50,826.51
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	78.63	69,230.25	69,308.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	136.28	119,999.10	120,135.38
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	444.48	105,526.30	105,970.78
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	267.75	78,015.55	78,283.30
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	47.99	50,294.20	50,342.19
MUNI	65003GD70	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	903.83	255,409.00	256,312.83
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	438.75	118,051.25	118,490.00
MUNI			1,105,000.00			1,105,886.10	3,234.98	1,027,794.80	1,031,029.78

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	1,098.09	267,687.75	268,785.84
SUPRANATIONAL			275,000.00			274,857.00	1,098.09	267,687.75	268,785.84

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	562.50	197,954.00	198,516.50
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	1,546.88	544,373.50	545,920.38
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	3,548.52	830,348.00	833,896.52
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	2,609.20	610,550.00	613,159.20
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	646.41	140,772.00	141,418.41
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	430.94	93,848.00	94,278.94
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	1,856.35	1,013,334.00	1,015,190.35
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	751.38	410,159.00	410,910.38
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	220.99	120,635.00	120,855.99
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	309.39	168,889.00	169,198.39
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	795.58	434,286.00	435,081.58
US GOV	912828Y0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	386.74	238,740.00	239,126.74
US GOV	91282CB4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	49.72	135,867.00	135,916.72
US GOV	91282CB4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	174.03	475,534.50	475,708.53
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	673.76	570,258.00	570,931.76
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	674.38	317,446.50	318,120.88
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	7.77	403,893.00	403,900.77
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	2.59	134,631.00	134,633.59
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	4,690.95	626,132.00	630,822.95
US GOV			7,825,000.00			7,750,738.29	19,938.09	7,467,650.50	7,487,588.59

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	1,263.89	243,625.00	244,888.89
YANKEE			250,000.00			250,000.00	1,263.89	243,625.00	244,888.89

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,175,773.23	---	---	28,214,892.42	79,802.27	26,999,107.76	27,078,910.03

