



**BOARD OF DIRECTORS 2023**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

### Board of Directors Meeting

**September 6, 2023, 2:00 pm**

### 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=UGhLRjNXb2xWeFM3aIBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
  - Cough
  - Shortness of Breath
  - Fever
  - Chills
  - Muscle Pain
  - Sore Throat
  - Loss of Taste or Smell
2. Wearing of masks is recommended but not required.

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

Oral public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should 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

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

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, September 6, 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 August 2, 2023 Motion

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

3.c. Acceptance of Quarterly Fuel Hedge Update Motion

3.d. Award of Contract for Bus Tire Leasing Services Resolution

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

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

### 5. Report of the Chair Informational

5.a. Resolution Honoring Hispanic Heritage Month Resolution

5.b. Report of the Nominating Committee for Public Member and Appointment of Public Member (Gee, Chuang, Medina) Motion

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

### 7. Board Member Requests/Comments

8. Recess to Committee Meetings

8.a. Community Relations Committee / Committee of the Whole

*M. Chuang (Chair), R. Mueller, P. Ratto*

8.a.1. Call to Order

8.a.2. Approval of Minutes of the Community Relations Committee Meeting of August 2, 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. Mobility Management Report: Annual Summary Informational

8.a.7. Monthly Performance Report | July 2023 Informational

8.a.8. Adjourn

8.b. Legislative Committee / Committee of the Whole

*R. Mueller (Chair), R. Medina*

8.b.1. Call to Order

8.b.2. Approval of Minutes of the Legislative Committee Meeting of August 2, 2023 Motion

8.b.3. State and Federal Legislative Update Informational

8.b.4. Adjourn

9. Reconvene Board of Directors Meeting

10. Matters for Board Consideration: Community Relations Committee

10.a. Accessible Services Update Informational

10.b. Paratransit Coordinating Council Update Informational

10.c. Citizens Advisory Committee Update Informational

10.d. Mobility Management Report: Annual Summary Informational

- 10.e. Monthly Performance Report | July 2023 Informational
  
- 11. Matters for Board Consideration: Legislative Committee
  - 11.a. State and Federal Legislative Update Informational
  
- 12. Communications to the Board of Directors Informational
  
- 13. Date/Time of Next Regular Meeting - Wednesday, October 4, 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.*
  
- 14. General Counsel Report
  - 14.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Rachel Burry v. San Mateo County Transit District; San Mateo County Superior Court Case No. 22-CIV-01453
  
  - 14.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Silvia Angulo v. San Mateo County Transit District; San Mateo County Superior Court Case No.23-CIV-01027
  
- 15. Adjourn

## Information for the Public

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

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

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

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

### **Location of Meeting**

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

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

### **Public Comment**

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Prior to the meeting's call to order, public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>.

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

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

### **Availability of Public Records**

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

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

**Minutes of Board of Directors Meeting**

**August 2, 2023**

**Members Present:** D. Canepa, M. Chuang, M. Fraser (Vice Chair), J. Gee (arrived at 2:46 pm), R. Medina, J. Powell (Chair), P. Ratto  
**(In Person)**

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

**Members Absent:** R. Mueller

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

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

Chair Josh Powell called the meeting to order at 2:02 pm and requested that Director Peter Ratto lead the Pledge of Allegiance.

**2. Roll Call**

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

**3. Consent Calendar**

**3.a. Approval of Minutes of the Board of Directors Meeting of July 12, 2023**

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

**3.c. Acceptance of Capital Projects Quarterly Status Report for 4<sup>th</sup> Quarter Fiscal Year 2023**

**3.d. Information on Statement of Revenues and Expenses for the Period Ended June 30, 2023**

Motion/Second: Canepa/Medina

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

Noes: None

Absent: Gee, Mueller

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

Roland said there was an explosion in Bakersfield on July 18 during refueling of a hydrogen bus with a fracture in the fuel tank and wanted the District to be aware and prevent any accidents.

**5. Report of the Chair**

Chair Powell said he had no report.

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

April Chan, General Manager/CEO, said that Ride Plus has been in operation for close to two months and the initial free fare period has been extended to the end of October. She said the Bus Operations team has provided Caltrain bus bridge services during the electrification construction in the month of July. She noted that the Regional Network Management (RNM) Committee under MTC (Metropolitan Transportation Commission) will govern the work of the RNM Council, of which she and Michelle Bouchard, as General Manager and Executive Director for SamTrans and Caltrain respectively, are members. She said the RNM Council will start meeting in October to focus on providing a seamless regional transportation network.

Ms. Chan said per the Caltrain governance MOU (Memorandum of Understanding) that payment of \$15.2 million needs to be made by the two funding partners by August 4, 2023. She said that VTA (Santa Clara Valley Transportation Authority) has recently deposited \$9 million into the escrow account and she expects San Francisco will make its payment before the deadline.

Chair Powell asked when the full rollout of Clipper 2.0 would be. Ms. Chan said summer of 2024.

### Public Comment:

Roland said the first Regional Network Management Committee meeting would be on September 8, and not in October.

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

There were no requests or comments.

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

The Board meeting recessed to Committee meetings at 2:11 pm.

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

Chair Powell reconvened the Board meeting at 3:14 pm.

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

Chair Powell reported on the following items:

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

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

Chair Powell led the Board in voting on the following items:

- 11.a. Approving and Ratifying the Insurance Program for Fiscal Year 2024 – *Approved by Resolution No. 2023-40***
- 11.b. Authorize the General Manager/CEO to Pursue Acquisition of a Headquarters Building Subject to Certain Parameters**

**11.c. Awarding a Contract to CBRE, Inc. for Commercial Real Estate Brokerage Services for a One-year Base Term, with Up to Two One-year Option Terms, for the Acquisition of a New Headquarters Building – Approved by Resolution No. 2023-41**

Motion/Second: Chuang/Medina

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

Noes: None

Absent: Mueller

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

Chair Powell reported on the following item:

**12.a. 2025-2035 San Mateo County Transit District Strategic Plan Project Introduction**

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

Chair Powell 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, September 6, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

**16. General Counsel Report**

Joan Cassman, Legal Counsel, said that she had nothing to report.

**17. Adjourn**

The meeting adjourned at 3:16 pm.

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



**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Steiner, Chief Financial Officer  
Subject: **Acceptance of Statement of Revenues and Expenses for the Period  
Ending July 31, 2023**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending July 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 July 31, 2023. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the prior year-to-date actuals, including dollar and percentage variances.

**Year to Date Revenues:** As of July year-to-date actual, the Total Sources of Funds (page 1, line 16) are \$2.4 million higher than the prior year. This is primarily driven by the increases in Investment Income (page 1, line 12).

**Year to Date Expenses:** As of July year-to-date actual, the Total Uses of Funds (page 1, line 36) are \$1.3 million higher than the prior year-to-date actual. This is primarily due to the increases in Sales Tax Allocation for Capital Programs (page 1, line 32). The increases are partially offset by the decreases in Motor Bus (page 1, line 20).

**Other Information:** Starting July 2023, the Agency accounts for revenues and expenses on a full accrual basis on the monthly financial statement. As such, the variances of certain line items between the current year actual and the prior year actual may show noticeable variances due to the change in methodology.

**Budget Impact**

There is no budget impact for the month of July 2023.

Prepared By:	Soe Aung	Accountant III	650-622-8020
	Jeannie Chen	Acting Director of Accounting	650-508-6259

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2024  
JULY 2023

% OF YEAR ELAPSED: 8.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	945,982	1,287,483	341,501	36.1%	11,506,000	11,506,000	-
2 Local TDA and STA Funds	5,490,538	5,738,983	248,445	4.5%	68,867,790	68,867,790	-
3 Pass through to Other Agencies	49,781	-	(49,781)	(100.0%)	-	-	-
4 CARES ACT and CRRSAA and ARPA	-	-	-	0.0%	-	-	-
5 Operating Grants	23,076	23,076	-	0.0%	4,300,863	4,300,863	-
6 SMCTA Measure A	360,907	387,547	26,640	7.4%	4,650,560	4,650,560	-
7 AB434 Funds, TA Funded Shuttle & Other	33,428	-	(33,428)	(100.0%)	-	-	-
8 <b>Subtotal - Operating Revenues</b>	<b>6,903,712</b>	<b>7,437,089</b>	<b>533,377</b>	<b>7.7%</b>	<b>89,325,213</b>	<b>89,325,213</b>	<b>-</b>
<b>Other Revenue Sources</b>							
9 District Sales Tax	8,435,468	8,321,000	(114,468)	(1.4%)	116,264,000	116,264,000	-
11 Measure W Sales Tax	4,217,734	4,160,500	(57,234)	(1.4%)	58,132,000	58,132,000	-
12 Investment Income	261,854	1,526,897	1,265,043	483.1%	8,098,649	8,098,649	-
13 Other Interest, Rent & Other Income	677,655	866,846	189,191	27.9%	10,206,685	10,206,685	-
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	4,356,943	4,900,650	543,707	12.5%	55,308,187	55,308,187	-
15 <b>Subtotal - Other Revenues</b>	<b>17,949,654</b>	<b>19,775,893</b>	<b>1,826,239</b>	<b>10.2%</b>	<b>248,009,521</b>	<b>248,009,521</b>	<b>-</b>
16 <b>Total Sources of Funds</b>	<b>24,853,366</b>	<b>27,212,982</b>	<b>2,359,616</b>	<b>9.5%</b>	<b>337,334,734</b>	<b>337,334,734</b>	<b>-</b>
<b>USES OF FUNDS</b>							
19 PCJPB, SMCTA & SAMTR Capital W&B	4,356,943	4,900,650	543,707	12.5%	55,308,187	55,308,187	-
20 Motor Bus	21,498,361	20,546,859	(951,502)	(4.4%)	181,990,458	181,990,458	-
21 A. D. A. Programs	2,248,117	1,631,213	(616,903)	(27.4%)	20,673,892	20,673,892	-
22 Other Multi-Modal Programs	158,157	378,152	219,995	139.1%	6,489,357	6,489,357	-
23 Pass through to Other Agencies	49,781	-	(49,781)	(100.0%)	-	-	-
24 Land Transfer Interest Expense	-	-	-	0.0%	-	-	-
25 <b>Total Operating Expense</b>	<b>28,311,359</b>	<b>27,456,874</b>	<b>(854,485)</b>	<b>(3.0%)</b>	<b>264,461,894</b>	<b>264,461,894</b>	<b>-</b>
26							
27 <b>Total Operating Surplus / (Deficit)</b>	<b>(3,457,993)</b>	<b>(243,893)</b>	<b>3,214,101</b>	<b>(92.9%)</b>	<b>72,872,840</b>	<b>72,872,840</b>	<b>-</b>
28							
29 District Sales Tax Capital	460,617	1,141,423	680,806	147.8%	13,697,076	13,697,076	-
30 Measure W Sales Tax Capital	1,961,332	2,393,548	432,215	22.0%	28,722,572	28,722,572	-
31 Reserves for Future Measure W Capital Allocation	-	1,056,892	1,056,892	100.0%	12,682,709	12,682,709	-
32 <b>Sales Tax Allocation - Capital Program</b>	<b>2,421,949</b>	<b>4,591,863</b>	<b>2,169,914</b>	<b>89.6%</b>	<b>55,102,357</b>	<b>55,102,357</b>	<b>-</b>
33							
34 <b>Total Debt Service</b>	<b>658,257</b>	<b>613,753</b>	<b>(44,504)</b>	<b>(6.8%)</b>	<b>19,142,898</b>	<b>19,142,898</b>	<b>-</b>
35							
36 <b>Total Uses of Funds</b>	<b>31,391,565</b>	<b>32,662,490</b>	<b>1,270,925</b>	<b>4.0%</b>	<b>338,707,149</b>	<b>338,707,149</b>	<b>-</b>
37							
38 <b>SURPLUS/(DEFICIT)</b>	<b>(6,538,199)</b>	<b>(5,449,508)</b>	<b>1,088,691</b>	<b>(16.7%)</b>	<b>(1,372,415)</b>	<b>(1,372,415)</b>	<b>-</b>
39 <b>Draw from Prior Years' Surplus</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,372,415</b>	<b>1,372,415</b>	<b>-</b>
40 <b>ADJUSTED SURPLUS/(DEFICIT)</b>	<b>(6,538,199)</b>	<b>(5,449,508)</b>	<b>1,088,691</b>	<b>(16.7%)</b>	<b>-</b>	<b>-</b>	<b>-</b>

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 JULY 2023							
% OF YEAR ELAPSED: 8.3%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	903,066	1,221,627	318,561	35.3%	11,000,000	11,000,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	4,419,000	4,466,146	47,146	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	757,933	948,882	190,949	25.2%	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	23,076	23,076	-	0.0%	1,587,507	1,587,507	-
8							
9 DISTRICT SALES TAX REVENUE	14,720,572	11,980,475	(2,740,097)	(18.6%)	80,222,063	80,222,063	-
10							
11 MEASURE W SALES TAX	-	436,859	436,859	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	229,739	1,481,922	1,252,184	545.0%	7,431,808	7,431,808	-
14							
15 <b>OTHER REVENUE SOURCES:</b>							
16 Rental Income	219,345	220,468	1,123	0.5%	2,195,931	2,195,931	-
17 Advertising Income	177,860	104,050	(73,810)	(41.5%)	1,009,299	1,009,299	-
18 Other Income	47,771	100,214	52,443	109.8%	361,637	361,637	-
19 <b>TOTAL OTHER REVENUES</b>	<b>444,976</b>	<b>424,731</b>	<b>(20,244)</b>	<b>(4.5%)</b>	<b>3,566,867</b>	<b>3,566,867</b>	<b>-</b>
20							
21 <b>TOTAL MOTOR BUS</b>	<b>21,498,361</b>	<b>20,546,859</b>	<b>(951,502)</b>	<b>(4.4%)</b>	<b>181,990,458</b>	<b>181,990,458</b>	<b>-</b>
22							
23 <b>AMERICAN DISABILITIES ACT:</b>							
24 Passenger Fares Redi-Wheels	42,916	65,857	22,940	53.5%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	232,579	235,060	2,481	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	81,026	88,895	7,869	9.7%	1,066,735	1,066,735	-
27 Operating Grants	-	-	-	0.0%	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	1,420,744	404,440	(1,016,304)	(71.5%)	3,524,839	3,524,839	-
29 Measure W Sales Tax - ADA	-	404,440	404,440	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	32,115	44,975	12,859	40.0%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	360,907	387,547	26,640	7.4%	4,650,560	4,650,560	-
32 Measure M Paratransit	77,829	-	(77,829)	(100.0%)	1,200,000	1,200,000	-
33 <b>TOTAL ADA PROGRAMS</b>	<b>2,248,117</b>	<b>1,631,213</b>	<b>(616,903)</b>	<b>(27.4%)</b>	<b>20,673,892</b>	<b>20,673,892</b>	<b>-</b>
34							
35 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
36							
37 AB434 Funds-SamTrans Shuttle	33,428	-	(33,428)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	162,603	353,353	190,749	117.3%	5,257,400	5,257,400	-
39 Dumbarton Rental Income	46,629	88,762	42,133	90.4%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(84,503)	(63,963)	20,539.50	24.3%	1,049,539	1,049,539	-
41							
42 <b>TOTAL MULTIMODAL</b>	<b>158,157</b>	<b>378,152</b>	<b>219,994</b>	<b>139.1%</b>	<b>6,489,357</b>	<b>6,489,357</b>	<b>-</b>
43							
44 <b>TOTAL REVENUES</b>	<b>23,904,635</b>	<b>22,556,225</b>	<b>(1,348,411)</b>	<b>(5.6%)</b>	<b>209,153,707</b>	<b>209,153,707</b>	<b>-</b>

Statement of Revenues and Expenses

SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2024  
JULY 2023

% OF YEAR ELAPSED: 8.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	14,587,794	14,777,941	190,147	1.3%	99,086,865	99,086,865	-
2							
3 Services:							
4 Board of Directors	20,129	8,046	(12,083)	(60.0%)	142,484	142,484	-
5 Contracted Vehicle Maintenance	208,760	75,673	(133,087)	(63.8%)	1,197,256	1,197,256	-
6 Property Maintenance	13,201	118,522	105,321	797.8%	2,732,602	2,732,602	-
7 Professional Services	2,400	376,915	374,515	15,604.8%	6,007,989	6,007,989	-
8 Technical Services	300,017	422,369	122,352	40.8%	12,582,427	12,582,427	-
9 Other Services	18,773	254,719	235,946	1256.8%	5,001,819	5,001,819	-
10 Materials & Supply:							
11 Fuel and Electricity*	359,058	368,428	9,369	2.6%	4,897,400	4,897,400	-
12 Bus Parts and Materials	149,527	230,413	80,887	54.1%	3,500,510	3,500,510	-
13 Uniforms and Driver Expense	39,523	66,246	26,723	67.6%	960,134	960,134	-
14 Timetables and Tickets	1,573	914	(659)	(41.9%)	175,633	175,633	-
15 Office Supplies / Printing	48,506	59,802	11,296	23.3%	830,799	830,799	-
16 Other Materials and Supply	23,842	7,677	(16,165)	(67.8%)	183,800	183,800	-
17							
18 Utilities:							
19 Telephone	1,296	17,515	16,219	1,251.3%	745,200	745,200	-
20 Other Utilities	408	121,678	121,270	29,723.0%	1,842,600	1,842,600	-
21 Insurance	2,516,518	252,128	(2,264,390)	(90.0%)	3,309,439	3,309,439	-
22 Claims Reserves and Payments	(8,185)	152,988	161,173	1,969.1%	800,000	800,000	-
23 Workers Compensation	229,646	240,000	10,354	4.5%	3,835,476	3,835,476	-
24 Taxes and License Fees	67,551	39,982	(27,569)	(40.8%)	448,804	448,804	-
25 Leases and Rentals	1,600	2,260	660	41.3%	241,894	241,894	-
26 Promotional and Legal Advertising	13,366	35,214	21,848	163.5%	1,403,486	1,403,486	-
27 Training and Business Travel	17,495	18,068	573	3.3%	963,040	963,040	-
28 Dues and Membership	65,749	6,373	(59,376)	(90.3%)	262,707	262,707	-
29 Postage and Other	12,224	5,452	(6,772)	(55.4%)	218,244	218,244	-
30							
31 <b>Total District Operated Buses</b>	<b>18,690,771</b>	<b>17,659,323</b>	<b>(1,031,448)</b>	<b>(5.5%)</b>	<b>151,370,608</b>	<b>151,370,608</b>	<b>-</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	1,700,000	1,700,000	-	0.0%	21,596,300	21,596,300	-
35 Coastside Services	127,949	167,282	39,333	30.7%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	14,874	23,388	8,515	57.2%	246,380	246,380	-
37 La Honda - Pescadero	-	7,980	7,980	100.0%	52,600	52,600	-
38 SamCoast - Pescadero	16,440	31,729	15,289	93.0%	210,327	210,327	-
39 Microtransit	-	265,495	265,495	100.0%	3,319,877	3,319,877	-
40 CUB Related Wages & Benefits	34,998	47,938	12,939	37.0%	705,256	705,256	-
41 CUB Related Other Support	1,265	1,010	(255)	(20.2%)	160,360	160,360	-
42 CUB Insurance	907,064	131,202	(775,862)	(85.5%)	1,657,950	1,657,950	-
43 CUB Claims Reserves & Payments	5,000	511,513	506,513	10,130.3%	600,000	600,000	-
44 <b>Total Contracted Bus Service</b>	<b>2,807,590</b>	<b>2,887,536</b>	<b>79,946</b>	<b>2.8%</b>	<b>30,619,850</b>	<b>30,619,850</b>	<b>-</b>
45							
46 <b>TOTAL MOTOR BUS</b>	<b>21,498,361</b>	<b>20,546,859</b>	<b>(951,502)</b>	<b>(4.4%)</b>	<b>181,990,458</b>	<b>181,990,458</b>	<b>-</b>

\* Fuel and Electricity costs were increased by a realized loss of \$10,613 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES  
FISCAL YEAR 2024  
JULY 2023