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



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

* Does not Lock Down

Account	Identifier	Description	Original Units	Current Units	Currency	Coupon Rate	Transaction Type	Status	Trade Date	Settle Date	Post Date	Final Maturity	Broker/Dealer	Price	Principal	Accrued Interest	Realized Gain/Loss	Commission	Amount
SAM TR Reserve Fund	09661RAD3	BMWOT 2020-A A3	0.00	(12,851.21)	USD	0.480	Principal Paydown	Settled	01/25/2023	01/25/2023	01/25/2023	10/25/2024 Direct		---	(12,851.21)	0.00	(0.00)	0.00	12,851.21
SAM Paratransit Fund	09661RAD3	BMWOT 2020-A A3	0.00	(3,671.78)	USD	0.480	Principal Paydown	Settled	01/25/2023	01/25/2023	01/25/2023	10/25/2024 Direct		---	(3,671.78)	0.00	0.00	0.00	3,671.78
SAM TR Reserve Fund	14315FAD9	CARMX 2020-A A3	0.00	(18,554.33)	USD	0.620	Principal Paydown	Settled	01/15/2023	01/15/2023	01/17/2023	03/17/2025 Direct		---	(18,554.33)	0.00	0.00	0.00	18,554.33
SAM Paratransit Fund	14315FAD9	CARMX 2020-A A3	0.00	(5,360.14)	USD	0.620	Principal Paydown	Settled	01/15/2023	01/15/2023	01/17/2023	03/17/2025 Direct		---	(5,360.14)	0.00	0.00	0.00	5,360.14
SAM TR Reserve Fund	14316HAC6	CARMX 2020-A A3	0.00	(19,726.19)	USD	0.500	Principal Paydown	Settled	01/15/2023	01/15/2023	01/17/2023	08/15/2025 Direct		---	(19,726.19)	0.00	(0.00)	0.00	19,726.19
SAM Paratransit Fund	14316HAC6	CARMX 2020-A A3	0.00	(4,641.46)	USD	0.500	Principal Paydown	Settled	01/15/2023	01/15/2023	01/17/2023	08/15/2025 Direct		---	(4,641.46)	0.00	0.00	0.00	4,641.46
SAM TR Reserve Fund	14316NAC3	CARMX 2021-A A3	0.00	(10,856.44)	USD	0.340	Principal Paydown	Settled	01/15/2023	01/15/2023	01/17/2023	12/15/2025 Direct		---	(10,856.44)	0.00	0.00	0.00	10,856.44
SAM Paratransit Fund	14316NAC3	CARMX 2021-A A3	0.00	(1,915.84)	USD	0.340	Principal Paydown	Settled	01/15/2023	01/15/2023	01/17/2023	12/15/2025 Direct		---	(1,915.84)	0.00	(0.00)	0.00	1,915.84
SAM TR Reserve Fund	3132CWM33	FH SB0364	0.00	(21,116.09)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	06/01/2035 Direct		---	(21,116.09)	0.00	0.00	0.00	21,116.09
SAM Paratransit Fund	3132CWM33	FH SB0364	0.00	(3,919.46)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	06/01/2035 Direct		---	(3,919.46)	0.00	0.00	0.00	3,919.46
SAM TR Reserve Fund	313317LB1	FH RC1222	0.00	(23,498.98)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	12/01/2034 Direct		---	(23,498.98)	0.00	0.01	0.00	23,498.98
SAM Paratransit Fund	313317LB1	FH RC1222	0.00	(4,229.82)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	12/01/2034 Direct		---	(4,229.82)	0.00	0.00	0.00	4,229.82
SAM TR Reserve Fund	313319A2	FH RC2709	0.00	(7,596.87)	USD	4.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	09/01/2037 Direct		---	(7,596.87)	0.00	(0.00)	0.00	7,596.87
SAM Paratransit Fund	313319A2	FH RC2709	0.00	(1,231.80)	USD	4.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	09/01/2037 Direct		---	(1,231.80)	0.00	(0.00)	0.00	1,231.80
SAM TR Reserve Fund	31330GZG3	FHS 370 A3	0.00	(27,525.96)	USD	1.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	09/25/2033 Direct		---	(27,525.96)	0.00	0.00	0.00	27,525.96
SAM TR Reserve Fund	3137F6Z55	FHMS K-J31 A1	0.00	(1,556.20)	USD	0.569	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	05/26/2026 Direct		---	(1,556.20)	0.00	(0.00)	0.00	1,556.20
SAM Paratransit Fund	3137F6Z55	FHMS K-J31 A1	0.00	(367.03)	USD	0.569	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	05/26/2026 Direct		---	(367.03)	0.00	0.00	0.00	367.03
SAM TR Reserve Fund	31377DH5	FHR 5048 B	0.00	(13,788.54)	USD	1.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	05/25/2033 Direct		---	(13,788.54)	0.00	(0.00)	0.00	13,788.54
SAM Paratransit Fund	31377DH5	FHR 5048 B	0.00	(2,916.81)	USD	1.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	05/25/2033 Direct		---	(2,916.81)	0.00	0.00	0.00	2,916.81
SAM TR Reserve Fund	3137HRZ5	FHMS K-J36 A1	0.00	(709.27)	USD	1.298	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	12/25/2026 Direct		---	(709.27)	0.00	0.00	0.00	709.27
SAM Paratransit Fund	3137HRZ5	FHMS K-J36 A1	0.00	(112.84)	USD	1.298	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	12/25/2026 Direct		---	(112.84)	0.00	0.00	0.00	112.84
SAM TR Reserve Fund	3137HRB42	FHMS K-J40 A1	0.00	(870.56)	USD	3.400	Principal Paydown	Settled	01/25/2023	01/25/2023	01/25/2023	06/25/2028 Direct		---	(870.56)	0.00	0.00	0.00	870.56
SAM Paratransit Fund	3137HRB42	FHMS K-J40 A1	0.00	(145.09)	USD	3.400	Principal Paydown	Settled	01/25/2023	01/25/2023	01/25/2023	06/25/2028 Direct		---	(145.09)	0.00	(0.00)	0.00	145.09
SAM TR Reserve Fund	3137HRH79	FHMS K-J41 A1	0.00	(746.23)	USD	3.137	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	01/25/2029 Direct		---	(746.23)	0.00	0.00	0.00	746.23
SAM Paratransit Fund	3137HRH79	FHMS K-J41 A1	0.00	(124.37)	USD	3.137	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	01/25/2029 Direct		---	(124.37)	0.00	(0.00)	0.00	124.37
SAM TR Reserve Fund	3137HR2N8	FHMS K-J42 A1	0.00	(872.19)	USD	3.902	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	07/25/2029 Direct		---	(872.19)	0.00	0.00	0.00	872.19
SAM Paratransit Fund	3137HR2N8	FHMS K-J42 A1	0.00	(146.02)	USD	3.902	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	07/25/2029 Direct		---	(146.02)	0.00	(0.00)	0.00	146.02
SAM TR Reserve Fund	3137HR9M8	FHMS K-J43 A1	0.00	(563.13)	USD	4.377	Principal Paydown	Settled	01/25/2023	01/25/2023	01/25/2023	12/25/2028 Direct		---	(563.13)	0.00	0.00	0.00	563.13
SAM Paratransit Fund	3137HR9M8	FHMS K-J43 A1	0.00	(86.03)	USD	4.377	Principal Paydown	Settled	01/25/2023	01/25/2023	01/25/2023	12/25/2028 Direct		---	(86.03)	0.00	0.00	0.00	86.03
SAM TR Reserve Fund	3140K7X66	FN BP0672	0.00	(7,266.85)	USD	3.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	03/01/2035 Direct		---	(7,266.85)	0.00	(0.00)	0.00	7,266.85
SAM Paratransit Fund	3140K7X66	FN BP0672	0.00	(1,282.39)	USD	3.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	03/01/2035 Direct		---	(1,282.39)	0.00	0.00	0.00	1,282.39
SAM TR Reserve Fund	3140Q9FM0	FN CA1971	0.00	(11,371.32)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	06/01/2033 Direct		---	(11,371.32)	0.00	0.00	0.00	11,371.32
SAM Paratransit Fund	3140Q9FM0	FN CA1971	0.00	(1,705.70)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	06/01/2033 Direct		---	(1,705.70)	0.00	0.00	0.00	1,705.70
SAM TR Reserve Fund	3140Q6GN6	FN CA8400	0.00	(6,294.55)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	12/01/2035 Direct		---	(6,294.55)	0.00	0.00	0.00	6,294.55
SAM Paratransit Fund	3140Q6GN6	FN CA8400	0.00	(1,232.03)	USD	3.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	12/01/2035 Direct		---	(1,232.03)	0.00	(0.00)	0.00	1,232.03
SAM TR Reserve Fund	3140X9C28	FN FM6170	0.00	(7,724.34)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	07/01/2035 Direct		---	(7,724.34)	0.00	0.00	0.00	7,724.34
SAM Paratransit Fund	3140X9C28	FN FM6170	0.00	(1,448.31)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	07/01/2035 Direct		---	(1,448.31)	0.00	(0.00)	0.00	1,448.31
SAM TR Reserve Fund	3140X9K46	FN FM5714	0.00	(11,365.14)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	11/01/2035 Direct		---	(11,365.14)	0.00	(0.00)	0.00	11,365.14
SAM Paratransit Fund	3140X9K46	FN FM5714	0.00	(2,029.49)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	11/01/2035 Direct		---	(2,029.49)	0.00	0.00	0.00	2,029.49
SAM TR Reserve Fund	3140XALC4	FN FM6622	0.00	(20,772.51)	USD	2.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	02/01/2036 Direct		---	(20,772.51)	0.00	(0.00)	0.00	20,772.51
SAM Paratransit Fund	3140XALC4	FN FM6622	0.00	(3,894.85)	USD	2.500	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	02/01/2036 Direct		---	(3,894.85)	0.00	0.00	0.00	3,894.85
SAM TR Reserve Fund	3140XC4K1	FN FM8925	0.00	(10,447.41)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	08/01/2034 Direct		---	(10,447.41)	0.00	0.00	0.00	10,447.41
SAM Paratransit Fund	3140XC4K1	FN FM8925	0.00	(1,958.89)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	08/01/2034 Direct		---	(1,958.89)	0.00	0.00	0.00	1,958.89
SAM TR Reserve Fund	3140XHQ3	FN FS2262	0.00	(17,960.09)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	06/01/2032 Direct		---	(17,960.09)	0.00	(0.00)	0.00	17,960.09
SAM Paratransit Fund	3140XHQ3	FN FS2262	0.00	(3,167.97)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	06/01/2032 Direct		---	(3,167.97)	0.00	0.00	0.00	3,167.97
SAM TR Reserve Fund	3140XJHF3	FN FS2929	0.00	(5,294.66)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	09/01/2037 Direct		---	(5,294.66)	0.00	(0.00)	0.00	5,294.66
SAM Paratransit Fund	3140XJHF3	FN FS2929	0.00	(22,526.14)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	10/01/2032 Direct		---	(22,526.14)	0.00	0.00	0.00	22,526.14
SAM TR Reserve Fund	3140XJ87	FN FS2986	0.00	(3,189.35)	USD	4.000	Principal Paydown	Settled	01/01/2023	01/01/2023	01/25/2023	10/01/2032 Direct		---	(3,189.35)	0.00	0.00	0.00	3,189.35
SAM Paratransit Fund	3140XJ87	FN FS2986	0.00	(25,995.33)	USD	4.000	Principal Paydown	Settled	01/04/2023	01/04/2023	01/04/2023	10/01/2032 Direct		---	(25,995.33)	0.00	0.00	0.00	25,995.33
SAM TR Reimbursement Fund	31846V534	FIRST AMERUS TRS MM Y	25,995.33	25,995.33	USD	3.920	Buy	Settled	01/04/2023	01/04/2023	01/04/2023	01/31/2023 Direct	1.000	25,995.33	0.00	0.00	0.00	25,995.33	
SAM TR Reserve																			

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR JANUARY 2023

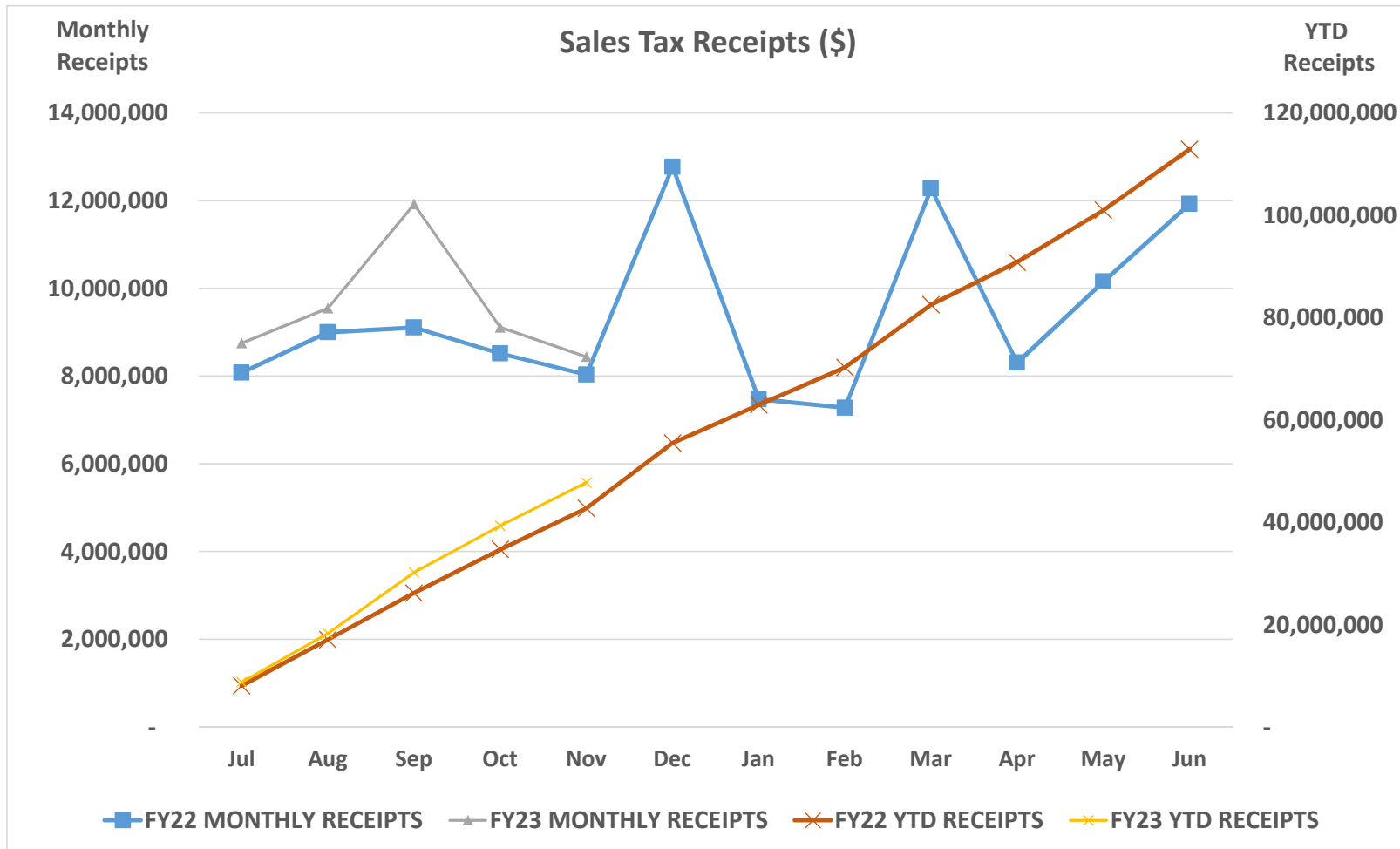
BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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



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

SAN MATEO COUNTY TRANSIT DISTRICT
Monthly Sales Tax Receipts
FY2023
JANUARY 2023

	FY22 MONTHLY RECEIPTS*	FY23 MONTHLY RECEIPTS*	MONTHLY % Change	FY22 YTD RECEIPTS	FY23 YTD RECEIPTS	YTD % 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	8,437,702	5.0%	42,726,257	47,757,670	11.8%
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>47,757,670</u>				

Fiscal Year 2023 SamTrans January 2023 Forecast

Board of Directors
March 1, 2023

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- Executive Summary
- Revenue Summary – FY23 Budget vs Forecast
- Expense Summary – FY23 Budget vs Forecast
- Surplus/Deficit Summary – FY23 Budget vs Forecast
- Q&A

Executive Summary - Jan'23 Forecast vs Budget

Revenue

\$337.5M

- \$13.5M higher Sales Tax revenue estimate driven by inflated prices and continued strong consumer spending
- \$3.2M higher Investment Interest Income driven by the recent interest rate hikes
- \$1.6M higher Rental Income driven by one-time Central 1st floor and basement leases
- \$0.8M higher Fare revenues driven by continued improving ridership

+\$19.4M

Expense/Reserve

\$327.9M

- \$5.1M lower CUB expense as contractor has less revenue miles than assumed due to driver shortages impacting service quality/DNO
- \$3.2M lower reserves needed for Operating and Sales Tax due to reserve set aside from previous years
- \$1.2M lower Professional Services due to timing of Microtransit services
- \$0.6M higher Bus Parts and Materials due to increased service levels and aging fleet

-\$9.2M

Surplus

\$9.6M

- A surplus of \$9.6M is projected, primarily driven by 13.5M higher Sales Tax revenue estimate, and \$5.1M lower CUB expense due to driver shortages

+\$28.6M

Forecast to Budget Variance Revenue (in \$ millions)

	Budget	Forecast	Variance
Passenger Fares	9.7	10.5	0.8
TDA/STA	65.9	65.9	-
Grants & Other Revenues	16.7	21.5	4.8
SMCTA Measure A (ADA)	4.3	4.7	0.4
District Sales Tax	108.3	117.3	9.0
Measure W	54.1	58.6	4.5
Capital W&B	47.1	47.1	-
ARPA	11.9	11.9	-
Total Revenue	\$ 318.1	\$ 337.5	\$ 19.4

- Passenger Fares reflect continued better ridership recovery
- Sales Tax reflects continues to show recovery from the pandemic and impacts of higher inflation
- Grants & Other Revenues reflect higher Interest Income and Rental Income

Forecast to Budget Variance Expense (in \$ millions)

	Budget	Forecast	Variance
Capital W&B	47.1	47.1	-
Motorbus	159.5	153.3	(6.2)
ADA Programs	18.7	19.2	0.4
Other Expenses	6.6	6.3	(0.3)
Sales Tax Allocation	29.1	29.1	-
Debt	19.1	19.1	-
Operating/Sales Tax reserves	56.9	53.8	(3.2)
Total Expenses	\$ 337.1	\$ 327.9	\$ (9.2)

- Motorbus reflects CUB due to less revenue miles, Professional services, & Technical Services
- ADA reflects increased costs in extended contracts
- Reserves reflect less funds needed to meet reserve requirement for Operating Expenses

Forecast to Budget Variance Surplus/Deficit (in \$ millions)

	Budget	Forecast	Variance
Total Revenue	\$ 318.1	\$ 337.5	\$ 19.4
Total Expenses	\$ 337.1	\$ 327.9	\$ (9.2)
Draw from Prior Years' Surplus	\$ 19.0	\$ -	\$ (19.0)
Surplus/Deficit	\$ -	\$ 9.6	\$ 9.6

- A surplus of \$9.6M is projected and a draw from prior year surplus is not required

Questions?

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: Nathaniel D. Kramer, Chief People Officer
Subject: **Resolution of Intention to Amend the Contract with the California Public Employees' Retirement System to Provide for Military Service Credit**

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) adopt a Resolution of Intention to amend the San Mateo County Transit District (District) contract with the California Public Employees' Retirement System (CalPERS) to add military service as public service for which service credit may be purchased.

Significance

The proposed resolution of intention would supersede Resolution No. 2023-03, approved by the Board at its meeting on January 4, 2023. If the proposed resolution is adopted, a resolution authorizing the contemplated amendment will be presented for Board approval in April.