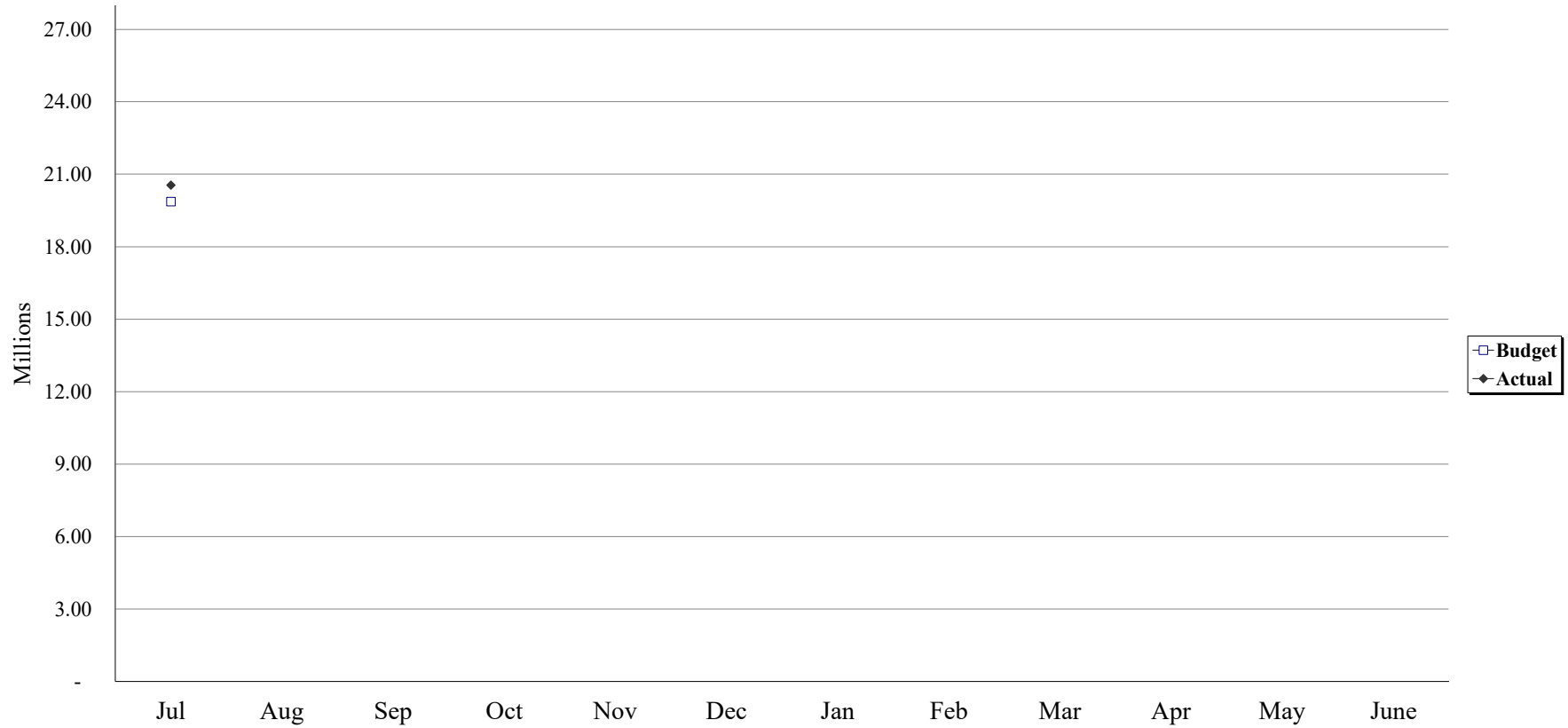
% OF YEAR ELAPSED: 8.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>AMERICAN DISABILITY ACT PROGRAMS</b>							
47 Elderly & Disabled/Redi-Wheels	660,383	766,006	105,623	16.0%	8,465,551	8,465,551	-
48 ADA Sedans / Taxi Service	188,628	281,738	93,110	49.4%	2,390,907	2,390,907	-
49 Coastside ADA	126,921	208,255	81,334	64.1%	2,281,914	2,281,914	-
50 ADA Related Wages & Benefits	219,616	246,964	27,348	12.5%	3,328,660	3,328,660	-
51 ADA Related Other Support	28,576	17,935	(10,641)	(37.2%)	2,701,942	2,701,942	-
52 ADA Insurance	1,023,992	110,315	(913,677)	(89.2%)	1,304,918	1,304,918	-
53 ADA Claims Reserves & Payments	-	-	-	0.0%	200,000	200,000	-
54 <b>TOTAL ADA PROGRAMS</b>	<b>2,248,117</b>	<b>1,631,213</b>	<b>(616,903)</b>	<b>(27.4%)</b>	<b>20,673,892</b>	<b>20,673,892</b>	<b>-</b>
<b>MULTI-MODAL TRANSIT PROGRAMS</b>							
56 SamTrans Shuttle Service	142,891	353,353	210,462	147.3%	5,782,900	5,782,900	-
57 Shuttle Related Wages & Benefits	7,322	17,792	10,470	143.0%	285,439	285,439	-
58 Dumbarton M.O.W.	4,919	576	(4,343)	(88.3%)	182,418	182,418	-
59 Maintenance Multimodal Facilities	3,025	6,431	3,406	112.6%	238,600	238,600	-
60 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>158,157</b>	<b>378,152</b>	<b>219,995</b>	<b>314.6%</b>	<b>6,489,357</b>	<b>6,489,357</b>	<b>-</b>
61 <b>TOTAL OPERATING EXPENSES</b>	<b>23,904,635</b>	<b>22,556,225</b>	<b>(1,348,411)</b>	<b>(5.6%)</b>	<b>209,153,707</b>	<b>209,153,707</b>	<b>-</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

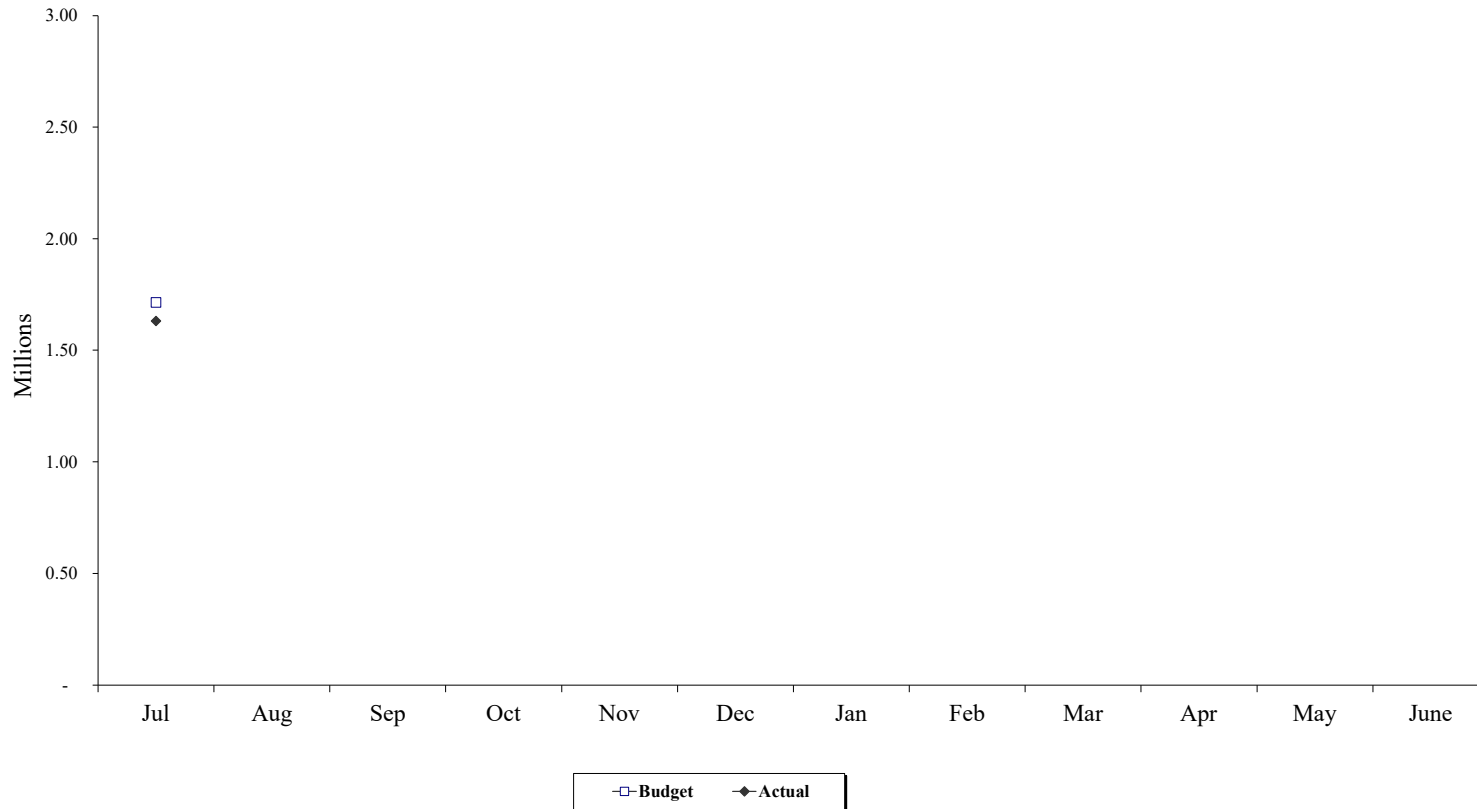
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2024



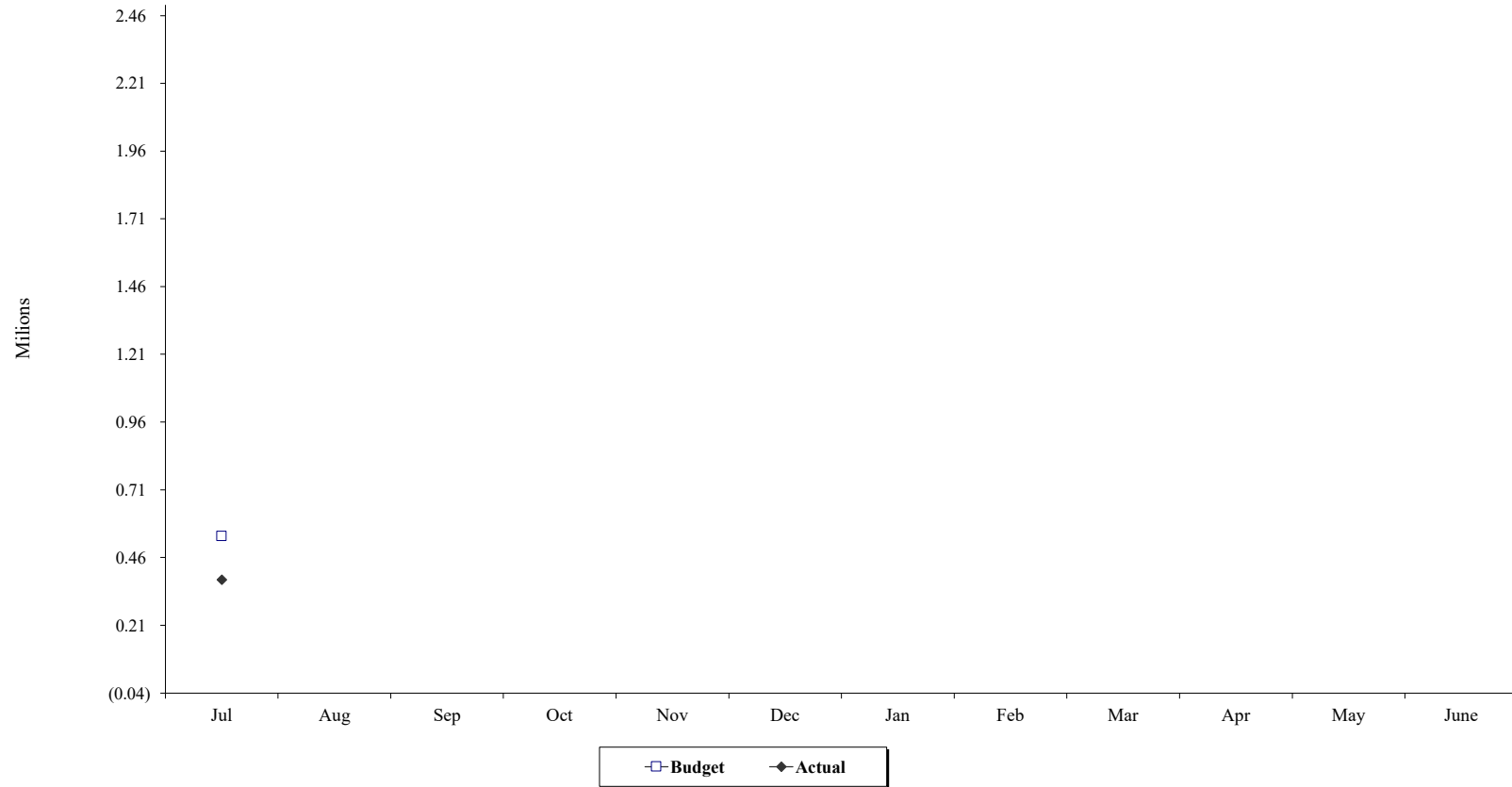
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	19,866,045											
Actual	20,546,859											
<b>CUMULATIVE EXPENSES</b>												
Budget	19,866,045											
Actual	20,546,859											
Variance - F(U)	(680,814)											
Variance %	-3.4%											

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2024**



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,715,532											
Actual	1,631,213											
<b>CUMULATIVE EXPENSES</b>												
Budget	1,715,532											
Actual	1,631,213											
Variance - F(U)	84,319											
Variance %	4.9%											

**SAN MATEO COUNTY TRANSIT DISTRICT  
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL  
FISCAL YEAR 2024**



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	538,655											
Actual	378,152											
<b>CUMULATIVE EXPENSES</b>												
Budget	538,655											
Actual	378,152											
Variance - F(U)	160,503											
Variance %	29.8%											



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

	7/31/2023
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u></b>	
Bank of America (unrestricted: includes Checking)	\$ 111,400,854
Bank of America (Restricted: includes grant/endowment funds)	17,347,037
CAMP	178,226,666
LAIF	5,481,669
ICD Investment (Market values)**	1,021,536
<b><u>INVESTMENT FUNDS</u></b>	
Investment Portfolio (Market Values+ Accrued interest)*	206,293,965
MMF - US Bank Custodian Account	9,164,409
<b>TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT</b>	1,600,907
<b>TOTAL</b>	<b>\$ 530,537,042</b>

\* Fund Managed by PFM Investment Advisor

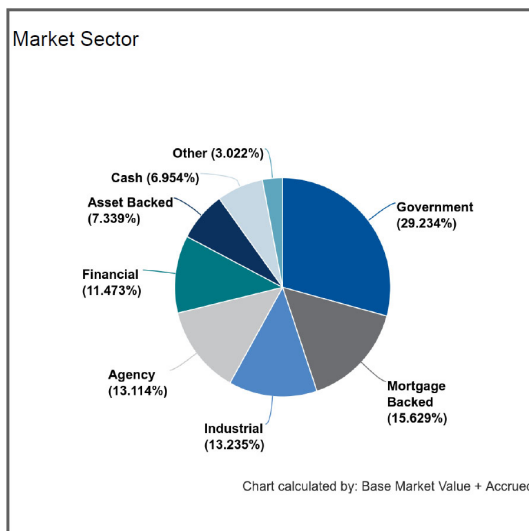
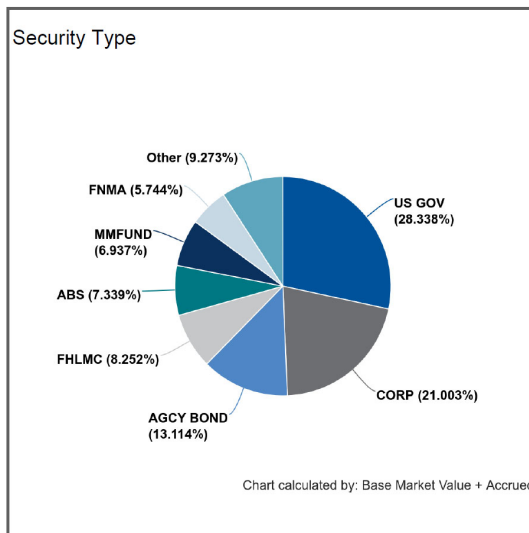
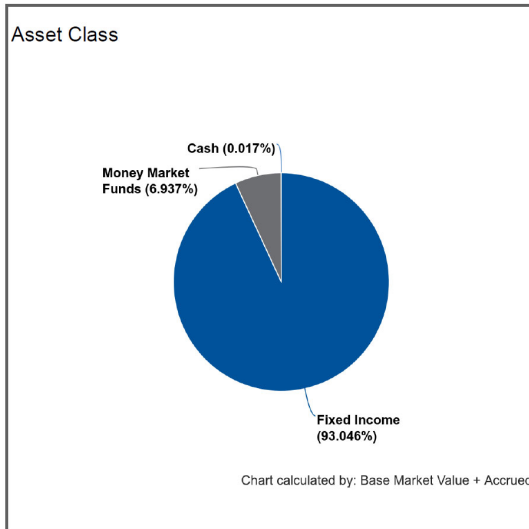
\*\* Institutional Cash Distributors, LLC is an independent portal that helps organizations make short-term investments simple, safe, and efficient.

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	38,530.64
MMFund	15,667,612.82
Fixed Income	206,255,434.02
Duration	1.917
Convexity	0.058
WAL	2.065
Years to Final Maturity	2.898
Years to Effective Maturity	2.721
Yield	5.084
Book Yield	2.113
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	33.782%
United States	28.338%
Federal Home Loan Mortgage Corporation	18.366%
Federal National Mortgage Association	9.568%
U.S. Bancorp	4.921%
(SM - LAIF) State of California	2.342%
The Toronto-Dominion Bank	1.369%
Berkshire Hathaway Inc.	1.313%
---	100.000%

Footnotes: 1,2

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

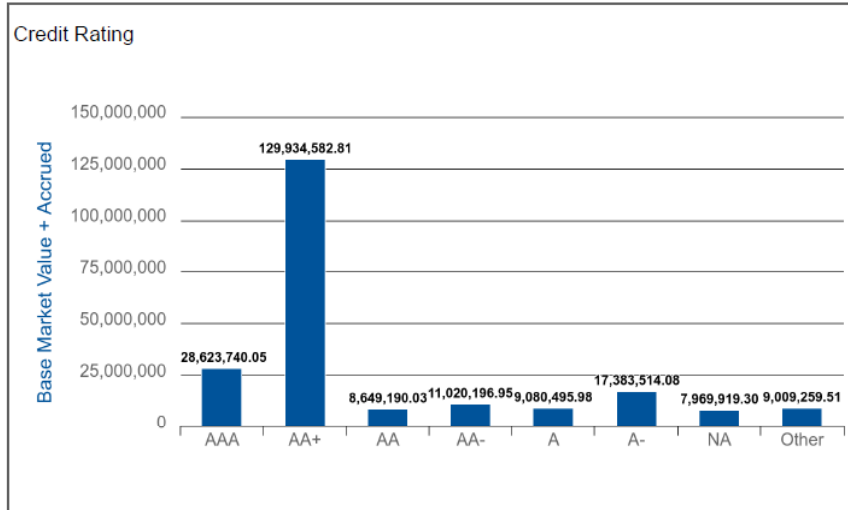


Risk Summary

07/01/2023 - 07/31/2023

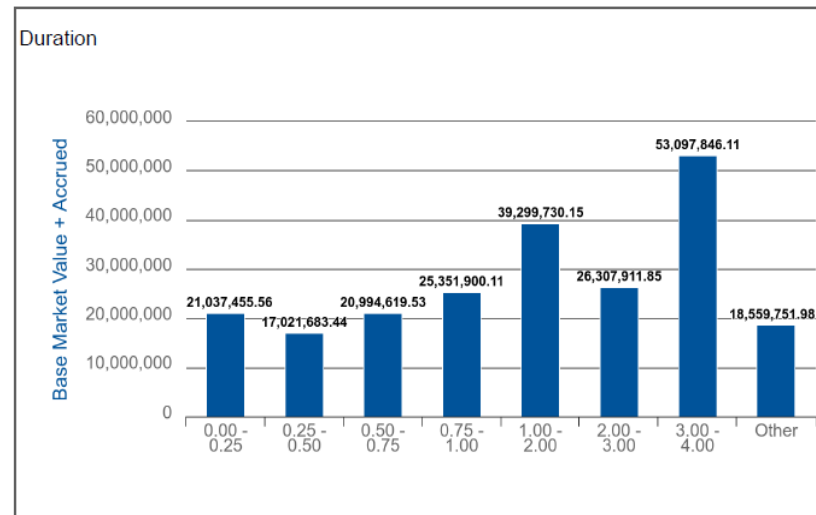
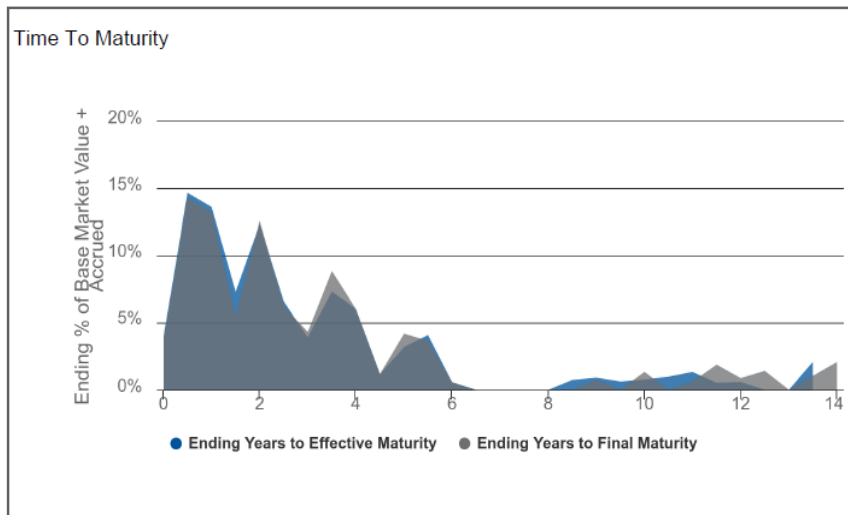
SAM Transit District Agg (136232)