The option to purchase service credit for military service will (1) allow the District to recognize employees who, as veterans, have served our country, and (2) enhance the District's ability to recruit and retain District employees.

The contract amendment (attached hereto) will allow employees who are veterans of a branch of the U.S. military (Army, Navy, Marine Corp, Air Force, and Coast Guard) to purchase up to four years of service credit for their military service prior to becoming a CalPERS member.

Budget Impact

Once the District's CalPERS contract is amended, qualified employees who opt to purchase service credit must pay the cost of the resulting benefit increases, as determined by CalPERS based on actuarial assumptions in effect at the time of purchase. Any future changes to actuarial assumptions or divergence of experience from those assumptions will not affect employees' costs, but may result in additional unfunded accrued actuarial liability cost to the District.

Background

The District strives to continue to attract and retain a highly-skilled and motivated workforce to carry out critical programs of the District, the Peninsula Corridor Joint Powers Board, the San Mateo County Transportation Authority and the San Mateo County Express Lanes Joint Powers Authority. The addition of this service credit purchase option will allow our employees who served our country to increase their retirement benefits.

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

**RESOLUTION OF INTENTION
TO APPROVE AN AMENDMENT TO CONTRACT
BETWEEN THE
BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
AND THE
BOARD OF DIRECTORS
SAN MATEO COUNTY TRANSIT DISTRICT**

WHEREAS, the Public Employees' Retirement Law permits the participation of public agencies and their employees in the Public Employees' Retirement System by the execution of a contract, and sets forth the procedure by which said public agencies may elect to subject themselves and their employees to amendments to said Law; and

WHEREAS, one of the steps in the procedures to amend this contract is the adoption by the governing body of the public agency of a resolution giving notice of its intention to approve an amendment to said contract, which resolution shall contain a summary of the change proposed in said contract; and

WHEREAS, the following is a statement of the proposed change:

To provide Section 21024 (Military Service Credit as Public Service) for local miscellaneous members.

NOW, THEREFORE, BE IT RESOLVED that the governing body of the above agency does hereby give notice of intention to approve an amendment to the contract between said public agency and the Board of Administration of the Public Employees' Retirement System, a copy of said amendment being attached hereto, as an "Exhibit" and by this reference made a part hereof.

By: _____
Presiding Officer

Title

Date adopted and approved



EXHIBIT

California
Public Employees' Retirement System



AMENDMENT TO CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
Board of Directors
San Mateo County Transit District



The Board of Administration, California Public Employees' Retirement System, hereinafter referred to as Board, and the governing body of the above public agency, hereinafter referred to as Public Agency, having entered into a contract effective July 20, 1977, and witnessed July 20, 1977, and as amended effective April 8, 1979, April 18, 1979, December 29, 2002, and June 1, 2012, which provides for participation of Public Agency in said System, Board and Public Agency hereby agree as follows:

- A. Paragraphs 1 through 13 are hereby stricken from said contract as executed effective June 1, 2012, and hereby replaced by the following paragraphs numbered 1 through 14 inclusive:
 1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 55 for classic local miscellaneous members entering membership in the miscellaneous classification on or prior to June 1, 2012, age 60 for classic local miscellaneous members entering membership for the first time in the miscellaneous classification after June 1, 2012, and age 62 for new local miscellaneous members.

2. Public Agency shall participate in the Public Employees' Retirement System from and after July 20, 1977, making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.
3. Public Agency agrees to indemnify, defend and hold harmless the California Public Employees' Retirement System (CalPERS) and its trustees, agents and employees, the CalPERS Board of Administration, and the California Public Employees' Retirement Fund from any claims, demands, actions, losses, liabilities, damages, judgments, expenses and costs, including but not limited to interest, penalties and attorney fees that may arise as a result of any of the following:
 - (a) Public Agency's election to provide retirement benefits, provisions or formulas under this Contract that are different than the retirement benefits, provisions or formulas provided under the Public Agency's prior non-CalPERS retirement program.
 - (b) Any dispute, disagreement, claim, or proceeding (including without limitation arbitration, administrative hearing, or litigation) between Public Agency and its employees (or their representatives) which relates to Public Agency's election to amend this Contract to provide retirement benefits, provisions or formulas that are different than such employees' existing retirement benefits, provisions or formulas.
 - (c) Public Agency's agreement with a third party other than CalPERS to provide retirement benefits, provisions, or formulas that are different than the retirement benefits, provisions or formulas provided under this Contract and provided for under the California Public Employees' Retirement Law.
4. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
 - a. Employees other than local safety members (herein referred to as local miscellaneous members).
5. In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

NO ADDITIONAL EXCLUSIONS

6. The percentage of final compensation to be provided for each year of credited prior and current service for classic local miscellaneous members entering membership in the miscellaneous classification on or prior to June 1, 2012, shall be determined in accordance with Section 21354 of said Retirement Law, subject to the reduction provided therein for service on and after July 23, 1977, the effective date of Social Security coverage, for members whose service has been included in Federal Social Security (2% at age 55 Full and Modified).
7. The percentage of final compensation to be provided for each year of credited current service for classic local miscellaneous members entering membership for the first time in the miscellaneous classification after June 1, 2012, shall be determined in accordance with Section 21353 of said Retirement Law, subject to the reduction provided therein for Federal Social Security (2% at age 60 Modified).
8. The percentage of final compensation to be provided for each year of credited prior and current service as a new local miscellaneous member shall be determined in accordance with Section 7522.20 of said Retirement Law (2% at age 62 Supplemental to Federal Social Security).
9. Public Agency elected and elects to be subject to the following optional provisions:
 - a. Section 21548 (Pre-Retirement Option 2W Death Benefit).
 - b. Section 20475 (Different Level of Benefits): Section 21353 (2% @ 60 Modified formula) is applicable to classic local miscellaneous members entering membership for the first time with this agency in the miscellaneous classification after June 1, 2012.
 - c. Section 21024 (Military Service Credit as Public Service).
10. Public Agency, in accordance with Government Code Section 20834, shall not be considered an "employer" for purposes of the Public Employees' Retirement Law. Contributions of the Public Agency shall be fixed and determined as provided in Government Code Section 20834, and such contributions hereafter made shall be held by the Board as provided in Government Code Section 20834.
11. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
12. Public Agency shall also contribute to said Retirement System as follows:

- a. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - b. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
13. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.
14. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

B. This amendment shall be effective on the _____ day of _____, _____.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF DIRECTORS
SAN MATEO COUNTY TRANSIT
DISTRICT

BY _____
MELODY BENAVIDES, CHIEF
PENSION CONTRACTS AND PREFUNDING
PROGRAMS DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
PRESIDING OFFICER

Witness Date

Attest:

Clerk



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

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

San Mateo County Transit District

Wednesday, March 1, 2023 – 3:00 pm

or immediately following the Finance Committee meeting

- | | | |
|--------|----------------------------------------------------------------------------------------------------------------------|---------------|
| 8.c.1. | Call to Order | |
| 8.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of December 7, 2022 | Motion |
| 8.c.3. | Bus Stop Improvement Plan (BSIP) Project Introduction | Informational |
| 8.c.4. | Adjourn | |

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

Note:

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

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

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

December 7, 2022

Committee Members Present J. Gee, D. Pine

Committee Members Absent: C. Groom (Chair)

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

Other Board Members Absent: None

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

9.c.1. Call to Order

Committee Member Dave Pine called the meeting to order at 3:33 pm.