Dated: 08/14/2023



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	8.329%	2.125%	1.564%	0.896%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	23.340%	9.749%	9.082%	20.343%	4.975%	0.000%	0.000%	0.000%	0.000%
A	5.436%	5.062%	1.223%	2.715%	1.055%	0.000%	0.000%	0.000%	0.000%
BBB	0.511%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.461%	0.793%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

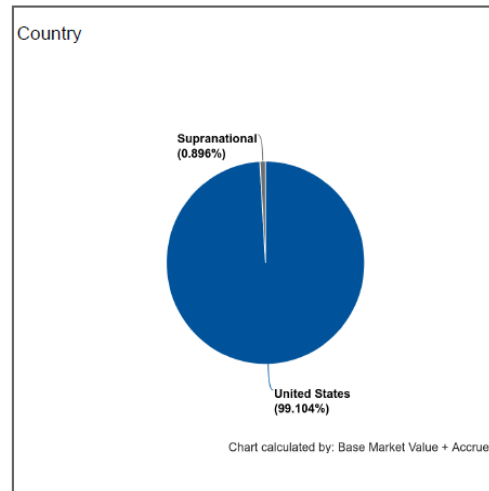
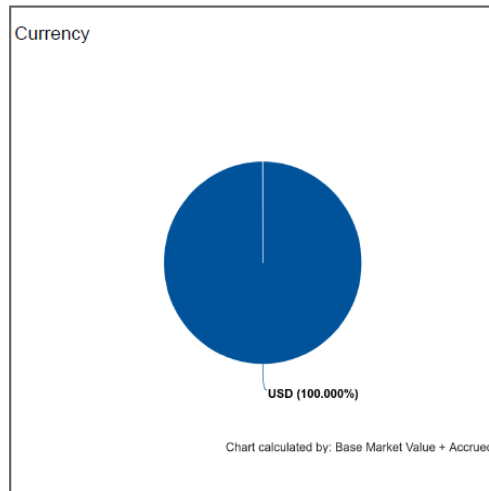
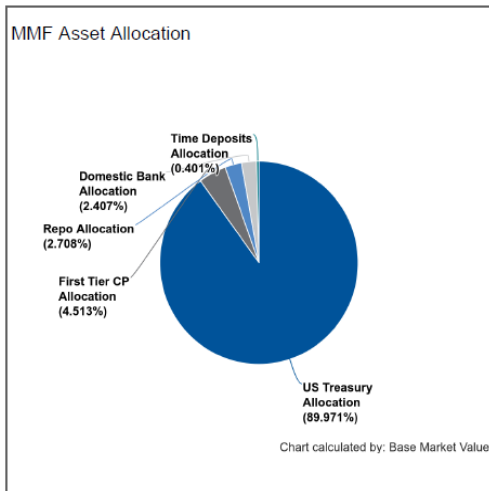
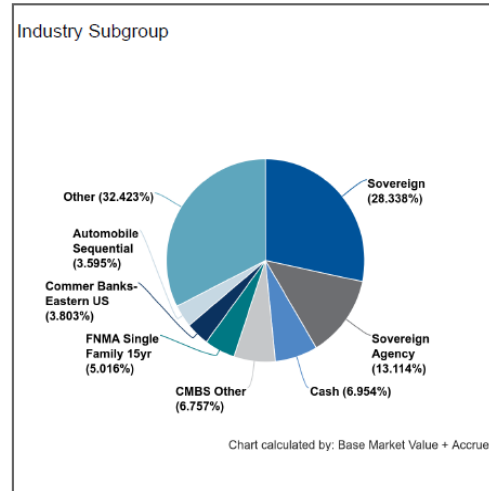
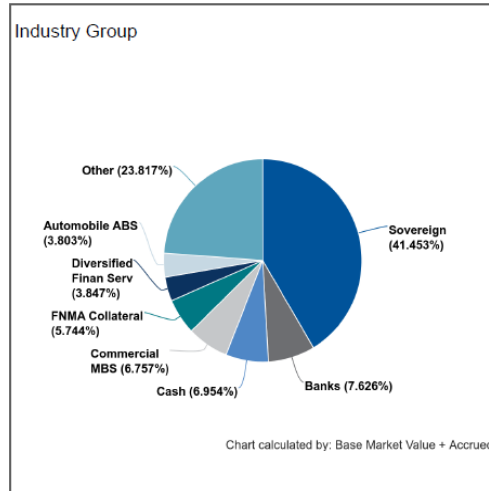
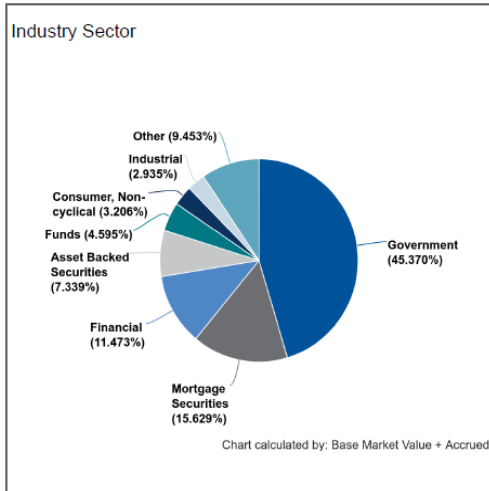


Risk Summary

07/01/2023 - 07/31/2023

SAM Transit District Agg (136232)

Dated: 08/14/2023



# CLEARWATER ANALYTICS.

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 07/31/2023  
 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	35,312.97	---	07/31/2023	35,312.97	0.00	35,312.97	35,312.97
<b>CASH</b>			<b>35,312.97</b>			<b>35,312.97</b>	<b>0.00</b>	<b>35,312.97</b>	<b>35,312.97</b>

## MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,721,867.52	---	07/31/2023	8,721,867.52	0.00	8,721,867.52	8,721,867.52
<b>MMFUND</b>			<b>8,721,867.52</b>			<b>8,721,867.52</b>	<b>0.00</b>	<b>8,721,867.52</b>	<b>8,721,867.52</b>

## Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>8,757,180.49</b>	---		<b>8,757,180.49</b>	<b>0.00</b>	<b>8,757,180.49</b>	<b>8,757,180.49</b>

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

# CLEARWATER

## ANALYTICS

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reserve Fund (136226)  
 As of: 07/31/2023  
 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	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,471.82	677,334.40	678,806.22
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	3,652.38	605,699.50	609,351.88
ABS	09661RAD3	BMWOT 2020-A A3	6,293.87	07/15/2020	10/25/2024	6,293.39	0.50	6,270.45	6,270.96
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,405,999.50	1,406,360.06
ABS	14041NFFY2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,082,540.25	1,083,069.49
ABS	14044CAC6	COPAR 2021-1 A3	452,427.75	10/27/2021	09/15/2026	452,419.20	154.83	433,796.77	433,951.60
ABS	14315FAD9	CARMX 2020-3 A3	50,703.93	07/22/2020	03/17/2025	50,695.24	13.97	50,367.76	50,381.74
ABS	14316HAC6	CARMX 2020-4 A3	154,599.46	10/21/2020	08/15/2025	154,565.44	34.36	151,376.06	151,410.42
ABS	14316NAC3	CARMX 2021-1 A3	115,493.32	01/27/2021	12/15/2025	115,470.50	17.45	112,363.45	112,380.90
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,201,488.60	1,203,658.87
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	841,165.70	841,395.12
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,250,971.45	1,253,721.29
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	464,195.50	465,166.83
ABS	362554AC1	GMCAR 2021-4 A3	371,988.13	10/21/2021	09/16/2026	371,978.64	105.40	356,673.38	356,778.78
ABS	362590AC5	GMCAR 2020-3 A3	141,512.21	08/19/2020	04/16/2025	141,479.83	26.53	140,794.74	140,821.28
ABS	36260KAC8	GMCAR 2020-4 A3	120,583.76	10/14/2020	08/18/2025	120,557.99	19.09	118,501.28	118,520.37
ABS	380140AC7	GMCAR 213 A3	477,362.38	07/21/2021	06/16/2026	477,332.88	95.47	459,375.36	459,470.84
ABS	43815GAC3	HAROT 2021-4 A3	448,455.07	11/24/2021	01/21/2026	448,360.54	109.62	432,023.68	432,133.30
ABS	44891RAC4	HART 2020-C A3	383,063.68	10/28/2020	05/15/2025	382,975.47	64.70	376,754.63	376,819.32
ABS	44933LAC7	HART 2021-A A3	179,992.54	04/28/2021	09/15/2025	179,973.60	30.40	175,584.52	175,614.92
ABS	44935FAD6	HART 2021-C A3	347,134.49	11/17/2021	05/15/2026	347,057.00	114.17	334,526.56	334,640.73
ABS	47787NAC3	JDOT 2020-B A3	17,541.33	07/22/2020	11/15/2024	17,538.65	3.98	17,443.80	17,447.77
ABS	50117TAC5	KCOT 2021-1 A3	277,858.60	04/14/2021	08/15/2025	277,801.75	76.57	269,347.79	269,424.36
ABS	65480BAC1	NAROT 2021-A A3	1,015,678.73	06/23/2021	10/15/2025	1,015,661.57	148.97	985,614.64	985,763.61
ABS	89237VAB5	TAOT 2020-C A3	79,112.12	07/27/2020	10/15/2024	79,106.03	15.47	78,699.94	78,715.41
ABS	89238EAD8	TLOT 2021-A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	332,892.85	332,944.03
ABS	92290BAA9	VZOT 2020-B A	89,960.53	08/12/2020	02/20/2025	89,941.64	12.92	89,486.44	89,499.36
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	589,512.00	590,186.74
ABS	92868KAC7	VALET 2021-1 A3	639,731.62	12/13/2021	06/22/2026	639,706.54	199.38	616,547.74	616,747.13
ABS	98163KAC6	WOART 2021-D A3	529,804.40	11/03/2021	10/15/2026	529,732.24	190.73	508,983.09	509,173.82
<b>ABS</b>			<b>14,594,297.92</b>			<b>14,592,611.42</b>	<b>14,295.29</b>	<b>14,166,331.85</b>	<b>14,180,627.14</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,486.11	927,160.00	928,646.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	842.19	501,545.00	502,387.19
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,718.75	926,980.00	928,698.75
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	611.11	920,300.00	920,911.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	2,112.50	1,185,379.00	1,187,491.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,400.00	1,089,084.00	1,090,484.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	511.11	1,131,220.50	1,131,731.61
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	166.67	1,464,608.00	1,464,774.67
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,250,000.00	08/21/2020	08/24/2023	2,247,705.00	2,453.13	2,242,845.00	2,245,298.13
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	1,094,082.00	1,095,174.36
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	1,491,930.00	1,493,419.58
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	1,182,766.00	1,184,499.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	437.50	1,186,752.00	1,187,189.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	767.36	1,282,268.00	1,283,035.36
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	7,862,000.00	7,865,166.67
<b>AGCY BOND</b>			<b>25,450,000.00</b>			<b>25,414,812.87</b>	<b>19,988.37</b>	<b>24,488,919.50</b>	<b>24,508,907.87</b>

### CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,774.09	---	07/31/2023	1,774.09	0.00	1,774.09	1,774.09
<b>CASH</b>			<b>1,774.09</b>			<b>1,774.09</b>	<b>0.00</b>	<b>1,774.09</b>	<b>1,774.09</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	105,095.89	2,511,575.00	2,616,670.89
<b>CD</b>			<b>2,500,000.00</b>			<b>2,500,000.00</b>	<b>105,095.89</b>	<b>2,511,575.00</b>	<b>2,616,670.89</b>

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	5,185.00	893,358.00	898,543.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,298.56	1,264,372.50	1,265,671.06
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	878,600.80	7,920.00	851,382.40	859,302.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	2,040.00	874,629.00	876,669.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	2,500.00	936,150.00	938,650.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	2,500.00	936,150.00	938,650.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,750.00	655,305.00	657,055.00
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	26,054.17	1,302,262.00	1,328,316.17
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	11,250.00	870,921.00	882,171.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	1,144.27	309,481.25	310,625.52
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,987.85	760,903.00	765,890.85
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	15,500.00	779,688.00	795,188.00
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	1,692.72	1,012,229.72	1,012,229.72
CORP	06051GJRI	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,073.60	384,764.00	385,837.60
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	768.75	2,441,340.00	2,442,108.75
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	23,460.00	2,511,594.00	2,535,054.00
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	1,466.25	1,223,923.50	1,225,389.75
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	3,108.00	845,658.00	848,766.00
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	3,363.75	377,527.80	380,891.55
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	3,038.75	1,309,568.00	1,312,606.75
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	7,065.63	913,662.50	920,728.13
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	8,328.38	868,941.00	877,269.38
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	2,213.75	884,115.00	886,328.75
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	1,113.00	134,440.60	135,553.60
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	577.78	1,271,517.00	1,272,094.78
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	780.00	438,831.00	439,611.00
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	796.53	554,781.60	555,578.13
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	8,487.81	715,972.50	724,460.31
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	1,672.46	203,175.50	204,847.96
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	4,287.38	506,579.75	510,867.13
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	2,365.49	1,274,364.00	1,276,729.49
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	3,534.38	369,349.50	372,883.88
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	220,000.00	05/04/2022	06/15/2025	219,940.60	969.83	212,053.60	213,023.43
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	700.00	891,036.00	891,736.00
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	652.85	394,443.05	395,095.90
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,516.94	603,637.35	605,154.29
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	19,456.28	2,222,237.50	2,241,693.78
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,371.56	479,174.85	480,546.41
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	3,395.00	375,072.00	378,467.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	208.00	220,298.40	220,506.40
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,780.00	427,072.50	430,852.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	1,134.00	128,121.75	129,255.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	1,176.00	132,867.00	134,043.00
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	349.38	233,690.60	234,039.98
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	10,589.06	1,213,283.80	1,223,872.86
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	822.84	266,568.40	267,391.24
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	120.00	1,743,588.00	1,743,708.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	2,791.94	1,041,106.50	1,043,898.44
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	10,377.25	908,321.70	918,698.95
<b>CORP</b>			<b>42,105,000.00</b>			<b>42,589,649.00</b>	<b>220,735.18</b>	<b>40,167,817.40</b>	<b>40,388,552.58</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479MZ14	MUFG Bank - New York Branch	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	1,961,640.00	1,961,640.00
<b>CP</b>			<b>2,000,000.00</b>			<b>1,929,766.67</b>	<b>0.00</b>	<b>1,961,640.00</b>	<b>1,961,640.00</b>



FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	867,149.61	06/25/2021	06/01/2035	934,353.71	2,529.19	826,584.35	829,113.54
FHLMC	3133L7LB1	FH RC1222	980,284.53	10/19/2021	12/01/2034	1,053,805.87	2,859.16	934,544.45	937,403.61
FHLMC	3133L9AJ2	FH RC2709	1,071,068.52	10/18/2022	09/01/2037	1,051,655.40	4,016.51	1,050,568.26	1,054,584.77
FHLMC	3137BGGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	629,141.50	630,800.08
FHLMC	3137F6ZS5	FHMS K-J31 A1	60,793.49	10/29/2020	05/26/2026	60,792.28	28.83	58,474.83	58,503.65
FHLMC	3137H4RZ5	FHMS K-J36 A1	122,848.50	12/16/2021	12/25/2026	122,848.01	132.88	112,808.09	112,940.97
FHLMC	3137H8B42	FHMS K-J40 A1	829,723.39	07/14/2022	06/25/2028	829,713.43	2,350.88	787,307.93	789,658.81
FHLMC	3137H8H79	FHMS K-J41 A1	1,790,961.77	08/04/2022	01/25/2029	1,790,940.28	4,681.87	1,679,098.30	1,683,780.17
FHLMC	3137H92N8	FHMS K-J42 A1	1,095,161.25	09/15/2022	07/25/2029	1,095,119.63	3,561.10	1,047,215.09	1,050,776.19
FHLMC	3137H9MM8	FHMS K-J43 A1	1,795,266.02	12/15/2022	12/25/2028	1,795,235.50	1,309.65	1,749,307.21	1,750,616.85
FHLMC	3137H9QT9	FHMS K-J44 A1	1,793,405.84	02/23/2023	01/25/2029	1,793,350.25	6,811.95	1,766,827.57	1,773,639.52
FHLMC	3137HA4K9	FHMS K-J45 A1	1,798,867.22	05/25/2023	11/25/2028	1,798,863.63	6,678.29	1,762,062.40	1,768,740.70
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	7,228.50	1,804,284.00	1,811,512.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,450,000.00	07/27/2023	06/25/2028	1,449,963.75	5,772.21	1,440,865.00	1,446,637.21
<b>FHLMC</b>			<b>16,105,530.13</b>			<b>16,276,815.43</b>	<b>49,619.60</b>	<b>15,649,088.97</b>	<b>15,698,708.58</b>

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,027,012.68	12/29/2020	09/25/2033	1,041,535.28	855.84	950,900.77	951,756.61
FHLMC CMO	3137F7DH5	FHR 5048 B	658,227.75	11/30/2020	05/25/2033	666,558.44	548.52	581,504.73	582,053.25
<b>FHLMC CMO</b>			<b>1,685,240.43</b>			<b>1,708,093.73</b>	<b>1,404.37</b>	<b>1,532,405.50</b>	<b>1,533,809.86</b>

FNMA (FEDERAL AGENCY MORTGAGE BACK SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	964,984.55	05/18/2021	03/01/2035	1,034,041.26	2,412.46	904,663.36	907,075.83
FNMA	3140Q9FM0	FN CA1971	1,179,376.12	01/18/2022	06/01/2033	1,244,426.08	3,439.85	1,121,091.35	1,124,531.20
FNMA	3140QGKN6	FN CA8400	976,503.22	03/22/2021	12/01/2035	1,068,355.56	2,848.13	937,345.44	940,193.58
FNMA	3140X92C8	FN FM6170	809,825.92	06/25/2021	07/01/2035	877,648.84	2,699.42	784,057.26	786,756.68
FNMA	3140X9K46	FN FM5714	643,658.08	03/25/2021	11/01/2035	701,185.02	2,145.53	623,009.53	625,155.05
FNMA	3140XALC4	FN FM6622	1,167,175.74	03/29/2021	02/01/2036	1,227,358.24	2,431.62	1,061,511.32	1,063,942.94
FNMA	3140XC4K1	FN FM8925	1,156,669.70	11/16/2021	08/01/2034	1,254,263.70	3,855.57	1,133,709.80	1,137,565.37
FNMA	3140XHQQ3	FN FS2262	1,576,243.84	06/30/2022	06/01/2037	1,596,193.17	5,254.15	1,526,481.82	1,531,735.96
FNMA	3140XJHF3	FN FS2929	1,609,825.27	10/18/2022	09/01/2037	1,561,782.05	5,366.08	1,552,628.17	1,557,994.26
FNMA	3140XJ87	FN FS2986	1,453,805.45	10/21/2022	10/01/2032	1,410,645.61	4,846.02	1,408,141.43	1,412,987.44
<b>FNMA</b>			<b>11,538,067.88</b>			<b>11,975,899.53</b>	<b>35,298.82</b>	<b>11,052,639.49</b>	<b>11,087,938.31</b>