9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of November 2, 2022

Motion/Second: Fraser/Gee

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

Noes: None

Absent: Groom

9.c.3. Authorize Approval of the SamTrans ECR Bus Speed and Reliability Study

Millie Tolleson, Acting Director of Planning, introduced Daniel Jacobson, Senior Associate, Fehr and Peers, and provided the presentation, which included the study background, recommendations, and anticipated benefits for increased bus speeds and reliability of bus service.

Director Josh Powell expressed his support of the study.

Committee Member Jeff Gee said that increasing service on the corridor would increase ridership. He asked how the District decides where bus stops are established. Ms. Tolleson said they carefully weighed the opinions received from the public and stakeholders in the context of the entire corridor when deciding on stop spacing. Committee Member Gee advocated having guiding principles of bus stop location to assist staff in making those decisions. He asked how to emphasize that the bus lanes are for buses and not cars. Ms. Tolleson said that an education campaign was needed. Committee Member Gee asked about making the roads more bicycle and pedestrian friendly. Ms. Tolleson said that the District advocates a transit-first policy.

Public Comment:

Adina Levin, Maggie Trinh, Davis Turner, Rick Nahass, and Liz Broekhuysse expressed their support of the plan.

Motion/Second: Stone/Fraser

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

Noes: None

Absent: Groom

9.c.4. Authorize Use of Construction Manager General Contractor Project Delivery Method for the South Base Battery Electric Bus Infrastructure Project

Liria Larano, Deputy Chief, Bus Fleet/Facilities, provided the presentation.

Director Charles Stone asked if the work would be performed under a PLA (Project Labor Agreement), which Ms. Larano confirmed.

Committee Member Gee had specific suggestions about the structure of the contract, which Ms. Larano acknowledged.

Public Comment:

Greenie Van Buren asked about high-speed rail. Committee Member Pine said the comments were limited to SamTrans.

Motion/Second: Gee/Stone

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

Noes: None

Absent: Groom

9.c.5. Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2023

Ms. Larano provided the presentation and reviewed changes to the quarterly report, which included a graphical representation of the budget summary denoting changes from year to year and color coding to indicate the different programs.

Motion/Second: Stone/Fraser

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

Noes: None

Absent: Groom

9.c.6. Adjourn

The meeting adjourned at 4:33 pm.

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

**San Mateo County Transit District
Staff Report**

To: Planning, Development and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Millie Tolleson, Acting Director of Planning
Subject: **Bus Stop Improvement Plan (BSIP) Project Introduction**

Action

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

Significance

The purpose of this presentation is to introduce the SamTrans Bus Stop Improvement Plan (BSIP) project. At the March 2023 SamTrans Board of Directors meeting, staff will provide a project overview, discuss initial findings on existing conditions and from the public agency working groups, highlight upcoming public outreach, and discuss next steps.

District staff embarked on the BSIP in July 2022 and it is anticipated to be completed in late 2023. The goal of the BSIP is to create a comfortable, convenient, and dignified experience for all passengers at SamTrans bus stops. The BSIP includes the following tasks:

- Analyze existing conditions,
- Create and execute a stakeholder engagement plan,
- Update the existing 2013 bus stop design guidelines,
- Identify and prioritize bus stop improvements systemwide, and
- Develop an implementation plan for capital projects.

To date, SamTrans staff analyzed the existing conditions and found that SamTrans buses serve more than 1,800 bus stops across over 20 cities and three counties. As bus stops tend to be located primarily on land not owned by the District, stakeholders like cities, other transit agencies, and roadway operators like Caltrans are critical partners in discussion about improving bus stop amenities and access. Additionally, recent legislation, climate change impacts, and increased grant opportunities have led to an increase in bus stop amenities requests to SamTrans.

The BSIP will address the complexity of bus stop amenities and features by enhancing the existing bus stop inventory, updating the bus stop guidebook with clear design guidelines, and providing clear direction on a prioritization approach to future capital projects to improve bus stops.

Budget Impact

There is no impact to the budget at this time.

Background

Identification and prioritization of projects to improve access to bus stops was identified as one of 16 initiatives in the 2018 SamTrans Business Plan. Conducting the BSIP allows SamTrans to advance that priority initiative.

Prepared By: Justin Horng

Senior Planner

650-551-6174



Daniel Shockley, Principal Planner
Justin Horng, Senior Planner
March 1, 2023

Project Goal

Provide a comfortable, convenient, and dignified experience for passengers at bus stops.

Project Desired Outcomes



**EXPANDED INVENTORY OF EXISTING
BUS STOPS**



**CLEAR BUS STOP DESIGN
GUIDELINES**



**BUS STOP IMPROVEMENT
IMPLEMENTATION PLAN**

Current State of Bus Stops

Increase in funding opportunities & community interest

- CEQA/SB743
- Grant opportunities

Opportunity to update SamTrans criteria and policy direction

- Bus/bike interaction
- Amenity requirements
- Stop improvement requests
- Equity Priority Areas

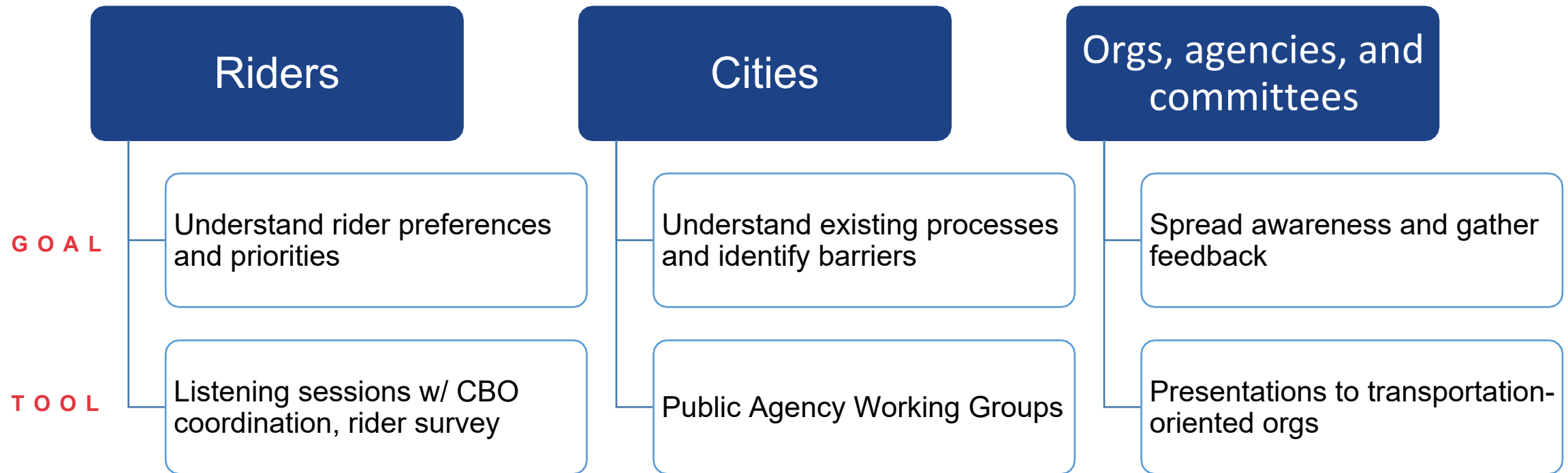
Complex/unclear ownership & maintenance responsibilities

- 20+ cities, 3 counties, Caltrans, other transit agencies
- Private partnerships

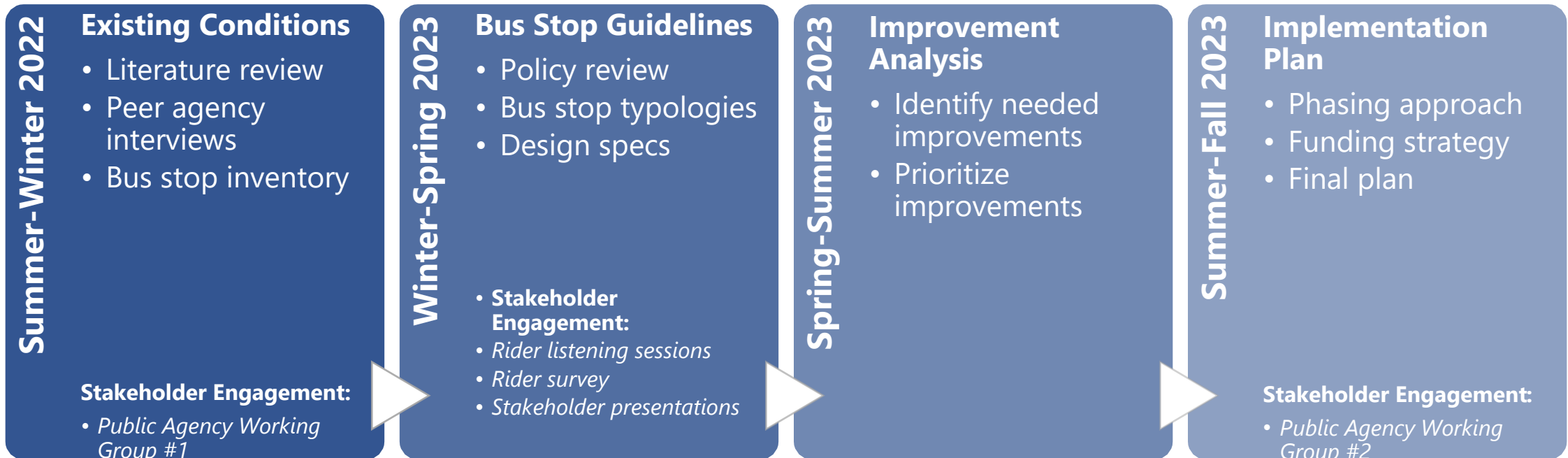
Project Scope

- BSIP focuses on the amenities and features of bus stops.
- Stop placement is governed by the SamTrans Service Policy Framework.
 - Staff are working on refining the policy for handling stop relocation, removal, and consolidation requests internally as a separate effort.
- Another project is underway to study accessibility (ADA) improvements at bus stops.
 - The BSIP project team will relay accessibility-related feedback received through the course of the project.

Stakeholder Engagement Plan



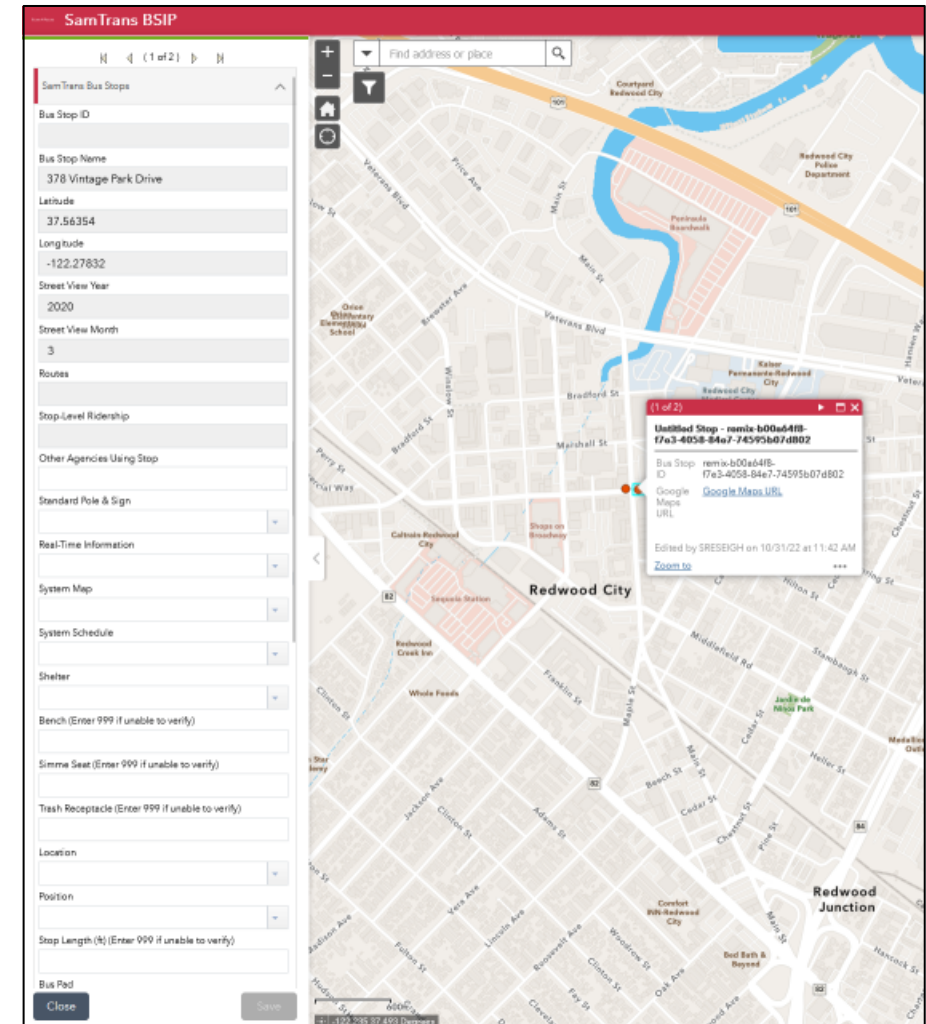
Project Schedule



Summary of Work to Date

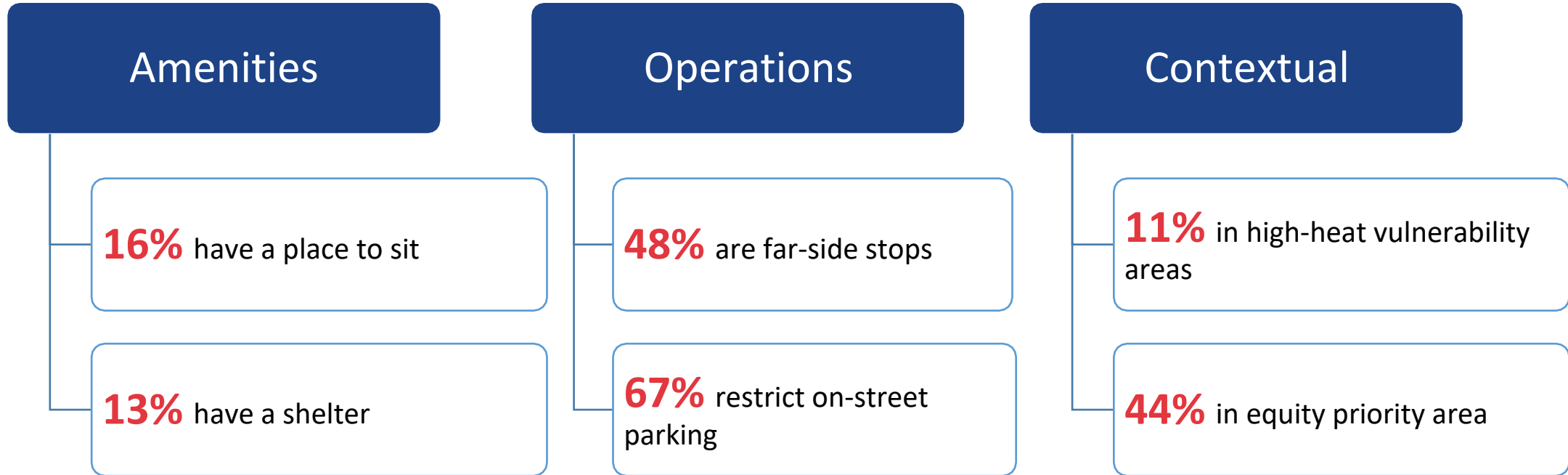
Existing Conditions

- GIS-based inventory process
- Used aerial imagery and Google Street View
- QA/QC checks and field verification