FNMA CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	1,701,228.37	03/31/2023	04/25/2035	1,733,990.30	7,088.45	1,696,856.21	1,703,944.66
<b>FNMA CMO</b>			<b>1,701,228.37</b>			<b>1,733,990.30</b>	<b>7,088.45</b>	<b>1,696,856.21</b>	<b>1,703,944.66</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER-US TRS MM Y	381,070.93	---	07/31/2023	381,070.93	0.00	381,070.93	381,070.93
<b>MMFUND</b>			<b>381,070.93</b>			<b>381,070.93</b>	<b>0.00</b>	<b>381,070.93</b>	<b>381,070.93</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	926.65	391,639.70	392,566.35
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,416.15	222,458.30	224,874.45
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	366.92	324,096.50	324,463.42
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	681.42	601,893.50	602,574.92
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	262.08	231,497.50	231,759.58
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	2,125.75	502,408.50	504,534.25
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,912.50	714,637.50	716,550.00
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,275.75	371,020.50	372,296.25
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	287.93	299,498.10	299,786.03
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	1,494,384.00	1,499,642.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	2,018.25	548,176.25	550,194.50
<b>MUNI</b>			<b>6,120,000.00</b>			<b>6,123,878.00</b>	<b>17,532.06</b>	<b>5,701,710.35</b>	<b>5,719,242.41</b>

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000.00	07/19/2022	06/15/2027	1,799,064.00	7,187.50	1,714,950.00	1,722,137.50
<b>SUPRANATIONAL</b>			<b>1,800,000.00</b>			<b>1,799,064.00</b>	<b>7,187.50</b>	<b>1,714,950.00</b>	<b>1,722,137.50</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	22,744.57	3,907,960.00	3,930,704.57
US GOV	912828T91	UNITED STATES TREASURY	400,000.00	10/04/2019	10/31/2023	402,296.87	1,642.66	396,424.00	398,066.66
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	2,119.57	462,910.00	465,029.57
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	8,478.26	1,851,640.00	1,860,118.26
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	6,570.65	1,435,021.00	1,441,591.65
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	8,695.65	4,849,050.00	4,857,745.65
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	2,565.22	1,430,469.75	1,433,034.97
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	1,130.43	630,376.50	631,506.93
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	782.61	436,414.50	437,197.11
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	2,347.83	1,309,243.50	1,311,591.33
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	1,293.48	810,058.50	811,351.98
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	543.48	2,288,975.00	2,289,518.48
US GOV	91282CBA8	UNITED STATES TREASURY	1,000,000.00	12/31/2020	12/15/2023	998,710.94	160.52	981,020.00	981,180.52
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	114.13	316,148.00	316,262.13
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	391.30	1,083,936.00	1,084,327.30
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	2,347.83	6,503,616.00	6,505,963.83
US GOV	91282CBV2	UNITED STATES TREASURY	14,000,000.00	12/06/2021	04/15/2024	13,877,500.00	15,491.80	13,517,140.00	13,532,631.80
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	30,578.80	4,157,472.00	4,188,050.80
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	444.63	5,610,433.50	5,610,878.13
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	141.98	1,791,567.00	1,791,708.98
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	113.96	1,437,968.25	1,438,082.21
<b>US GOV</b>			<b>58,250,000.00</b>			<b>57,493,550.81</b>	<b>108,699.37</b>	<b>55,207,843.50</b>	<b>55,316,542.87</b>

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	7,052.50	1,352,787.30	1,359,839.80
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	1,198,362.50	1,205,413.19
<b>YANKEE</b>			<b>2,645,000.00</b>			<b>2,633,825.00</b>	<b>14,103.19</b>	<b>2,551,149.80</b>	<b>2,565,252.99</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	186,877,209.75	---	---	187,154,801.78	601,048.09	178,785,772.59	179,386,820.68

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

# CLEARWATER

## ANALYTICS

Report: Master BS by lot - group by Security type  
 Account: SAM Paratransit Fund (136227)  
 As of: 07/31/2023  
 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	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	104,588.40	104,815.67
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	568.81	94,330.25	94,899.06
ABS	09661RAD3	BMWOT 2020-A A3	1,798.25	07/15/2020	10/25/2024	1,798.11	0.14	1,791.56	1,791.70
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	243,071.10	243,133.43
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	203,271.75	203,371.13
ABS	14044CAC6	COPAR 2021-1 A3	78,683.09	10/27/2021	09/15/2026	78,681.60	26.93	75,442.92	75,469.84
ABS	14315FAD9	CARMX 2020-3 A3	14,647.80	07/22/2020	03/17/2025	14,645.29	4.04	14,550.69	14,554.72
ABS	14316HAC6	CARMX 2020-4 A3	36,376.34	10/21/2020	08/15/2025	36,368.34	8.08	35,617.90	35,625.98
ABS	14316NAC3	CARMX 2021-1 A3	20,381.17	01/27/2021	12/15/2025	20,377.15	3.08	19,828.84	19,831.92
ABS	14318MAD1	CARMX 2022-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	190,479.90	190,823.97
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	146,495.15	146,535.11
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	189,390.10	189,806.41
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	69,135.50	69,280.17
ABS	362554AC1	GMCAR 2021-4 A3	62,803.19	10/21/2021	09/16/2026	62,801.59	17.79	60,217.58	60,235.38
ABS	36260KAC8	GMCAR 2020-4 A3	25,624.05	10/14/2020	08/18/2025	25,618.57	4.06	25,181.52	25,185.58
ABS	380140AC7	GMCAR 213 A3	82,168.93	07/21/2021	06/16/2026	82,163.86	16.43	79,072.81	79,089.24
ABS	43815GAC3	HAROT 2021-4 A3	82,866.70	11/24/2021	01/21/2026	82,849.23	20.26	79,830.46	79,850.72
ABS	44891RAC4	HART 2020-C A3	84,274.01	10/28/2020	05/15/2025	84,254.60	14.23	82,886.02	82,900.25
ABS	44933LAC7	HART 2021-A A3	34,923.93	04/28/2021	09/15/2025	34,920.25	5.90	34,068.64	34,074.54
ABS	44935FAD6	HART 2021-C A3	58,670.62	11/17/2021	05/15/2026	58,657.52	19.30	56,539.70	56,559.00
ABS	47787NAC3	JDOT 2020-B A3	4,209.92	07/22/2020	11/15/2024	4,209.28	0.95	4,186.51	4,187.47
ABS	89237VAB5	TAOT 2020-C A3	8,416.18	07/27/2020	10/15/2024	8,415.53	1.65	8,372.33	8,373.98
ABS	89238EAD8	TLOT 2021-A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,591.15	64,601.08
ABS	92290BAA9	VZOT 2020-B A	13,101.05	08/12/2020	02/20/2025	13,098.30	1.88	13,032.01	13,033.89
ABS	92868KAC7	VALET 2021-1 A3	107,400.20	12/13/2021	06/22/2026	107,395.99	33.47	103,508.02	103,541.49
ABS	98163KAC6	WOART 2021-D A3	89,877.53	11/03/2021	10/15/2026	89,865.29	32.36	86,345.35	86,377.70
<b>ABS</b>			<b>2,151,222.96</b>			<b>2,150,965.38</b>	<b>2,123.27</b>	<b>2,085,826.15</b>	<b>2,087,949.42</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	408.68	254,969.00	255,377.68
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	176.09	104,868.50	105,044.59
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	472.66	254,919.50	255,392.16
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	168.06	253,082.50	253,250.56
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	446.88	250,753.25	251,200.13
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	320.83	249,581.75	249,902.58
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	111.11	245,917.50	246,028.61
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	36.46	320,383.00	320,419.46
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	872.22	797,456.00	798,328.22
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	337.64	338,170.80	338,508.44
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	456.81	457,525.20	457,982.01
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	733.33	500,401.00	501,134.33
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	94.79	257,129.60	257,224.39
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	162.33	271,249.00	271,411.33
<b>AGCY BOND</b>			<b>4,775,000.00</b>			<b>4,764,077.24</b>	<b>4,797.88</b>	<b>4,556,406.60</b>	<b>4,561,204.48</b>

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	1,443.58	---	07/31/2023	1,443.58	0.00	1,443.58	1,443.58
<b>CASH</b>			<b>1,443.58</b>			<b>1,443.58</b>	<b>0.00</b>	<b>1,443.58</b>	<b>1,443.58</b>

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	5,530.00	401,396.00	406,926.00
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	16,815.34	401,852.50	418,667.34
<b>CD</b>			<b>800,000.00</b>			<b>800,000.00</b>	<b>22,345.34</b>	<b>803,248.00</b>	<b>825,593.34</b>

CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	241.94	235,567.50	235,809.44
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	1,170.00	125,772.40	126,942.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	566.67	242,952.50	243,519.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	687.50	257,441.25	258,128.75
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	4,008.33	200,348.00	204,356.33
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	3,125.00	241,922.50	245,047.50
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	193.65	52,373.75	52,567.40
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	880.21	134,277.00	135,157.21
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	307.77	183,734.00	184,041.77
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	536.80	192,382.00	192,918.80
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	121.01	384,285.00	384,406.01
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	3,475.56	372,088.00	375,563.56
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	217.22	181,322.00	181,539.22
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	517.50	58,081.20	58,598.70
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	467.50	201,472.00	201,939.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	2,008.13	259,672.50	261,680.63
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	614.93	245,587.50	246,202.43
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	159.00	19,205.80	19,364.80
CORP	459200KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	88.89	195,618.00	195,706.89
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	244.88	99,309.00	99,553.88
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	281.53	196,086.60	196,368.13
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	1,131.71	95,463.00	96,594.71
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	244.75	29,733.00	29,977.75
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	666.00	78,692.00	79,358.00
CORP	61747YET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	363.92	196,056.00	196,419.92
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	543.75	56,823.00	57,366.75
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	154.29	33,735.80	33,890.09
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	194.44	247,510.00	247,704.44
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	250.83	99,814.05	100,064.88
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	3,047.87	348,118.75	351,166.62
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	235.52	82,282.55	82,518.07
CORP	857477BR3	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	509.25	56,260.80	56,770.05
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	30.33	32,126.85	32,157.18
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	1,050.00	118,631.25	119,681.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	210.00	23,726.25	23,936.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	420.00	47,452.50	47,872.50
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	1,687.50	193,352.00	195,039.50
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	485.56	181,062.00	181,547.56
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	1,562.17	136,736.60	138,298.77
<b>CORP</b>			<b>6,430,000.00</b>			<b>6,435,382.50</b>	<b>32,701.89</b>	<b>6,137,074.90</b>	<b>6,169,776.79</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	160,955.84	06/25/2021	06/01/2035	173,429.92	469.45	153,426.33	153,895.78
FHLMC	3133L7LB1	FH RC1222	176,451.22	10/19/2021	12/01/2034	189,685.05	514.65	168,218.00	168,732.65
FHLMC	3133L9AJ2	FH RC2709	173,669.65	10/18/2022	09/01/2037	170,521.89	651.26	170,345.62	170,996.88
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	169,384.25	169,830.79
FHLMC	3137F6285	FHMS K-J31 A1	14,338.09	10/29/2020	05/26/2026	14,337.80	6.80	13,791.23	13,798.03
FHLMC	3137H4RZ5	FHMS K-J36 A1	19,544.08	12/16/2021	12/25/2026	19,544.00	21.14	17,946.74	17,967.88
FHLMC	3137H8B42	FHMS K-J40 A1	138,287.23	07/14/2022	06/25/2028	138,285.57	391.81	131,217.99	131,609.80
FHLMC	3137H8H79	FHMS K-J41 A1	298,493.63	08/04/2022	01/25/2029	298,490.05	780.31	279,849.72	280,630.03
FHLMC	3137H92N8	FHMS K-J42 A1	183,352.79	09/15/2022	07/25/2029	183,345.82	596.20	175,325.60	175,921.80
FHLMC	3137H9MM8	FHMS K-J43 A1	274,276.75	12/15/2022	12/25/2028	274,272.09	200.08	267,255.27	267,455.35
FHLMC	3137H9QT9	FHMS K-J44 A1	273,992.56	02/23/2023	01/25/2029	273,984.07	1,040.72	269,931.99	270,972.70
FHLMC	3137HA4K9	FHMS K-J45 A1	274,826.94	05/25/2023	11/25/2028	274,826.39	1,020.30	269,203.98	270,224.27
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	275,654.50	276,758.85
FHLMC	3137HAD45	FHMS K-J46 A1	225,000.00	07/27/2023	06/25/2028	224,994.38	895.69	223,582.50	224,478.19
<b>FHLMC</b>			<b>2,663,188.78</b>			<b>2,697,131.70</b>	<b>8,139.31</b>	<b>2,585,133.72</b>	<b>2,593,273.03</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	139,240.49	11/30/2020	05/25/2033	141,002.75	116.03	123,010.62	123,126.65
<b>FHLMC CMO</b>			<b>139,240.49</b>			<b>141,002.75</b>	<b>116.03</b>	<b>123,010.62</b>	<b>123,126.65</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	170,291.39	05/18/2021	03/01/2035	182,477.87	425.73	159,646.48	160,072.20
FNMA	3140Q9FM0	FN CA1971	176,906.42	01/18/2022	06/01/2033	186,663.91	515.98	168,163.70	168,679.68
FNMA	3140QGKN6	FN CA8400	191,130.81	03/22/2021	12/01/2035	209,109.05	557.46	183,466.46	184,023.93
FNMA	3140X92C8	FN FM6170	151,842.36	06/25/2021	07/01/2035	164,559.16	506.14	147,010.74	147,516.88
FNMA	3140X9K46	FN FM5714	114,938.94	03/25/2021	11/01/2035	125,211.61	383.13	111,251.70	111,634.83
FNMA	3140XALC4	FN FM6622	218,845.45	03/29/2021	02/01/2036	230,129.67	455.93	199,033.37	199,489.30
FNMA	3140XC4K1	FN FM8925	216,875.57	11/16/2021	08/01/2034	235,174.45	722.92	212,570.59	213,293.51
FNMA	3140XJHF3	FN FS2929	268,304.21	10/18/2022	09/01/2037	260,297.01	894.35	258,771.36	259,665.71
FNMA	3140XJ87	FN FS2986	205,836.20	10/21/2022	10/01/2032	199,725.44	686.12	199,370.89	200,057.01
<b>FNMA</b>	<b>--</b>	<b>--</b>	<b>1,714,971.35</b>	<b>--</b>	<b>04/14/2035</b>	<b>1,793,348.16</b>	<b>5,147.76</b>	<b>1,639,285.29</b>	<b>1,644,433.05</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	258,222.16	03/31/2023	04/25/2035	263,194.96	1,075.93	257,558.53	258,634.46
<b>FNMA CMO</b>			<b>258,222.16</b>			<b>263,194.96</b>	<b>1,075.93</b>	<b>257,558.53</b>	<b>258,634.46</b>

**MMFUND**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	61,470.06	--	07/31/2023	61,470.06	0.00	61,470.06	61,470.06
<b>MMFUND</b>			<b>61,470.06</b>			<b>61,470.06</b>	<b>0.00</b>	<b>61,470.06</b>	<b>61,470.06</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	161.63	68,309.25	68,470.88
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	630.30	58,032.60	58,662.90
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	57.66	50,929.45	50,987.11
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	78.63	69,449.25	69,527.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	136.28	120,378.70	120,514.98
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	444.48	105,049.05	105,493.53
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	267.75	77,868.50	78,136.25
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	47.99	49,916.35	49,964.34
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	903.83	256,847.25	257,751.08
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	438.75	119,168.75	119,607.50
<b>MUNI</b>			<b>1,050,000.00</b>			<b>1,050,886.10</b>	<b>3,167.29</b>	<b>975,949.15</b>	<b>979,116.44</b>

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	1,098.09	262,006.25	263,104.34
<b>SUPRANATIONAL</b>			<b>275,000.00</b>			<b>274,857.00</b>	<b>1,098.09</b>	<b>262,006.25</b>	<b>263,104.34</b>

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	3,490.66	842,401.00	845,891.66
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	2,566.66	619,412.50	621,979.16
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	635.87	138,873.00	139,508.87
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	423.91	92,582.00	93,005.91
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	1,826.09	1,018,300.50	1,020,126.59
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	739.13	412,169.25	412,908.38
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	217.39	121,226.25	121,443.64
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	304.35	169,716.75	170,021.10
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	782.61	436,414.50	437,197.11
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	380.43	238,252.50	238,632.93
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	48.91	135,492.00	135,540.91
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	171.20	474,222.00	474,393.20
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	663.38	315,780.50	316,443.88
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	7.64	401,661.00	401,668.64
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	2.55	133,887.00	133,889.55
US GOV	91282CFE7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	4,517.32	614,172.00	618,689.32
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	65.39	825,063.75	825,129.14
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	22.42	282,879.00	282,901.42
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	16.81	212,159.25	212,176.06
<b>US GOV</b>			<b>7,875,000.00</b>			<b>7,768,319.35</b>	<b>16,882.73</b>	<b>7,484,664.75</b>	<b>7,501,547.48</b>

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	1,263.89	242,435.00	243,698.89
<b>YANKEE</b>			<b>250,000.00</b>			<b>250,000.00</b>	<b>1,263.89</b>	<b>242,435.00</b>	<b>243,698.89</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>28,444,759.38</b>	---	<b>09/02/2026</b>	<b>28,452,078.78</b>	<b>98,859.41</b>	<b>27,215,512.59</b>	<b>27,314,372.00</b>

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

## Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BUDGET AMENDMENTS

Amount	Line Item	Description
Jul-23		No Budget Amendments for July 2023

<u>\$ -</u>	Total	<u>\$ -</u>	Total
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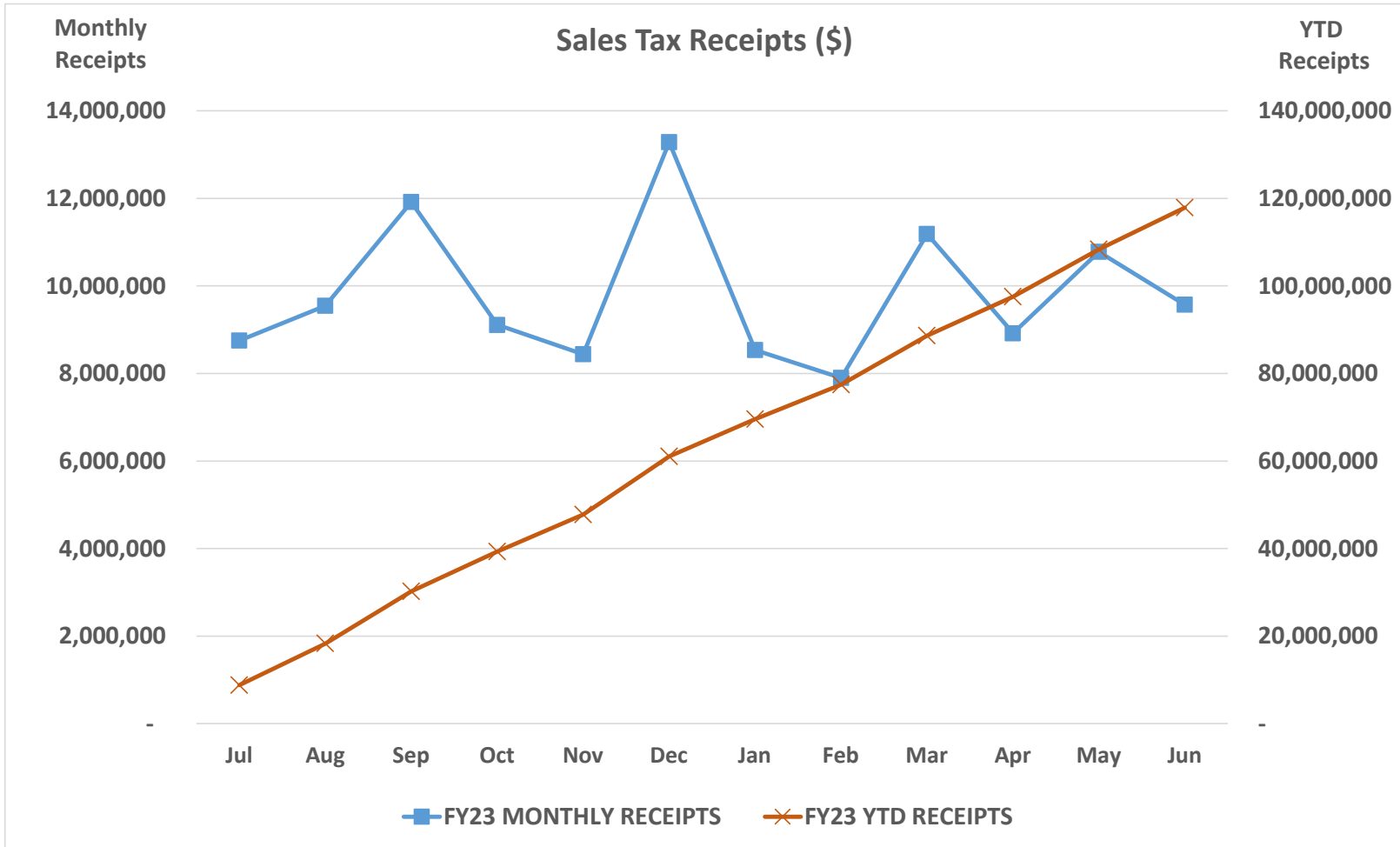
BUDGET REVISIONS

Amount	Line Item	Description
Jul-23		No Budget Revisions for July 2023

<u>\$ -</u>	Total	<u>\$ -</u>	Total
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**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2024  
Measure A Sales Tax  
July 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**  
**FY2024**  
**JULY 2023**

	<b>FY23 MONTHLY RECEIPTS*</b>	<b>FY24 MONTHLY RECEIPTS*</b>	<b>MONTHLY % Change</b>	<b>FY23 YTD RECEIPTS</b>	<b>FY24 YTD RECEIPTS</b>	<b>YTD % Change</b>
<b>Jul</b>	8,751,087		(100.0%)	8,751,087		(100.0%)
<b>Aug</b>	9,545,280		(100.0%)	18,296,367		(100.0%)
<b>Sep</b>	11,914,685		(100.0%)	30,211,052		(100.0%)
<b>Oct</b>	9,109,159		(100.0%)	39,320,211		(100.0%)
<b>Nov</b>	8,437,702		(100.0%)	47,757,912		(100.0%)
<b>Dec</b>	13,282,325		(100.0%)	61,040,237		(100.0%)
<b>Jan</b>	8,533,234		(100.0%)	69,573,472		(100.0%)
<b>Feb</b>	7,899,676		(100.0%)	77,473,147		(100.0%)
<b>Mar</b>	11,183,493		(100.0%)	88,656,640		(100.0%)
<b>Apr</b>	8,918,605		(100.0%)	97,575,245		(100.0%)
<b>May</b>	10,777,353		(100.0%)	108,352,598		(100.0%)
<b>Jun</b>			100.0%			100.0%
<b>Total</b>	<u>108,352,598</u>	<u>-</u>				

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of Quarterly Fuel Hedge Update**

**Action**

Staff proposes 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, staff will continue to work with Linwood Capital, LLC in order to:

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

**Budget Impact**

There is no impact on the budget.

**Background**

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

**FY 2023**

- As of June 30<sup>th</sup>, the fuel hedging program had realized net gains of \$356,342 for the time period July 2022 through June 2023 – the entirety of FY 2023. This is approximately \$0.25 per gallon of realized gain for FY 2023. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$3.36 per gallon from July 2022 through June 2023.
- Total dollar budget for fuel for FY 2023 is \$4,175,338 based on \$2.93 per gallon before tax and fees and estimated total consumption of 1,386,728 gallons. Estimated total cost before tax and fees and after hedging for the entirety of FY 2023 as of 6/30/23 is estimated to be \$4,862,961 or \$3.24 per gallon. The estimated FY 2023 budget deficit is \$(687,623).

FY 2024

- For FY 2024, there is currently an unrealized loss of \$(281,446) which is \$(0.19)/gallon on all projected gallons July 2023 through June 2024. This assumes projected consumption of 1,491,795 gallons for FY 2024.
- For FY 2024, approximately 99% (90% after tax) of the anticipated fuel usage during FY 2024 is hedged at an average price of \$2.85/gallon excluding taxes and fees (\$3.46/gallon with taxes and fees) versus a budget estimate of \$4.21/gallon, excluding taxes and fees.
- The remaining un-hedged gallons for FY 2024 have a projected cost of \$2.65 excluding taxes and fees (3.48 with tax and fees) as of 6/30/23.
- For FY 2024, the expected weighted average cost of all gallons net of hedge and excluding tax and fees is \$2.84/gallon and including taxes and fees is \$3.46/gallon.
- Total dollar budget for fuel for FY 2024 is \$6,280,457 based on \$4.21 per gallon before tax and fees and estimated total consumption of 1,491,795 gallons. The estimated total cost before tax and fees and after hedging for FY 2024 as of 6/30/23 is \$4,241,754 or \$2.84 per gallon. The current expected budget surplus for FY 2024 is \$2,038,703.

Prepared By: Connie Mobley-Ritter	Director, Treasury	650-508-7765
Kevin Beltz	Manager, Debt and Investments	650-508-6405

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Steiner, Chief Financial Officer      David Olmeda, Chief Operating Officer,  
Bus  
Subject: **Award of Contract for Bus Tire Leasing Services**

**Action**

Staff proposes the Committee recommend the Board of Directors (Board):

1. Award a contract for Bus Tire Leasing Services to The Goodyear Tire and Rubber Company of Akron, OH (Goodyear) to furnish mileage rental and service of radial bus tires and wheels for a total estimated amount of \$5,341,731 for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract with Goodyear in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

**Significance**

Award of this contract will ensure the continued supply and servicing of bus tires and wheels from a qualified vendor for the San Mateo County Transit District's (District) fleet of fixed-route and paratransit buses.

**Budget Impact**

Funds to support this contract are included in the adopted Fiscal Years 2024 and 2025 Operating Budgets and will be included in future operating budgets.

**Background**

Prior to issuance of the Invitation for Bids (IFB), staff compared the options of leasing or buying tires and determined that leasing tires with related services (e.g., labor for maintenance, installation) will result in a cost savings of \$9 million over the term of the contract for the District. The practice of leasing tires for fleets is used by local transit agencies such as Golden Gate Bridge, Highway and Transportation District; Alameda-Contra Costa Transit District; Santa Clara Valley Transportation Authority; Santa Cruz Metropolitan Transit District, and Central Contra Costa Transit Authority.

On April 3, 2023, the District issued IFB 23-S-S-065. It was posted to the District's e-procurement website. The solicitation contained the same scope of services as under the current contract, which was last solicited in 2018.

Two bids were received as follows:

<b>Company</b>	<b>Bid Amount</b>
1. The Goodyear Tire and Rubber Company, Akron, OH	\$5,341,730.81
2. Michelin North America, Inc., Greenville, SC	\$5,351,277.56

Both bids were found to be responsive. Although the District allocated a 5% Small Business Enterprise (SBE) preference for meeting a minimum goal of 10% SBE utilization, neither bidder claimed this SBE preference. The Office of Civil Rights confirmed that neither bidder had any SBE utilization. Staff performed a price analysis and determined that Goodyear's prices are fair and reasonable.

The District's current contractor is Michelin North America, Inc. of Greenville, South Carolina, which was awarded a five-year contract in 2018 to furnish mileage rental and service of radial bus tires and wheels for a total estimate amount of \$4,427,850.25. Michelin's contract expires on October 31, 2023.

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 The Goodyear Tire and Rubber Company for Bus Tire Leasing Services  
for a Five-year Term for a Total Estimated Amount of \$5,341,731**

**Whereas**, on April 3, 2023, the San Mateo County Transit District (District) issued an invitation for bids (IFB) 23-S-S-065 for Bus Tire Leasing Services (Services), which would furnish and deliver mileage rental and service of radial bus tires and wheels; and

**Whereas**, in response to the District's IFB, two firms submitted bids; and

**Whereas**, staff and legal counsel have reviewed the bids submitted and determined that The Goodyear Tire and Rubber Company of Akron, Ohio (Goodyear) is the lowest responsive and responsible bidder; and

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

**Whereas**, staff recommends that the Board of Directors award a contract to Goodyear to provide the Services for an estimated total amount of \$5,341,731.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to furnish and deliver mileage rental and service radial bus tires and wheels to The Goodyear Tire and Rubber Company for a five-year term for a total estimated amount of \$5,341,731, inclusive of all delivery and other costs and expenses, but excluding taxes; and

**Be It Further Resolved** that the General Manager/CEO or designee is authorized to execute a contract on behalf of the District with The Goodyear Tire and Rubber Company in full

conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6<sup>th</sup> day of September, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary



**Resolution No. 2023-**

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

\* \* \*

**Resolution Honoring Hispanic Heritage Month**

**Whereas**, from September 15, 2023 through October 15, 2023, the United States celebrates Hispanic Heritage Month; and

**Whereas**, Hispanic Heritage Month is a time to recognize and celebrate the many contributions, diverse cultures and extensive histories of Hispanic/Latinx communities; and

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

**Whereas**, according to the U.S. Census Bureau, 24.8 percent of San Mateo County's residents identify as Hispanic or Latino; and

**Whereas**, a survey from 2021 showed that nearly half of SamTrans riders, 41 percent, are of Hispanic/Latino origin; and

**Whereas**, SamTrans prides itself as a system that is open and welcoming to everyone, considers access to transportation a fundamental civil right as it allows individuals to move freely and communities to grow and thrive, and believes transportation must be provided to everyone in a just and equitable manner; and

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

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

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

Regularly passed and adopted this 6th day of September, 2023 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary

BOARD OF DIRECTORS 2023

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

APRIL CHAN  
GENERAL MANAGER/CEO



## Memorandum

**Date:** August 30, 2023  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** General Manager/CEO Report

---

### Ridership Recovery

SamTrans total trips for the fiscal year ending June 30, 2023, was 77.6 percent of its ridership compared to the same twelve months prior to the pandemic. SamTrans ridership recovery compares favorably with local peer agencies, out-of-state public bus transportation agencies, and nationally, with a YTD average ridership of 69.5 percent. For June 2023, SamTrans ridership achieved 89.2 percent of the total trips compared to June 2019 (pre-COVID-19), while the national average recovery rate trails at 68.9 percent. Local rail systems are showing a slower recovery rate compared to bus agencies and with the national rail recovery rate.

	Total Trips 12 Months pre-COVID	Total Trips 12 Months FY 2023	FY 2023 Recovery Rate	One-month Recovery Rate June 2023
<b>SamTrans</b>	10,988,270	8,528,698	<b>77.6%</b>	<b>89.2%</b>
<b>AC Transit</b>	54,654,562	34,770,769	63.6%	71.6%
<b>SFMTA</b>	212,085,709	131,026,576	61.8%	65.8%
<b>VTA</b>	27,501,589	19,383,040	70.5%	80.0%
<b>Dallas</b>	37,679,113	23,568,746	62.6%	76.7%
<b>Seattle - King</b>	122,324,823	70,175,073	57.4%	63.6%
<b>Chicago</b>	240,056,357	150,839,363	62.8%	66.6%
<b>Atlanta</b>	51,948,568	32,408,044	62.4%	62.4%
<b>New York MTA</b>	734,703,649	505,756,697	68.8%	69.0%
<b>National Bus</b>	4,573,946,741	3,180,601,105	69.5%	68.9%
<b>Caltrain</b>	18,737,562	6,326,631	33.8%	36.7%
<b>BART Extension</b>	13,425,741	5,450,789	40.6%	43.5%
<b>BART System</b>	127,479,046	50,650,453	39.7%	43.5%
<b>National Rail</b>	4,916,367,603	3,114,379,195	63.3%	68.9%

Most transit agencies have operated reduced service compared to the 12 months prior to COVID. BART commenced service to the Warm Springs Station on February 3, 2022, adding vehicle revenue miles.

	Vehicle Revenue Miles 12 Months pre-COVID	Vehicle Revenue Miles FY 2023	FY 2023 Recovery Rate
<b>SamTrans</b>	7,095,665	5,850,414	82.5%
<b>AC Transit</b>	21,241,543	17,946,918	84.5%
<b>SFMTA</b>	25,997,309	22,888,184	88.0%
<b>VTA</b>	15,884,094	15,248,617	96.0%
<b>Dallas</b>	29,943,033	21,458,124	71.7%
<b>Seattle - King</b>	38,571,478	32,437,999	84.1%
<b>Chicago</b>	52,947,834	44,579,241	84.2%
<b>Atlanta</b>	28,487,101	23,908,831	83.9%
<b>New York MTA</b>	99,308,038	96,296,374	97.0%
<b>National Bus</b>	1,990,344,733	1,765,178,942	88.7%
<b>Caltrain</b>	7,322,453	6,839,394	93.4%
<b>BART System</b>	78,899,384	85,197,363	108.0%
<b>National Rail</b>	1,189,121,945	1,104,810,133	95.9%

**Service Level**

SamTrans provided 5,850,414 total vehicle revenue miles for FY 2023, which is 82.5 percent of the 7,095,665 vehicle revenue miles for the twelve months prior to the COVID pandemic. The national average is higher at 88.7 percent, which is being driven by New York MTA at 97.0 percent.

**Bus Operator Staffing**

	Approved FTEs	Trainees*	No. Bus Operators
Bus Operators	348	11	313**

\* Class 182 started in late August with 11 students, Class 181 graduated 15 bus operators on September 1, 2023.

\*\* This number excludes the 11 trainees

**Zero Emissions Buses (ZEB)**

SamTrans bus #1000 commenced service on August 7, 2023. It is the first of seventeen battery electric buses (BEBs) that are expected to be in service by the end of the year. Manufactured by New Flyer, the buses are built and assembled in St. Cloud, Minnesota.

SamTrans is expecting the delivery of 10 fuel cell electric buses (FCEBs) that will go into service towards the end of 2023, early 2024. New Flyer is also the manufacturer of the FCEBs; however, these buses are built and assembled in Anniston, Alabama. By replacing a diesel bus, both BEBs and FCEBs will avoid an estimate of 149 metric tons of greenhouse gas emissions annually (per bus).



### **Bus Transportation Services**

SamTrans provided mutual aid to SFO on July 30, 2023 by sending a bus after the AirTrain system had an unexpected and prolonged failure.

### **Perry & Brewster Leases**

In accordance with the Board's delegation of authority to the GM/CEO to approve lease agreements, the District is entering into two leases that enable SamTrans to park on JPB property. These leases are both located in Redwood City, one lease is for a location just north of Brewster Street, that is fenced and gated to park Redi-Wheels vehicles. The other lease is for an area just south of the Brewster facility located within Caltrain's Perry Street Parking lot. It provides 25 parking spaces for MV Transportation to support the employees delivering the Contracted Urban Bus (CUB) fixed route services.

Both leases will have five-year terms with fair market rents determined by a local broker retained by the District and the JPB to serve both agencies. The Brewster lease started as of January 2022 and will continue through December 2026 for a total of \$429,678.64. The lease value falls within the \$500,000 authority of the GM/CEO. The Perry lease will begin in January 2023 and will continue through December 2027 for a total of \$542,624.93. Since the value of this lease exceeds \$500,000 but is less than \$750,000, the District's delegation of authority policy requires the GM/CEO to secure the consent of the Board Chair, which has been done in this case.

Additional lease agreements between the JPB and the District could be forthcoming as both parties identify opportunities to use property owned by the other.

### **Clipper START**

The Metropolitan Transportation Commission (MTC) is anticipated to go to their Programming and Allocations Committee on September 13, 2023, to consider one-time payment amounts to participating transit operators, as outlined in the new program extension guidelines.

SamTrans is expecting to receive \$257,621 through a one-time payment for being an early adopter who offered a 50% discount before the July 1, 2023, pilot extension. It includes a projected reimbursement for rides taken throughout the remaining pilot duration and serves as an additional financial buffer to cover usage beyond the projected estimated reimbursement amount.

### **Bus Transportation Safety Campaign**

July's safety campaign theme was "Fixed Objects: collisions with fixed objects are preventable". The campaign reminds operators that careful evaluation of their environment is key to avoiding collisions with fixed objects, it emphasizes the importance of maintaining a safe cushion, and when in doubt, don't proceed and call Radio Control for assistance.

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

**Filomeno Valencia** is the July 2023 Bus Operator of the Month at North Base. This is his second EOM award achieved during his eighteen years of service with the District. **Linh Nguyen** is the July 2023 Bus Operator of the Month at South Base. This is also his second EOM award achieved during his six years of service with the District.

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

**Bryant Lu** is the July 2023 Mechanic of the Month at North Base. This is his fourth EOM award during his 20 years of service. **Sandro Moncada** is the July 2023 Mechanic of the Month at South Base. This is his seventh EOM award during his 13 years of service.



**BOARD OF DIRECTORS 2023**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

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

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

**Wednesday, September 6, 2023 – 2:30 pm**

- |        |  |               |
|--------|--|---------------|
| 8.a.1. | Call to Order  |               |
| 8.a.2. | Approval of Minutes of the Community Relations Committee Meeting of August 2, 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. | Mobility Management Report: Annual Summary   | Informational |
| 8.a.7. | Monthly Performance Report   July 2023   | Informational |
| 8.a.8. | Adjourn  |               |

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

Note:

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



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

**Minutes of Community Relations Committee Meeting /  
Committee of the Whole**

**August 2, 2023**

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

Committee Members Absent: R. Mueller

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

Other Board Members Absent: J. Gee

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

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

Committee Chair Marie Chuang called the meeting to order at 2:11 pm.

**8.a.2. Approval of Minutes of the Community Relations Committee Meeting of July 12, 2023**

Motion/Second: Medina/Powell

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

Noes: None

Absent: Gee, Mueller

**8.a.3. Accessible Services Update**

Tina Dubost, Manager, Accessible Services, said she had attended the Caltrain electric train tour on Saturday, July 28 and noted there were a lot of features on the trains that makes them more accessible to people with disabilities and their advisory group had provide feedback that they were able to include.

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

Ben McMullan, PCC Chair, said they were pleased that the Nelson\Nygaard contract for transportation services had been extended and noted they are going forward with planning for their PCC retreat on September 12.

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

There was no report.

#### **8.a.6 Monthly Performance Report | June 2023**

Ana Rivas, Director of Bus Transportation, summarized the report from the agenda packet. She noted on-time performance systemwide for the month was 78.7 percent, which is still below their goal of 85 percent. She said there were eight DNOs (Did Not Operate), which is down from 15 DNOs the previous month. She added that they are continuing to work to reduce the number of preventable accidents to one per month, and announced the employees of the month for North and South Base.

#### **8.a.7. Adjourn**

The meeting adjourned at 2:17 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

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

**Action**

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

**Significance**

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

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

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

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

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

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of July 11, 2023, Meeting

**ATTENDANCE:**

Members in person:

Susan Capeloto, Dept. of Rehabilitation; Tina Dubost, SamTrans; Sandra Lang, Community Member; Benjamin McMullan, Chair, CID; Evan Milburn, Consumer, CoD; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA; Marie Violet, Dignity Health.  
(Member attendance = 7/10, Quorum = Yes)

Members on Zoom:

Mike Levinson, Consumer, PAL Chair

Guests:

Vicky Churchill, First Transit/Redi-Wheels; Henry Silvas, SamTrans; Lynn Spicer, SamTrans; Jane Stahl, PCC Staff; Larisa Vaserman, Consumer

Absentees:

Dao Do, Rosener House;

**WELCOME/INTRODUCTIONS:**

The meeting was held in person and via Zoom conference call. Introductions were made; remote access by Mike Levinson was approved.

**APPROVAL OF JUNE MINUTES:**

Evan Milburn moved to approve the June meeting minutes; Sammi Riley seconded the motion. Mike Levinson pointed out a typographical error on page 8. The minutes were approved with this correction.

**PUBLIC COMMENTS:**

None.

**COMMITTEE REPORTS:**

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

See page 10.

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

Tina reviewed the budget summary for 2024 that was adopted by the SamTrans Board of Directors and answered questions from committee members. The budget is approximately \$1.9M more than the prior year. The summary is on page 11.

**Education – Sammi Riley, Chair**

The Education Committee meetings now occur on the same day as the Executive Committee.

There is one upcoming event – the Inclusion Festival on July 27<sup>th</sup> in Redwood City. Two volunteers from CID will help staff the table with Sammi.

**Executive – Ben McMullan**

The meeting on June 27<sup>th</sup> focused on planning the PCC retreat on September 11<sup>th</sup>. The retreat will take the place of the regular PCC meeting. The afternoon breakout sessions will inform the PCC’s Workplan for 2023-25. The event will be held in the Auditorium at SamTrans.

The next retreat planning meeting is on Thursday, July 13<sup>th</sup>.

**Nominations/Membership – Evan Milburn**

No report.

**OPERATIONAL REPORTS**

**PERFORMANCE REPORT**

Total ridership and average weekday ridership increased in May compared to last year; the average weekday ridership was 636 – 14% higher than last year. Total ridership was 16,867, about 17% higher than last year. Subscription trips were approximately 25%; agency trips were approximately 5%; trips sent to taxis remain low; same day and late cancellation numbers were typical. The number of individuals riding is increasing and on time performance met the standard. Productivity was 1.4.