Existing Conditions

Of 1,871 total SamTrans bus stops:



Key Findings from PAWG #1

1

Cities seek SamTrans' leadership

2

Maintenance costs are challenging

3

SamTrans stop improvement processes are unclear

Next Step: Develop Typologies

Typologies will help us determine a right-sized investment approach to providing amenities at each stop.

- Categorize stops with similar land use, ridership, and service contexts
- Provide intuitive guidelines for amenities at each stop
- Supports the District's investment rationale

Next Step: Update Design Guidelines

Design guidelines should provide easy-to-use guidance for SamTrans staff, City staff and development partners.

- Guidance on bus stop amenities, operational improvements, and complete streets design principles (ped/bike access)
- Rooted in best practice and industry standard
- Internal collaboration across departments

Upcoming Outreach Activities

Project Website

<https://www.samtrans.com/projects/bus-stop-improvement-plan>

- Project Overview
- Presentations & Materials
- Survey Link – available starting March 20th

Outreach Events & Timeline: March 20th – April 30th

- Bus Stop Outreach
- Listening Sessions with CBOs
- Multilingual Virtual Community Meeting
- Onboard Rider Outreach
- Online Survey
- Stakeholder Presentations



Item #8.c.3.
3/1/2023

Thank You



Please email shockleyd@samTrans.com with any questions.



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, March 1, 2023 – 3:15 pm

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

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

Committee Members: Ray Mueller (Chair), Rico E. Medina

Note:

- This Committee meeting may be attended by Board Members who do not sit on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
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**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California**

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

February 1, 2023

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

10.b.1. Call to Order

Committee Chair Ray Mueller called the meeting to order at 3:10 pm.

10.b.2. Approval of Minutes of the Legislative Committee Meeting of January 4, 2023

Motion/Second: Medina/Chuang

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

Noes: None

Absent: None

10.b.3. State and Federal Legislative Update

Jessica Epstein, Manager, Government and Community Affairs, provided an update on recent federal and state legislation. She said at the federal level, the House committee assignments were finalized. She said the Treasury was using extraordinary measures to keep the nation solvent in light of the debt ceiling being reached. She reviewed the committee assignments at the state level. She said the Governor released his preliminary budget on January 10 and noted budget cutbacks on the horizon that would affect transportation agencies.

Director David Canepa asked about the state budget deficit's impact on operating capital. Ms. Epstein said they said there is ever-increasing competition for grant funds as various sources of funding shrink.

Chair Josh Powell had questions about the Brown Act changes and their effect on future meetings. Joan Cassman, Legal Counsel, provided a brief explanation and said she would be providing the Board with a cheat sheet to summarize the changes pending any potential changes at the state level.

Public Comment:

Roland noted that the Board members who were attending the meeting in person were the appointed members of the public.

10.b.4. Adjourn

The meeting adjourned at 3:24 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 Report February 2023

Administration Update

White House Issues New Funding Opportunity Calendar

- The White House has released a new [notice of funding opportunity \(NOFO\) calendar](#) which includes both open NOFOs and a calendar for NOFOs for the Infrastructure Investment and Jobs Act (IIJA).
- In addition, the Administration has published:
 - [State Fact Sheets](#) that summarize how IIJA is helping each state. \$18.1 billion for over 570 projects in has been announced for [the state of California](#) to date. This includes \$2 billion to improve public transit in FY 2022 and 2023.
 - [Updated BIL maps](#) that reflect the more than 20,000 projects and funding awards announced.
 - An updated [build.gov](#) layout with an illustrated map showing some early signature projects funded so far.

Congressional Update

Congress Announces Transportation Committee Leadership

- Both the Senate and House have announced the leadership and finalized the membership for each of the committees for the 118th Congress.
 - House Transportation & Infrastructure Committee (oversees transit, rail, and highways policy): Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA)
 - Senate Committee on Commerce, Science, and Transportation (oversees rail policy): Chairwoman Maria Cantwell (D-WA) and Ranking Member Ted Cruz (R-TX)
 - Senate Banking, Housing, and Urban Affairs (oversees transit policy): Chairman Sherrod Brown (D-OH) and Ranking Member Tim Scott (R-SC)
 - House Transportation-HUD Appropriations Subcommittee: Chairman Tom Cole (R-OK) and Ranking Member Mike Quigley (D-IL)

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

- Senate Transportation-HUD Appropriations Subcommittee: Chairman Brian Schatz (D-HI) and Ranking Member Susan Collins (R-ME)

Round-Up of Open Grant Opportunities

- [RAISE Grant Program](#). \$1.5 billion available. All applications due by February 28, 2023.
- [Areas of Persistent Poverty Program](#). \$20 million available. All applications due by March 10, 2023.
- [Low or No Emission Vehicle Program](#). \$1.2 billion available. All applications due by April 13, 2023.
- [Buses and Bus Facilities Program](#). \$496 million available. All applications due by April 13, 2023.



February 13, 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 – March 2023**

General Update

As we previously reported, on January 10, Governor Gavin Newsom released his proposed Fiscal Year 2023-24 State Budget. In response to the release of the proposed FY 2023-24 State Budget, the Legislature has begun to hold budget hearings, the first of which was held by the Senate Budget & Fiscal Review Committee on January 17, with the Assembly following suit on February 8. These hearings will continue through the adoption of the FY 2023-24 State Budget. As a reminder, the Legislative Calendar, which establishes process deadlines for the year can be viewed [here](#). Importantly, February 17 marks the last day for legislators to introduce bills in 2023.

Update on Governor's Proposed FY 2023-24 State Budget – ZEV Funding

In January, we reported that the Governor's proposed FY 2023-24 state budget includes proposed cuts to zero-emission vehicle (ZEV) program funding. These proposed cuts would reduce the five-year investment of \$10 billion for ZEV programs, approved in the FYs 2021-22 and 2022-23 Budget Acts, to \$8.9 billion. These proposed cuts reflect a proposed \$2.5 billion General Fund cut across various ZEV programs, which would be partially offset by approximately \$1.4 billion in proposed fund shifts using Cap and Trade discretionary revenues. At the time that we submitted our January report, additional details on the exact programs and project types that would see funding cuts were not available. These details have now been released by the Administration in the document found [here](#). In short, these proposed cuts would reduce funding for Zero-Emission Transit Buses and Infrastructure by 11% over 5 years. While not detailed in the Administration's document, we understand that a heavy balance of the proposed cuts would be realized in FYs 2023-24 and 2024-25 and would be offset with increased funding in FY 2025-26.