**COMMENT STATISTICS REPORT**

There are fewer total comments compared to pre-COVID levels as there are fewer rides. The complaint patterns are typical and included lots of compliments.

**SAFETY REPORT**

Vicky Churchill reported that there were four non-preventable incidents in May.

**LIAISON REPORTS**

**Dept. of Rehabilitation – Susan Capeloto**

DOR has contracted with Renaissance to provide support for people who want to be self-employed including interested youth. They will serve approximately 14 participants. This includes a coffee cart to serve the SMHSD and the Burlingame Community Center. Renaissance

will appoint a manager and train youth on how to start a business and how to keep a business running with a focus on work experience and on-the-job learning.

In addition, they have a program helping people who want to apply for State employment. This is mainly office work and a great opportunity. Applicants must be Regional Center eligible and can work up to 512 hours. They will receive job coaching to acquire skills. DOR is in the process of interviewing applicants. Committee members had positive comments on this program.

**Agency – Dao Do & Marie Violet**

They will plan an agency meeting when the Program Coordinator for Senior and Veteran Mobility is hired.

**ERC – Mike Levinson**

No ERC meeting is scheduled.

Tina reported that they are continuing to work with the vendor on technical issues on the upgraded software. Some progress has been made on these issues and internal testing is uncovering minor bugs.

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

Preparations are underway for the Inclusion Festival on July 27<sup>th</sup>.

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

CID has an open position for a Generalist helping with housing. That and other openings can be found [here](#).

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

CoA is updating their Help at Home booklet and is asking individuals and agencies to review and submit any changes. They are also expanding their work to include housing opportunities for middle and low income seniors.

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

Tina reported that the Micro Transit program is now providing an “Uber-like”, on demand service in Half Moon Bay and East Palo Alto. Rides can be requested by phone or online and rides are free until the end of July.

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

The CAC-TA did not meet in July; the next meeting is on August 1. The meeting is open to the public.

### **Other Business**

ADA Refresher: Tina reminded everyone that eligibility for paratransit is for those whose disability prevents them from using the regular bus service at some or all times. It is not based on age nor income.

Jane announced that the Consumer Corps report for the second quarter will be distributed in mid-August.

The meeting was adjourned at 2:47pm.

The next meeting is on October 10th, in person and remotely via Zoom.

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

The minutes from the June PAL meeting were included in the meeting packet. Ben McMullan moved to approve the minutes; Sammi Riley seconded the motion. The minutes were approved.

### **Legislative**

Tina reported that the Governor's budget included \$4B for local transit. The Bay Area share is approximately \$800M with \$1.1M allocated for transit operations. This money will be allocated by MTC to avoid transit cuts.

SB532 sponsored by Scott Wiener would increase bridge tolls. The revenues will be allocated by MTC to those transit agencies experiencing shortfalls. The SamTrans Board of Directors has not taken a position on this bill. Mike added that the bridge toll would increase by \$1.50 per year for five years, raising approximately \$600M in total. The bill was passed by the Transportation Committee, but still needs to go through Appropriations, then to the Governor.

Sandra commented that there are strong arguments for funding public transportation.

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

Paratransit ridership is continuing to increase, although slowly, and is approximately 57% of pre-pandemic numbers. SamTrans bus recovery rate is still at 75%.

### **Policy Issues**

- Tina reported that there is a new type of airline seat in development by Delta Airlines that will accommodate wheelchairs. It will be for planes that have one central aisle, and the wheelchair can be attached to a seat. Currently being tested, it needs to meet both U.S. and European standards.

Several attendees wondered if this would incur an additional fee. Ben reported that there is no information yet on this. The seat would have to be in first class to accommodate the size of the wheelchair. There will be a second White House Briefing on this topic.

Mike cited a statistic that 11,000 wheelchairs have been damaged by airline employees in past years. Sammi commented that motorized chairs must be taken apart and often don't get reassembled correctly. Sandra thought that the PCC might want to consider working on this issue as it is a continuation of public transportation and complements the PCC's work.

- New York State is no longer using Twitter for reminder calls.

**Advocacy**

None.

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



**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operating Officer, Bus  
Subject: **Mobility Management Report: Annual Summary**

**Action**

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

**Significance**

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

**Budget Impact**

There is no impact to the budget.

**Background**

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

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

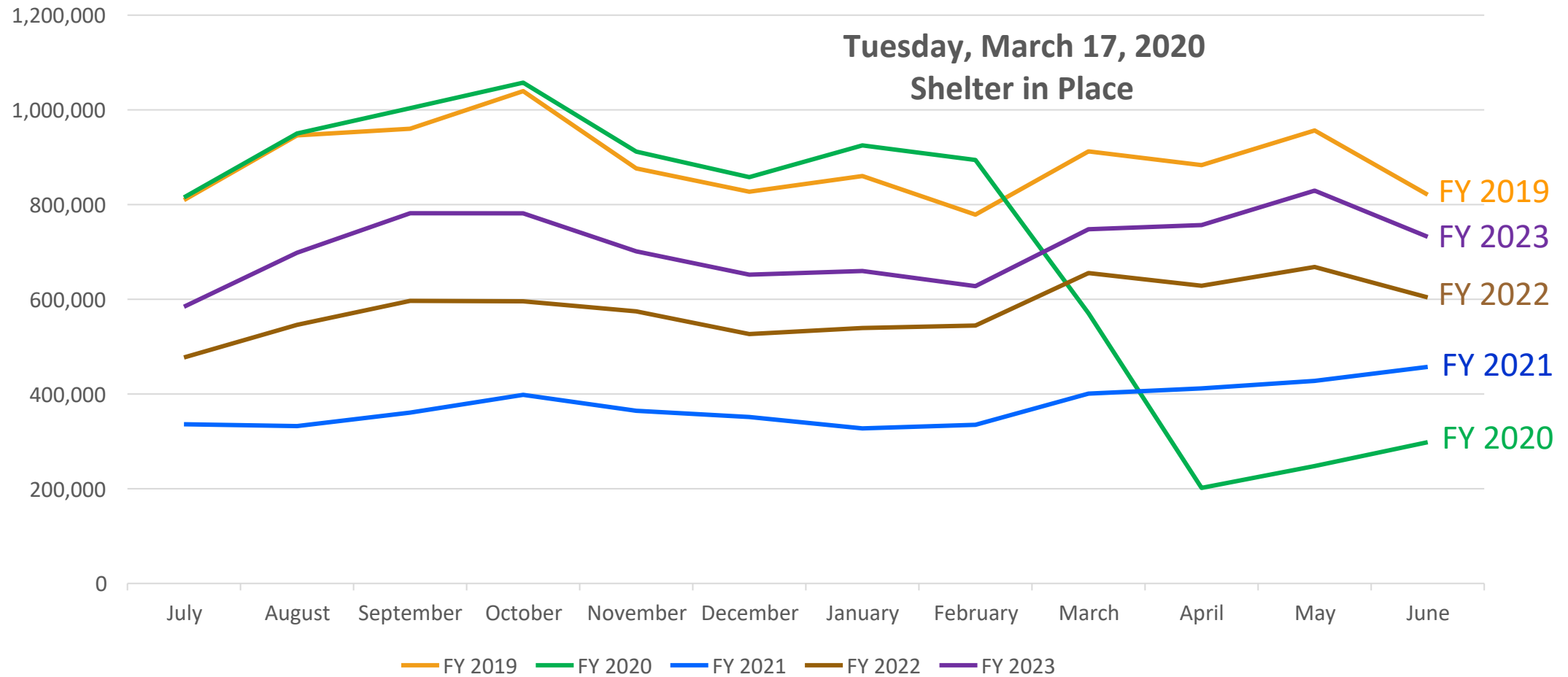


# Agenda

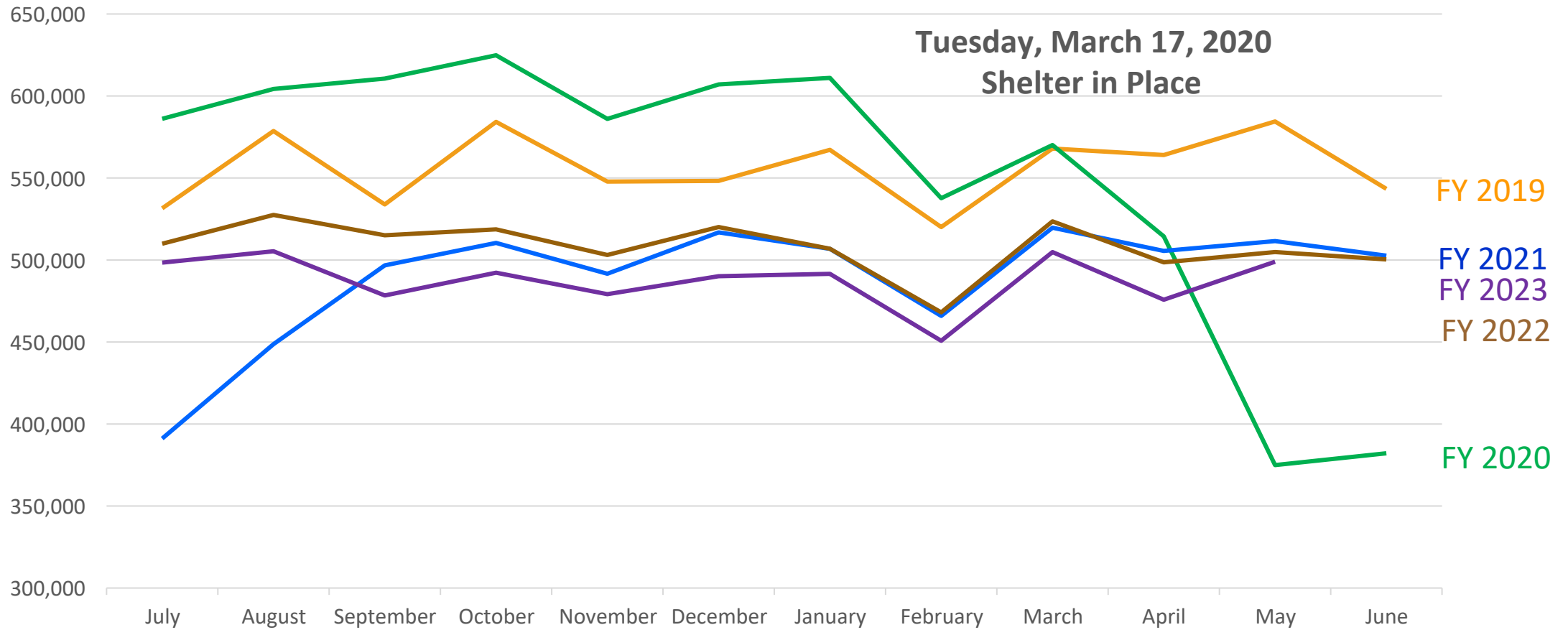
- Motor Bus
- ADA
- Microtransit “Ride Plus”
- Shuttle
- Caltrain
- FY 2023 Service Highlights
- Summary



# Bus - Monthly Ridership



# Bus - Vehicle Revenue Miles



FY 2019 FY 2020 FY 2021 FY 2022 FY 2023

# Bus Service - OTP and DNO

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
<b>OTP - District operated</b>	81.7%	84.4%	88.7%	83.0%	79.2%
<b>OTP - CUB</b>	71.7%	77.2%	84.4%	78.5%	71.7%
<b>OTP - Coastside</b>	76.5%	77.7%	80.8%	78.6%	73.2%
<b>OTP - District &amp; Contract</b>	79.1%	82.3%	87.2%	81.6%	77.0%

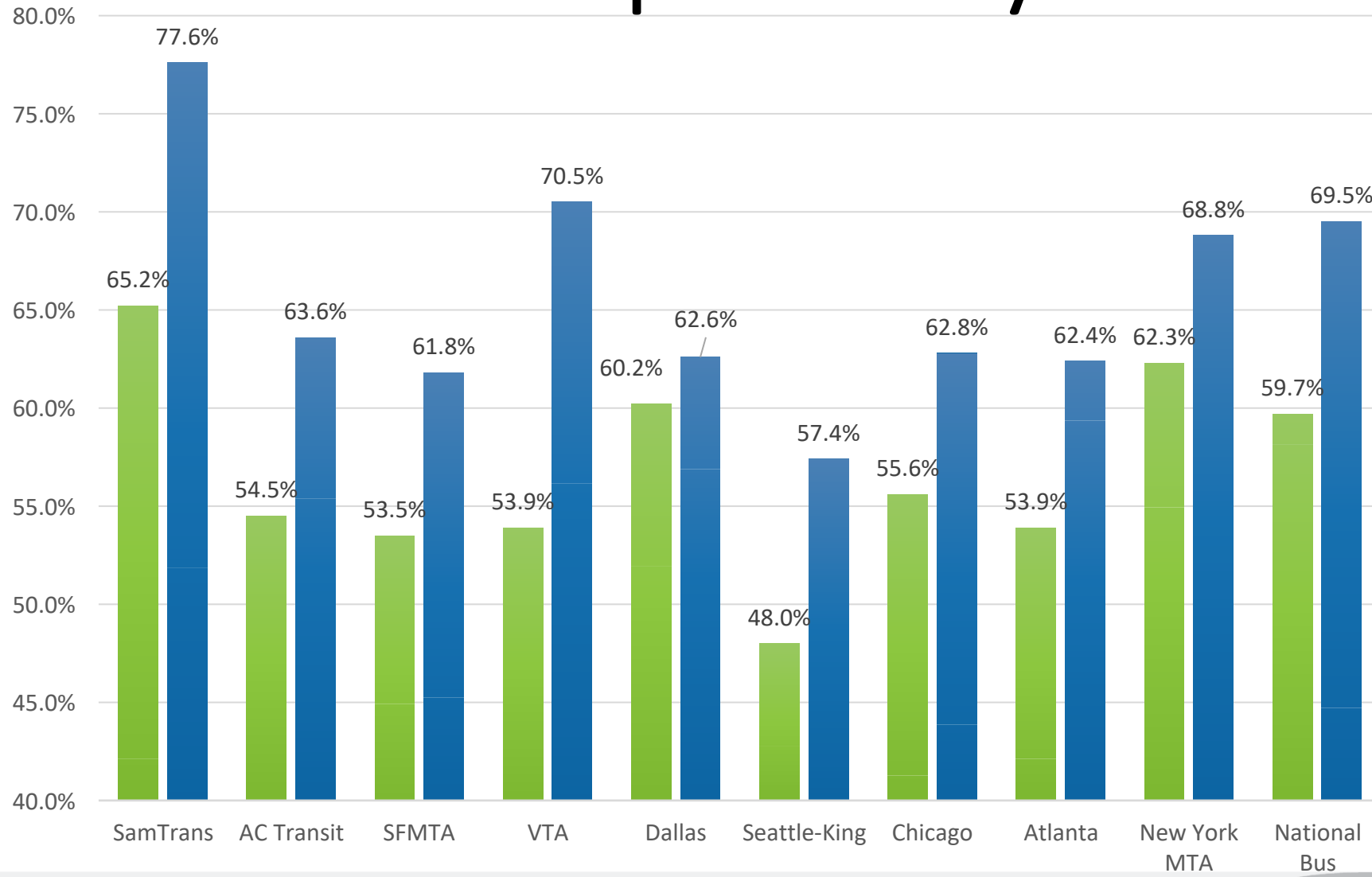
OTP goal is 85.0%

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
<b>DNO - District</b>	499	1,567	22	965	280
<b>DNO - Contractor</b>	147	764	85	4,678	34
<b>DNO - District &amp; Contractor</b>	646	2,331	107	5,643	314

# Bus Service Statistics

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
<b>District Miles Between Service Calls</b> <small>(goal 25,000 miles)</small>	27,921	31,096	32,822	33,567	29,134
<b>Miles Between Accidents North Base</b>	72,953	61,958	75,065	116,336	85,508
<b>Miles Between Accidents South Base</b>	55,887	56,562	65,232	75,750	47,009
<b>Miles Between Accidents Contractor</b>	38,311	39,344	59,978	50,895	34,298
<b>Complaints per 1 million trips</b>	179	210	209	189	116