Taxpayer Protection and Accountability Act Qualifies for Ballot

On February 2, Secretary of State Shirley Weber announced the proposed Initiative Constitutional Amendment, known as [the Taxpayer Protection and Government Accountability Act](#), is eligible for the November 5, 2024 ballot. This is significant to state and local governments due to its broad implications for raising local revenues. The proposal would adversely limit the ability of voters and state and local governments to raise revenues for government services. The Taxpayer Protection and Government Accountability Act states, "for new or increased state taxes currently enacted by a two-thirds vote of the Legislature, they will also require a statewide election and majority voter approval. This proposal limits voters' ability to pass voter-proposed local special taxes by raising the vote requirement to two-thirds. It also eliminates voters' ability to advise how to spend revenues from a proposed general tax on the same

ballot as the proposed tax. Furthermore, this proposal expands the definition of “taxes” to include certain regulatory fees, broadening the application of tax approval requirements. Lastly, the proposal also would require the Legislature or a local governing body set certain other fees.

The summary of the estimate by the Legislative Analyst’s Offices Fiscal Impact on the State and Local Governments finds the initiative would lower annual state and local revenues, potentially substantially lower, depending on future actions of the Legislature, local governing bodies, voters, and the courts. To see the full LAO fiscal impact report, please see [here](#). To view a summary of the proposal done by the CA Association of Local Economic Development, please see [here](#).

In response, several local governments and impacted associations have formed a [coalition](#) in opposition. So far, the coalition includes the League of California Cities, California State Association of Counties, California Special Districts Association, California Professional Firefighters, California Alliance for Jobs, AFSCME, SEIU California, the CA State Association of Laborers, as well as Over 150 local agencies, including over 50 special districts.

The [sponsors and supporters](#) of this measure, which include the California Business Roundtable, California Business Properties Association, and the Howard Jarvis Taxpayers Association, are pushing this effort largely in response to [recent court decisions](#) (beginning with Upland), which allow local tax measures placed on the ballot through the initiative (signature gathering) process to pass with a majority vote (Note: Sacramento endeavored to pass their recent transportation sales tax measure (Measure A) using this process, but the measure ultimately failed).

Bills of Interest

AB 463 (Hart) Electricity: Prioritization of Service: Public Transit Vehicles.

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

ACA 1 (Aguiar-Curry) Lower-Vote Threshold

This measure would authorize a local government, including a special district, to impose, extend, or increase a sales and use tax or transactions and use tax imposed, or a parcel tax, for the purpose of funding the construction, rehabilitation, or replacement of public infrastructure, defined to include improvements to transit and streets and highways and projects for the protection of property from the impacts of sea level rise, as well as for affordable housing, if the proposition proposing that tax is approved by 55% of its voters.

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. Below, we highlight existing grant opportunities. 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, \$70 million in FY 2022-23) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and State General Fund.

Current Guidelines: Found [here](#)

Status: [Funding cycle for FY 2021-22 remains open](#); FY cycle for FY 2022-23 expected to open in March 2023

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 2022-23 \(\\$10 million\) is scheduled to open on February 17](#)

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.

San Mateo County Transit District State Legislative Matrix 2/13/23

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 2/13/23

Bill ID/Topic	Location	Summary	Position
<p>AB 9 Muratsuchi D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>In the Assembly Natural Resources 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 2/13/23

Bill ID/Topic	Location	Summary	Position
<p>AB 53 Fong, Vince R</p> <p>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 2/13/23

Bill ID/Topic	Location	Summary	Position
<p>AB 69 Waldron R</p> <p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	<p>In the Assembly Transportation 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>

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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>In the Assembly Public Employment and Retirement 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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 400 Rubio, Blanca D</p> <p>Local agency design-build projects: authorization.</p>	<p>In the Assembly Local Government Committee.</p>	<p>Existing law authorizes local agencies, as defined, to use the design-build procurement process for specified types of projects, as prescribed. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025. This bill would remove the January 1, 2025, repeal date, thereby making these provisions operative indefinitely. By extending the design-build authorization, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 463 Hart D</p> <p>Electricity: prioritization of service: public transit vehicles.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Existing law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 480 Ting D Surplus land.	This bill was introduced in the Assembly, pending referral to policy committee.	Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines terms for purposes of these provisions, including the term “exempt surplus land,” which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.	Watch
AB 540 Wicks D Social Service Transportation Improvement Act: coordinated transportation services agencies.	This bill was introduced in the Assembly, pending referral to policy committee.	The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. This bill would authorize a coordinated transportation service agency to review and comment on specified plans and projects relevant to its jurisdiction, and would require specified agencies to respond to the comments. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 557 Hart D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Existing law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Existing law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
		<p>other situations related to public health, as specified, indefinitely. The bill would also extend the period for a legislative body to make the above-described findings related to a continuing state of emergency and social distancing to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p>	
<p>AB 610 Holden D Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>This bill was introduced in the Assembly, pending referral to policy committee.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2029. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 817 Pacheco D Local government: open meetings.	This bill was introduced in the Assembly, pending referral to policy committee.	Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act.	Watch
ACA 1 Aguiar-Curry D Local government financing: affordable housing and public infrastructure: voter approval.	This bill was introduced in the Assembly, pending referral to policy committee.	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.	Watch
SB 5 Nguyen R Motor Vehicle Fuel Tax Law: limitation on adjustment.	In the Senate Governance & Finance Committee.	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.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 12 Stern D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>In the Senate Environmental Quality 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>

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Bill ID/Topic	Location	Summary	Position
<p>SB 69 Cortese D</p> <p>California Environmental Quality Act: judicial and administrative proceedings: limitations.</p>	<p>In the Senate Environmental Quality 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>

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Bill ID/Topic	Location	Summary	Position
		days of its action on the project. This bill contains other related provisions and other existing laws.	
<p>SB 411 Portantino D</p> <p>Open meetings: teleconferences: bodies with appointed membership.</p>	<p>This bill was introduced in the Senate, pending referral to policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill would alternatively define “legislative body” for this purpose to mean a board, commission, or advisory body of a local agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the act. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 84 Gonzalez D</p> <p>Clean Transportation Program.</p>	<p>This bill was introduced in the Senate, 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>
<p>SB 272 Laird D</p> <p>Sea level rise: planning and adaptation.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would require a local government, as defined, lying, in whole or in part, within the coastal zone, as defined, or within the jurisdiction of the San Francisco Bay Conservation and Development Commission, as defined, to implement sea level rise planning and adaptation through either submitting, and receiving approval for, a local coastal program, as defined, to the California Coastal Commission or submitting, and receiving approval for, a subregional San Francisco Bay shoreline resiliency plan to the San Francisco Bay Conservation and Development Commission, as applicable, on or before January 1, 2034. By imposing additional requirements on local governments, the bill would impose a state-mandated local program. The bill would require local governments that receive approval for sea level rise planning and adaptation on or before January 1, 2029, to be prioritized for sea level rise funding, upon appropriation by the Legislature, for the implementation of projects in the local government’s approved sea level rise adaptation plan. The bill would require, on or before December 31, 2024, the California Coastal Commission and the San Francisco Bay Conservation and Development Commission, in close coordination with the Ocean Protection Council and the California Sea Level Rise State and Regional Support Collaborative, to establish guidelines for the preparation of that planning and adaptation. The bill would make the operation of its provisions contingent upon an appropriation for its purposes by the Legislature in the annual Budget Act or another statute. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>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>