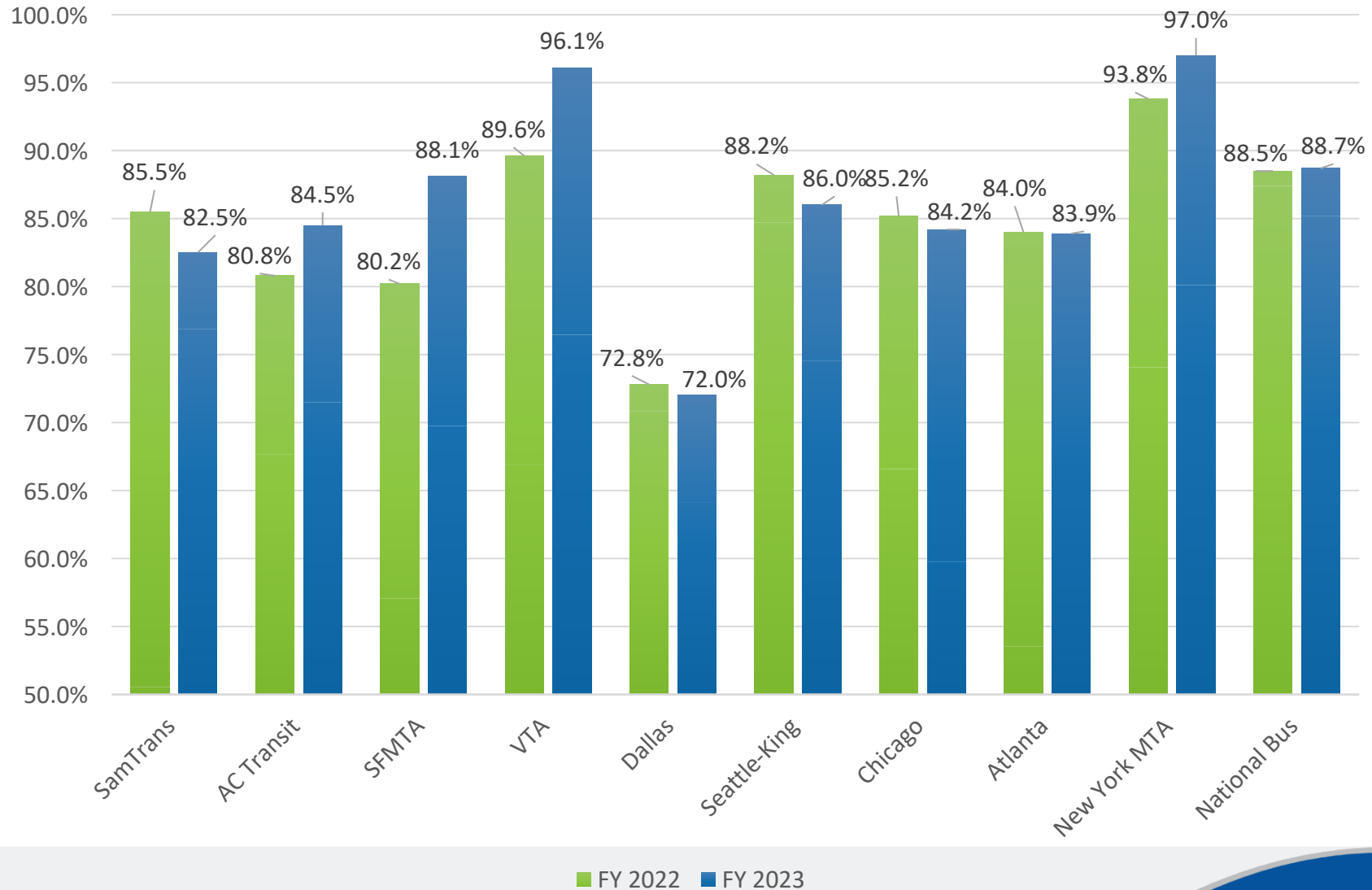
# Bus - Ridership Recovery Rate



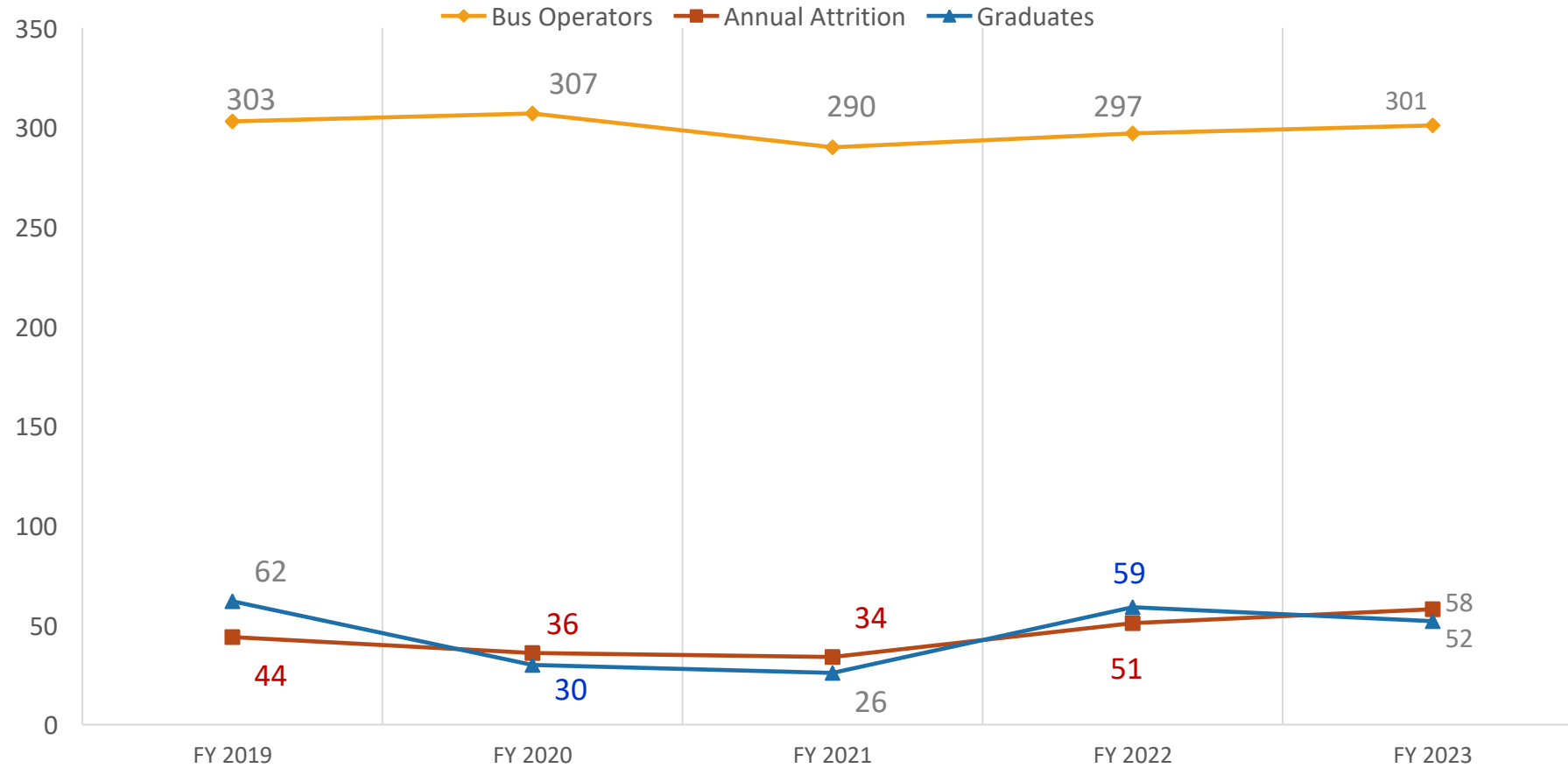
■ FY 2022 ■ FY 2023



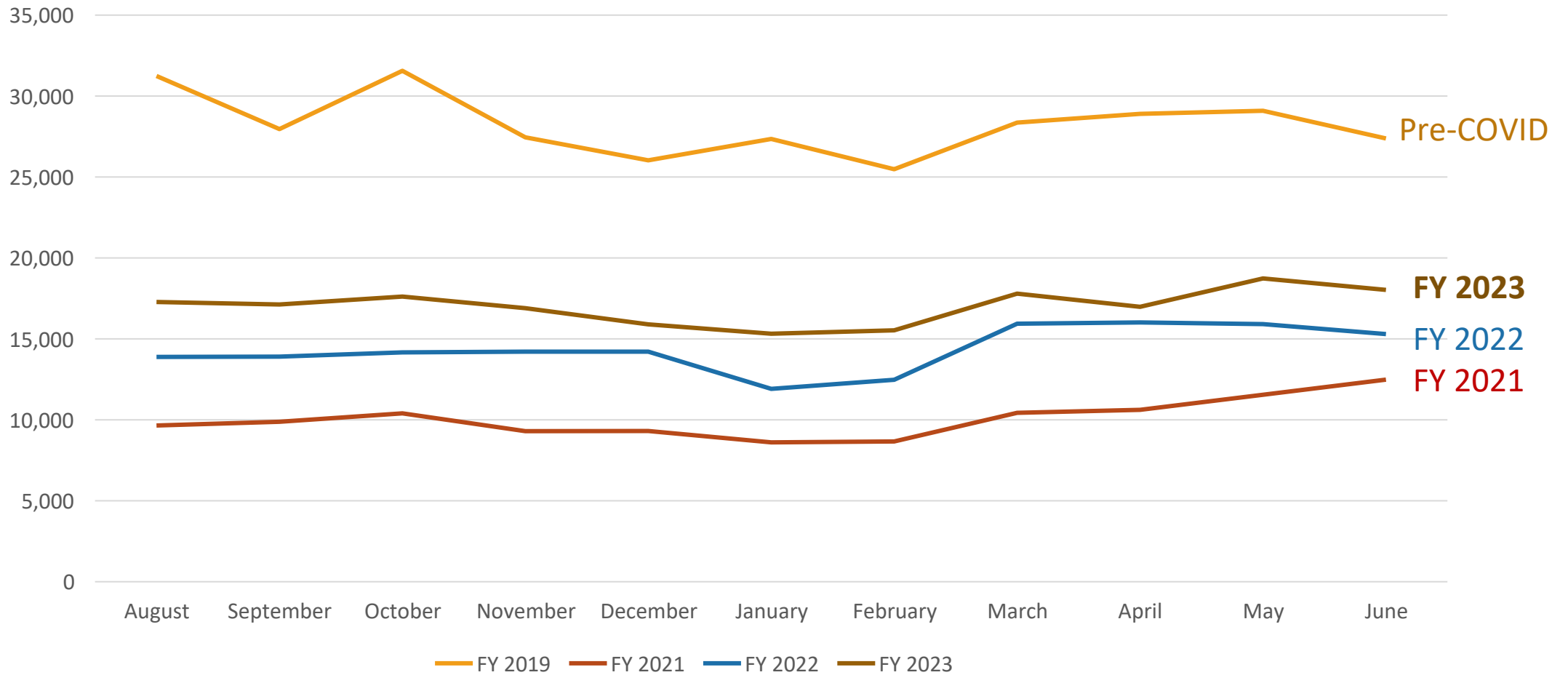
# Service Recovery Rate - Vehicle Revenue Miles



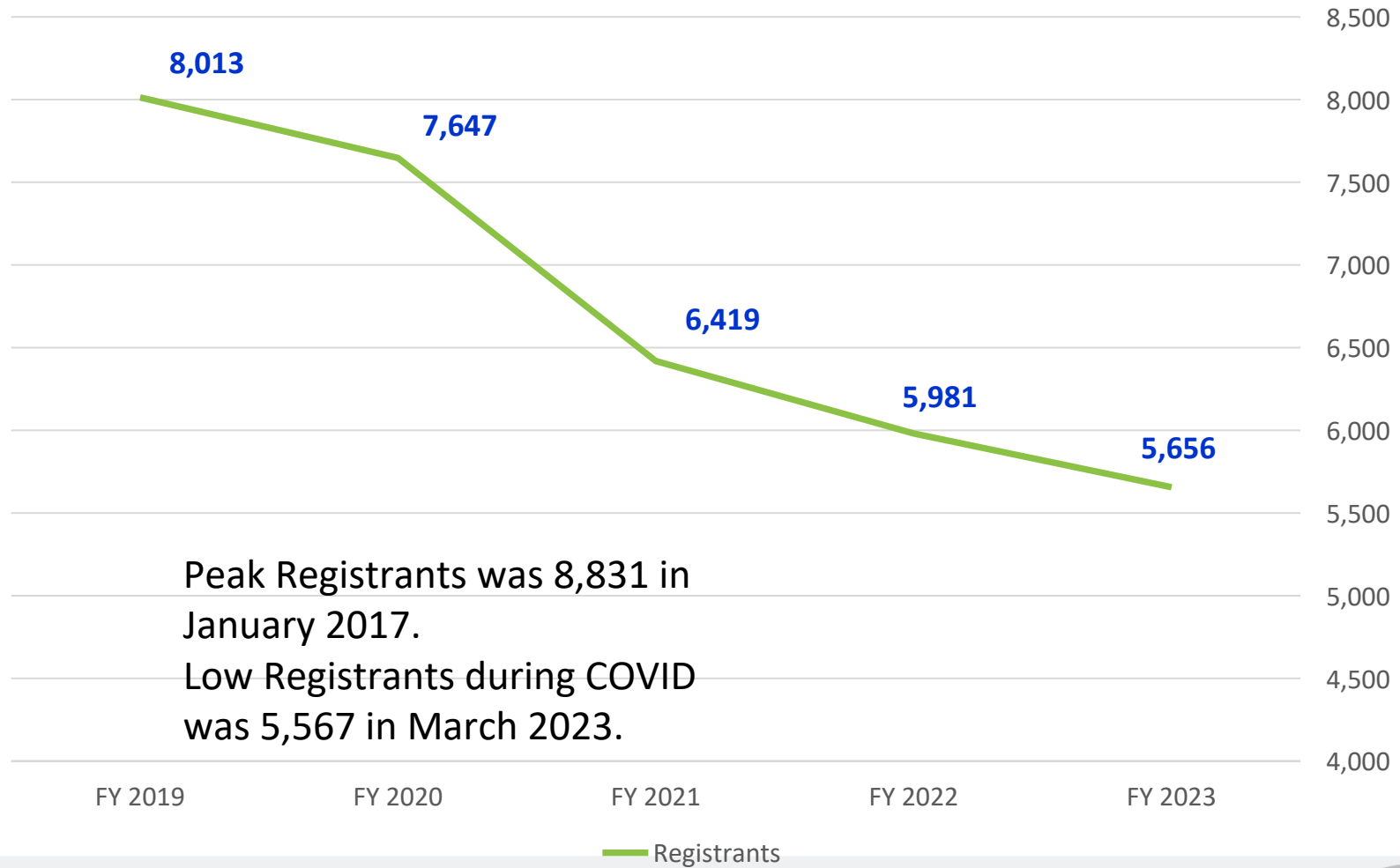
# Bus Operator Staff Level



# ADA – Monthly Ridership



# ADA Registrants



# ADA Performance Statistics

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Revenue Miles	2,780,055	2,154,811	1,229,443	1,624,180	1,948,075
OTP Redi-Wheel *	91.0%	93.3%	97.2%	94.6%	90.8%
OTP RediCoast *	97.1%	96.1%	95.5%	95.5%	93.4%
MBSC **	46,217	34,275	34,031	30,542	36,239
Preventable Accidents	40	13	12	16	22
Redi-Wheels Complaints per 1,000 trips ***	0.64	0.73	0.35	0.33	0.40
RediCoast Complaints per 1,000 trips ***	0.42	0.93	0.25	0.97	0.45

\* Goal is 90.0%

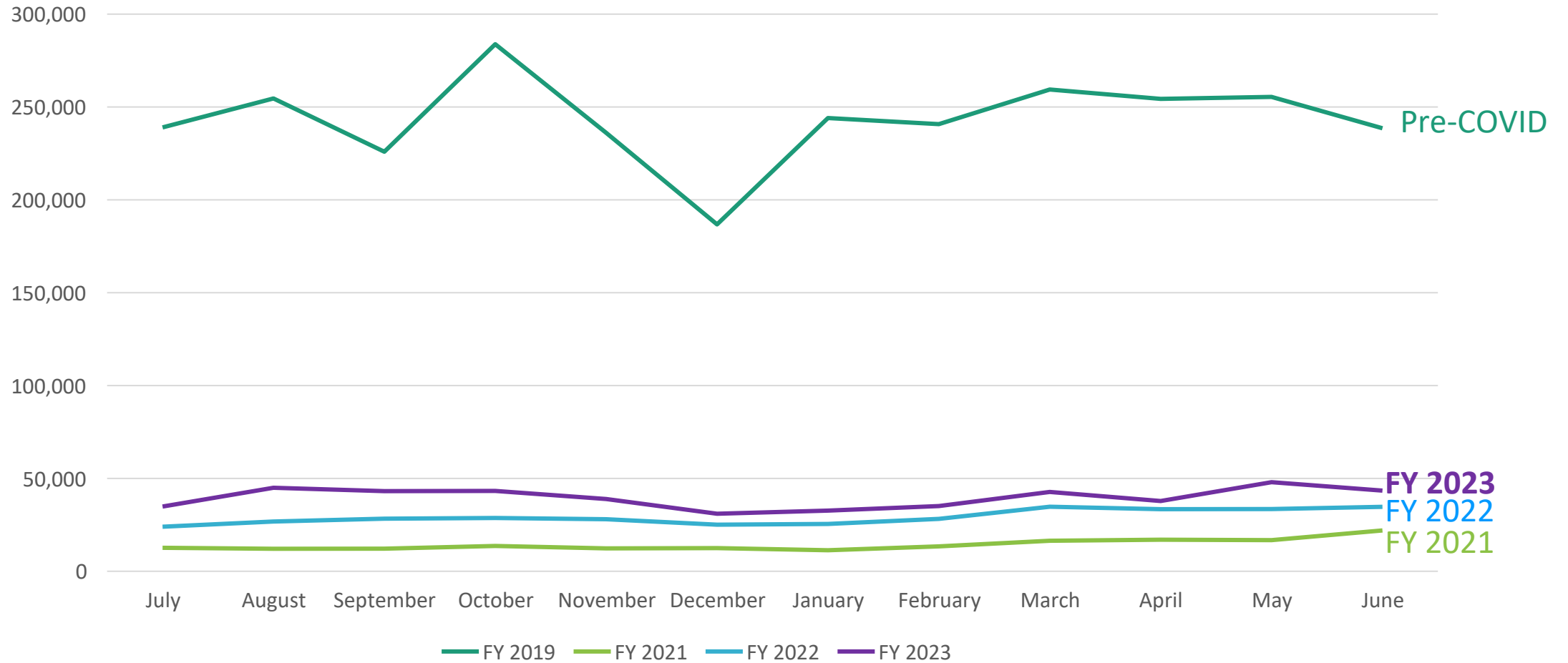
\*\* Miles Between Service Calls goal is 25,000 miles

\*\*\* Contract standard is 2.50 complaints per 1,000 trips

# Microtransit “Ride Plus”

- Service commenced Sunday June 18, 2023
- Service area and hours:
  - East Palo Alto and Belle Haven, 6:00 am to 10:00 pm, 7 days a week
  - Half Moon Bay, 8:00 am to 5:00 pm, 7 days a weeks
- Promotional Free Fares
- Average wait time  
15 minutes or less
- Maximum wait time  
25 minutes

# Shuttle Ridership

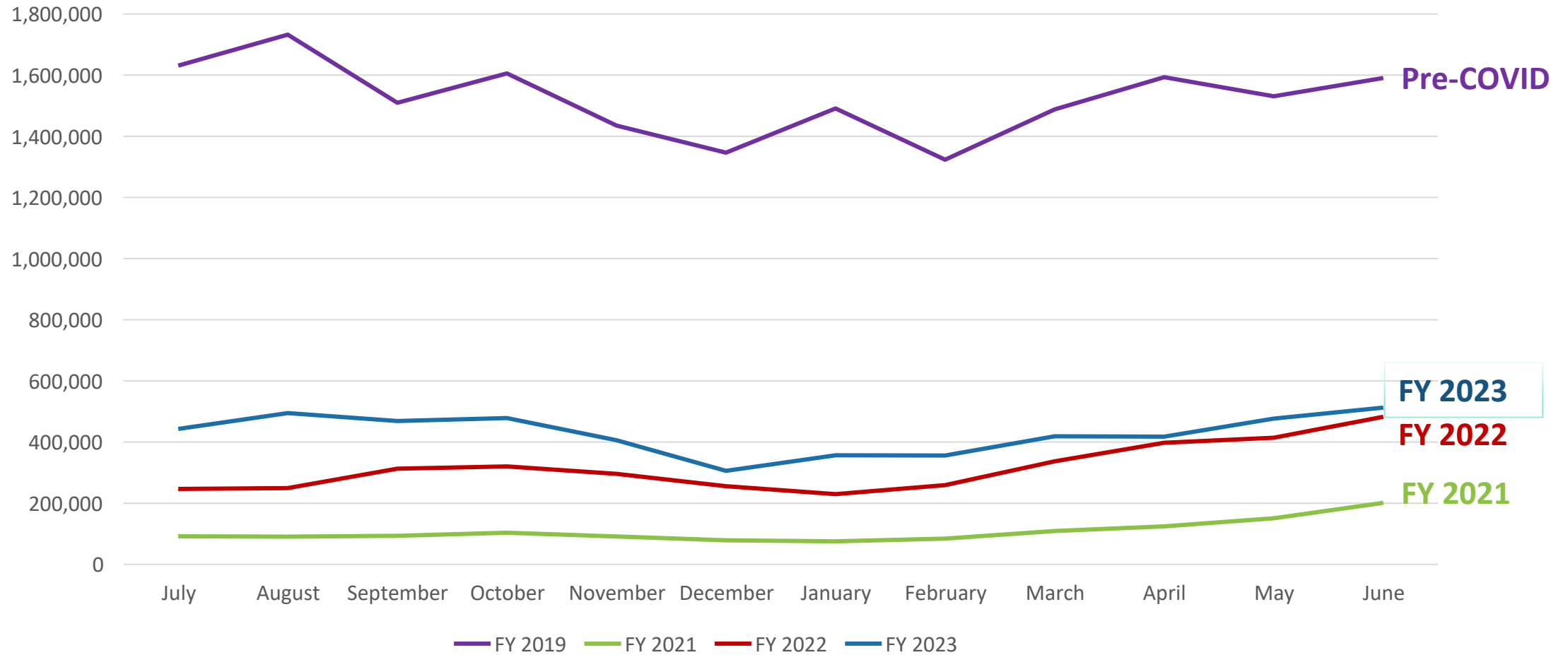


# Shuttles - Ridership Data

	Number of Routes	Shuttle Trips	BART Trips	JPB Trips
FY 2019	46	2,918,810	13,615,810	18,670,850
FY 2021	30	278,816	1,612,536	1,296,876
FY 2022	30	350,906	4,055,444	3,802,014
FY 2023	32	456,030	5,468,221	5,136,012



# JPB - Monthly Ridership



# Caltrain - Performance Statistics

	<u>FY 2019</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>
Ridership	18,277,466	1,294,937	3,802,014	5,136,012
Trains Scheduled	13,100	10,384	13,608	14,716
OTP (goal is 95.0%)	95.9%	96.7%	94.3%	92.6%
Trains Terminated	43	32	72	103
Trains Annulled	13	4	100	189
Total Complaints	1,568	519	906	962
Minutes of delay - Capital Projects	13,611	32,893	42,084	54,584
Minutes of Delay - Total	70,832	50,714	73,287	100,459

Weekday Trains

Pre-COVID	92
March 17, 2020	70
March 30, 2020	42
June 15, 2020	70
August 30, 2021	104

# SamTrans Service Highlights FY 2023

## SamTrans Equity

- Reimagine SamTrans
- Youth Unlimited Pass
- ClipperSTART program
- Micro Transit “Ride Plus”



## SamTrans Technology

- On Board Wi-Fi
- Improved refresh rate on the Computer Aided Dispatching/Advance Vehicle Locator (CAD /AVL)
- Transit Signal Priority (TSP), along the El Camino Real (ECR) corridor
- Commencing the transition to zero-emission technology

# Summary

## SamTrans

- SamTrans bus ridership recovery is among the highest in the nation
- Vehicle revenue miles remain below pre-Pandemic levels
- Service reliability and quality is good for all modes (MBSC and OTP)
- Customer satisfaction remains high for all modes
- Making progress (still recovering) from COVID

## Caltrain

- Caltrain ridership remains low, rail ridership mirrors the nation's rail services
- Electrification progressing, some train delays caused by capital projects
- Customer satisfaction remains good

**Safety remains “priority 1”**

# Thank You



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

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development      David Olmeda, Chief Operating Officer, Bus  
Subject: **Monthly Performance Report | July 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 17.6 percent in the month of July 2023 compared to July 2022. The total monthly ridership increased by 19.0 percent.

Post-pandemic recovery is significant for the month of July 2023. SamTrans Adult fare usage recovery is at 99.2 percent compared to pre-pandemic adult ridership. There continues to be a recovery gap among Youth, with a recovery rate of 63.3 percent compared to July 2019. To a lesser extent, there is also a gap for Eligible Discount riders with a recovery rate of 72.3 percent compared to July 2019.

Since Ride Plus launched on June 18, the service generated an average weekday ridership of 86 trips, and a total of 2,341 trips during the month of July 2023. Of the total trips, 1,721 trips (73.5 percent) took place in East Palo Alto and 620 trips (26.5 percent) took place in Half Moon Bay.

**Caltrain:** Average weekday ridership increased by 20.1 percent in the month of July 2023 compared to July 2022. Caltrain total monthly ridership increased by 11.2 percent.

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

- **Preventable Accidents** – In July 2023, there were 17 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this month, SamTrans did not meet its goal with 2.46 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 22 service calls in July 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans continues to surpass its goals with 0.80 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** - OTP systemwide for July 2023 was below the OTP goal of 85.0 percent at 79.7 percent (a 1.3 percent increase compared to June).
- **Did Not Operate (DNOs)** - In July 2023, there were 0 DNOs, which is 8 fewer than June. In July 2022, there were 19 DNOs, a decrease of 100 percent in DNOs from a year ago.

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

**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	Jul-21	Jul-22	Jul-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Bus	16,916	21,526	25,655	19.2%	16,916	21,526	25,655	19.2%
Paratransit	504	607	697	14.8%	504	607	697	14.8%
Shuttles	1,133	1,711	1,688	-1.3%	1,133	1,711	1,688	-1.3%
Ride Plus	--	--	86	--	--	--	86	--
<b>Total</b>	<b>18,553</b>	<b>23,844</b>	<b>28,040</b>	<b>17.6%</b>	<b>18,553</b>	<b>23,844</b>	<b>28,040</b>	<b>17.6%</b>

SAMTRANS   Total Ridership								
Mode	Jul-21	Jul-22	Jul-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Bus	472,359	584,258	701,884	20.1%	472,359	584,258	701,884	20.1%
Paratransit	13,201	15,229	17,536	15.1%	13,201	15,229	17,536	15.1%
Shuttles	23,994	33,591	33,748	0.5%	23,994	33,591	33,748	0.5%
Ride Plus	--	--	2,341	--	--	--	2,341	--
<b>Total</b>	<b>509,554</b>	<b>633,078</b>	<b>753,168</b>	<b>19.0%</b>	<b>509,554</b>	<b>633,078</b>	<b>753,168</b>	<b>19.0%</b>

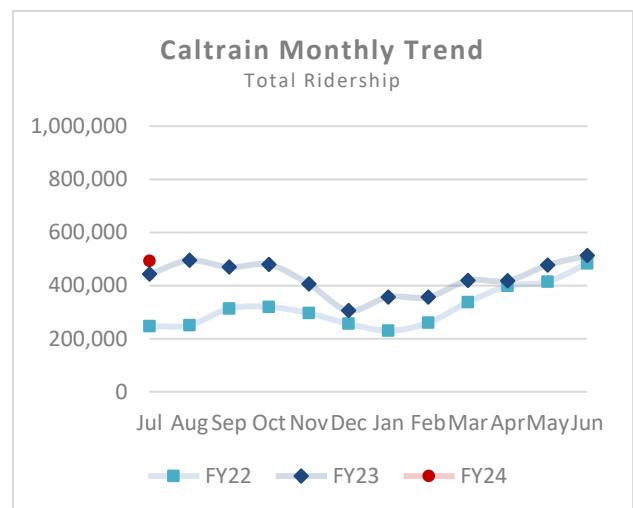
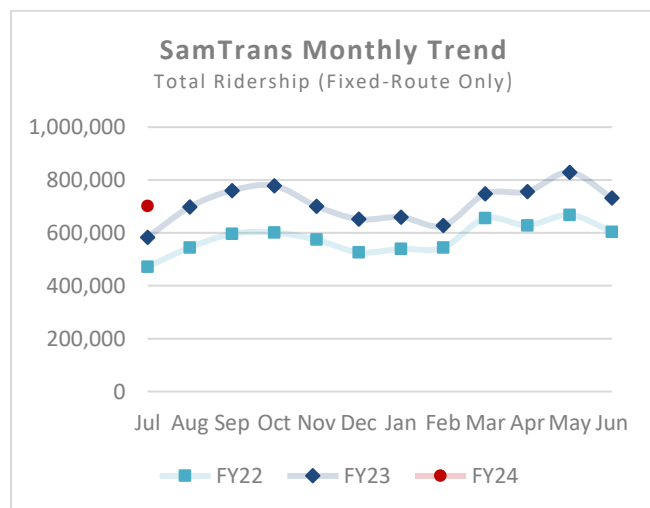
CALTRAIN   Average Weekday Ridership								
Mode	Jul-21	Jul-22	Jul-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Caltrain	8,721	16,932	20,334	20.1%	8,721	16,932	20,334	20.1%

CALTRAIN   Total Ridership								
Mode	Jul-21	Jul-22	Jul-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Caltrain	246,902	442,955	492,381	11.2%	246,902	442,955	492,381	11.2%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Jul-21	Jul-22	Jul-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Dumbarton	49	83	99	19.4%	49	83	99	19.4%
BART (San Mateo County)	9,679	16,988	N/A	N/A	9,679	16,988	N/A	N/A

OTHER MODES in San Mateo County   Total Ridership								
Mode	Jul-21	Jul-22	Jul-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Dumbarton	1,039	1,708	1,982	16.0%	1,039	1,708	1,982	16.0%
BART (San Mateo County)	263,906	452,754	N/A	N/A	263,906	452,754	N/A	N/A

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



**FARES**

SAMTRANS (BUS)   Fare Usage			
Fare Type	Jul-21	Jul-22	Jul-23
Adult	288,201	373,387	457,900
Eligible Discount	150,741	165,313	179,193
Youth	33,165	45,141	64,273
--- Youth Unlimited Pass	-	6,139	27,933
<b>Total</b>	<b>472,107</b>	<b>583,841</b>	<b>701,366</b>

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

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

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Jul-21	Jul-22	Jul-23
On-Time Performance	86.7%	81.7%	79.7%
Preventable Accidents	7	13	17
Service Calls	21	22	22
Trips Scheduled	36,004	35,294	37,310
Did Not Operate DNOs	83	19	0

**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)   Ride Plus Key Performance Indicators			
KPI	Jul-21	Jul-22	Jul-23
Total Trips	--	--	2,341
--- East Palo Alto Trips	--	--	1,721
--- Half Moon Bay Trips	--	--	620
Active Users	--	--	318
New Registrations	--	--	535
Total Downloads	--	--	705
--- iOS Downloads	--	--	483
--- Android Downloads	--	--	222
Total Downloads	--	--	705
Load Factor	--	--	1.5

The **load factor** represents the average number of passengers in a vehicle. It is calculated by dividing the total number of passengers by the number of trips in charge.

SAMTRANS (BUS)   Fleet Key Performance Indicators			
KPI	Jul-21	Jul-22	Jul-23
Revenue Hours (Sched.)	49,047	48,519	50,960
Revenue Miles (Sched.)	506,725	498,463	485,359
Total Fleet Miles (Actual)	677,372	679,025	689,959

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 40,586 Miles between Preventable Accidents this month.

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 31,362 Miles between Service Calls this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	Jul-21	Jul-22	Jul-23
On-Time Performance (RW)	94.1%	93.6%	91.6%
On-Time Performance (RC)	95.1%	94.1%	93.2%
Preventable Accidents (RW)	2	3	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	4	3	3
Service Calls (RC)	0	0	0

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Jul-21	Jul-22	Jul-23
Revenue Miles (RW)	112,385	127,125	151,429
Revenue Miles (RC)	12,529	18,949	16,432
Fleet Miles (RW)	125,431	140,588	192,507
Fleet Miles (RC)	15,179	22,394	20,782



**PRE-PANDEMIC RIDERSHIP COMPARISON**

SAMTRANS   Average Weekday Ridership					
Mode	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Bus	30,069	16,916	21,526	25,655	85.3%
Paratransit	1,129	504	607	697	61.7%
Shuttles	11,768	1,133	1,711	1,688	14.3%
<b>Total</b>	<b>42,966</b>	<b>18,553</b>	<b>23,844</b>	<b>28,040</b>	<b>65.3%</b>

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

SAMTRANS   Total Ridership					
Mode	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Bus	811,830	472,359	584,258	701,884	86.5%
Paratransit	28,706	13,201	15,229	17,536	61.1%
Shuttles	265,397	23,994	33,591	33,748	12.7%
<b>Total</b>	<b>1,105,933</b>	<b>509,554</b>	<b>633,078</b>	<b>753,168</b>	<b>68.1%</b>

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 85.3 percent of pre-pandemic levels (2019) for this month of July 2023.

CALTRAIN   Average Weekday Ridership					
Mode	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Caltrain	70,493	8,721	16,932	20,334	28.8%

CALTRAIN   Total Ridership					
Mode	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Caltrain	1,672,672	246,902	442,955	492,381	29.4%

OTHER MODES in San Mateo County   Average Weekday Ridership					
Mode	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Dumbarton	149	49	83	99	66.5%
BART (San Mateo County)	46,212	9,679	16,988	N/A	N/A

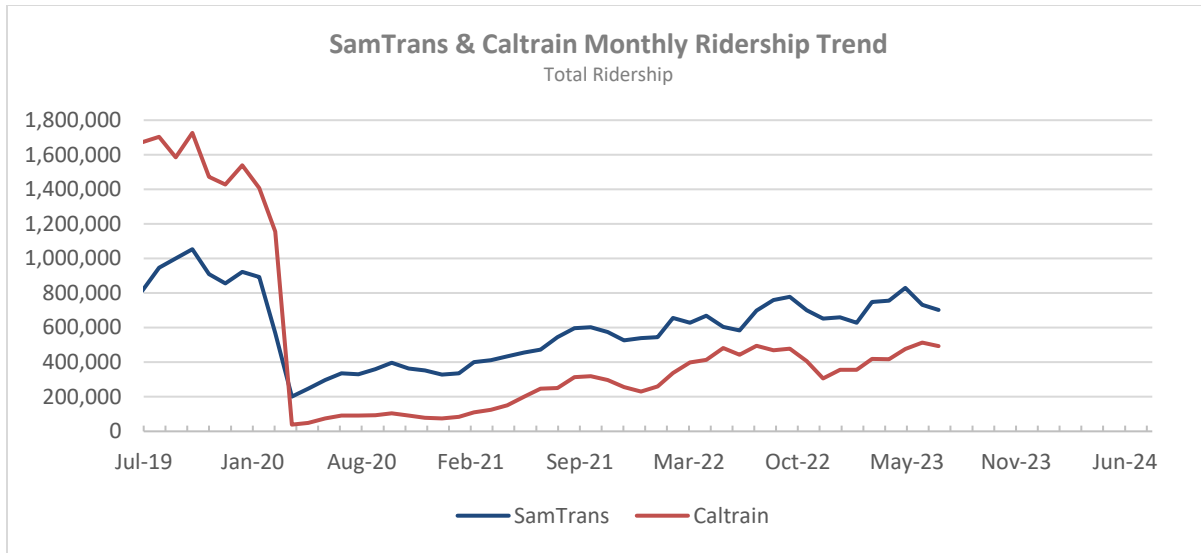
OTHER MODES in San Mateo County   Total Ridership					
Mode	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Dumbarton	3,287	1,039	1,708	1,982	60.3%
BART (San Mateo County)	1,182,731	263,906	452,754	N/A	N/A

**PRE-PANDEMIC FARES COMPARISON**

SAMTRANS (BUS)   Fare Usage					
Fare Type	Jul-19	Jul-21	Jul-22	Jul-23	% <sup>3</sup>
Adult	461,589	288,201	373,387	457,900	99.2%
Youth	101,475	150,741	165,313	64,273	63.3%
Eligible Discount	247,951	33,165	45,141	179,193	72.3%
<b>Total</b>	<b>811,015</b>	<b>472,107</b>	<b>583,841</b>	<b>701,366</b>	<b>86.5%</b>

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

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Jul-21	Jul-22	Jul-23
Complaints	81	61	88
Accessibility	13	14	7
Compliments	11	12	17
Service Requests	29	70	54
<b>Reports Total</b>	<b>134</b>	<b>157</b>	<b>166</b>

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

The total number of reports for SamTrans has remained stable from June 2023 (167) to July 2023 (166).

**COMMUNICATIONS & MARKETING**

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

- Press Release: "SamTrans extends free rides on popular new microtransit service, Ride Plus"
- Press Release: "California Gives Financial Boost to Emission Zero Project at SamTrans"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

**Digital Communications Report:**

July marks one month since the launch of Ride Plus microtransit. A substantial portion of our social media posts have been centered around this milestone. The promotional free fare period was initially set to end at the end of July but was extended to the end of October. The Superhero Drive with Us recruitment campaign was a larger focus this month, with Geraldine Stovall’s Beyond Heroes post where she helped an elderly person and received strong media attention. A quick-build construction demonstration took place in South San Francisco with the goals to protect bicyclists, enhance bus travel, and improve pedestrian safety along ECR with the support of Caltrans and the primary sponsorship provided by SamTrans.

**July Digital Marketing highlights:**

- Ride Plus Marketing
- Ride Plus Promotional Free Fare Period
- Superhero Drive with Us Campaign
- Beyond Heroes Series
- SSF Quick-Build Demo
- Geraldine Stovall 'I Make a Difference' Award
- Class 180 Graduation

Prepared By:	Elizabeth Wang	Planning Analyst II, Operations Planning	650-551-6127
	Robert Casumbal	Director, Marketing/Market Research	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845



**BOARD OF DIRECTORS 2023**

JOSH POWELL, CHAIR  
MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
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, September 6, 2023 – 2:45 pm**

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

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

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

Note:

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

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

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

**August 2, 2023**

Committee Members Present: R. Medina

Committee Members Absent: R. Mueller (Chair)

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

Other Board Members Absent: None

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

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

Committee Member Rico Medina called the meeting to order at 3:06 pm.

**8.d.2. Approval of Minutes of the Legislative Committee Meeting of July 12, 2023**

Motion/Second: Canepa/Powell

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

Noes: None

Absent: Mueller

**8.d.3. State and Federal Legislative Update**

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

On the federal side, she said the House would be in recess until September 12 and the Senate would be in recess until September 5. She said the House only passed twelve of their appropriations bills. She said the Senate has not yet passed any appropriations bills. She said there is not a clear plan to get the bills over the finish line. She said a CR (continuing resolution) may be necessary if no bills are passed before the deadline of September 30.

On the state side, Ms. Epstein said that the California State Transportation Agency (CalSTA) is going to work on creating guidelines for the accountability and reporting components. She said that MTC (Metropolitan Transportation Commission) would be starting up a Transit Transformation task force, which will be broad spectrum and provide a holistic view of transportation statewide. She reviewed the bills that currently being watched.

**8.d.4. Adjourn**

The meeting adjourned at 3:14 pm.

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

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

## SamTrans Federal Report August 2023

### Congress in Recess for Month of August

- The House and Senate are in recess for the month of August. The House will return on September 12, and the Senate will return on September 5.

### Stopgap Spending Discussions Ongoing

- Republicans and Democrats have spent the month of August negotiating and counting votes to advance a Continuing Resolution (CR) before the fiscal year ends on September 30th and buy more time to enact the final Fiscal Year 2024 appropriations bills.
- Speaker McCarthy vowed to the GOP caucus on August 14 that any CR would last no later than early December, to avoid running into the holidays. However, on August 21, the House Freedom Caucus (HFC) announced a list of demands that must be met in order to secure their support for a CR.
- Specifically the HFC stated they: “refuse to support any such measure that continues Democrats’ bloated COVID-era spending and simultaneously fails to force the Biden Administration to follow the law and fulfill its most basic responsibilities,” and that “any support for a ‘clean’ Continuing Resolution would be an affirmation of the current FY 2023 spending level grossly increased by the lame-duck December 2022 omnibus spending bill that we all vehemently opposed just seven months ago.”
- The HFC wants any stopgap to “include the House-passed ‘Secure the Border Act of 2023’ to cease the unchecked flow of illegal migrants, combat the evils of human trafficking, and stop the flood of dangerous fentanyl into our communities.”
- Democrats are unlikely to support anything short of a clean CR and a final Fiscal Year 2024 appropriations bill consistent with the spending caps agreed to in the debt deal. Reaching a deal to pass a CR will be challenging and may result in a government shutdown to create the urgency to reach a deal.

### U.S. Department of Transportation (DOT) Announces \$2 Million in Available Funding Through Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

- On August 14, DOT announced \$2 million available in funding via the SMART grants program. This is the second year of funding through this program, which was created through the Bipartisan Infrastructure Law (BIL).
- This funding opportunity is accepting applications for Stage I Planning and Prototyping grants. The purpose of this program is to fund innovation designed to solve real-world transportation problems to build data/technology capacity for state, local, and tribal governments.



- All applications are due by October 10, 2023. For more information, please refer to the [Funding Opportunity Announcement via Grants.gov](#).

## U.S. Department of Transportation (DOT) Appoints Members of the Advisory Committee on Transportation Equity (ACTE)

- On Thursday, August 17, Secretary Pete Buttigieg announced the appointment of 24 members to the Advisory Committee on Transportation Equity. The purpose of the ACTE is to provide DOT with independent advice and recommendations on issues of transportation equity and civil rights.
- The ACTE is composed of individuals from academia, the private sector, and the transportation industry with experience in policy, advocacy, transportation planning/design, and more. Newly appointed members each serve two-year terms, and the committee is set to have their first meeting this fall.

### ***Round-Up of Open Grant Opportunities***

- [Neighborhood Access and Equity \(NAE\) Program](#). \$3.1 billion available. All applications due September 28, 2023.
- [Reconnecting Communities Pilot \(RCP\) Program](#). \$198 million available. All applications due September 28, 2023.
- [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). \$13 million available. All applications due October 6, 2023.
- [SMART Grants](#). \$100 million available. All applications due October 10, 2023.



August 22, 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 – September 2023**

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### **General Update**

The Legislature returned from Summer Recess on August 14 to finish the final month of the first year of the two-year Legislative Session. September 1 is the deadline for fiscal committees to hear and report bills to the floor before the Legislature adjourns for the interim recess on September 14. The Legislative Calendar, which sets the deadlines for the year can be viewed [here](#).

### **Update on SB 125 Implementation**

As you know, the FY 2023-24 Budget Act included [SB 125 \(Committee on Budget and Fiscal Review\)](#), which imposes new accountability and reform requirements on regions and their transit agencies to access funds authorized under AB 102 (Committee on Budget).

SB 125 requires CalSTA to adopt by September 30 final guidelines that provide greater structure and specificity to these accountability and reform requirements. As of the drafting of this report, CalSTA is finalizing draft guidelines for public release later this month. These draft guidelines will be the subject of a forthcoming public meeting convened by CalSTA and are expected to address ambiguities in the administration of SB 125, as well as eligibility for AB 102 funding. In advance of the release of the draft guidelines, statewide organizations, including the California Transit Association and the California Association of Councils of Governments, have begun to meet with their respective members to determine their priorities for the draft guidelines. While preliminary, these priorities have been communicated to CalSTA staff for their early consideration and will be formalized in public comments filed with CalSTA following the release of the draft guidelines.

### **Surplus Lands Act**

For the last two years, through the California Transit Association, SamTrans has been engaged in an effort to make modest changes to the Surplus Lands Act (SLA), providing transit agencies with more certainty, clarity, and flexibility under the SLA. There are currently two main vehicles moving through the Legislature that propose to broadly amend the SLA to address a number of issues that have arisen in recent years – SB 747 (Caballero) and AB 480 (Ting). The Association convened a group of transit operators to negotiate changes to the SLA with the Legislature and the Administration, mainly around the list of exemptions in the SLA and the processes surrounding the use of exemptions. While conversations continue, we anticipate that several concerns raised by transit agencies will be included in the final agreement on the SLA. We also believe that the final agreement will include a “disposal”

definition, providing much needed clarity to the law. We should see the final version of the changes to the SLA materialize by late-August.

### **Bills of Interest**

#### **SB 532 (Wiener) Bridge Toll Increase for Transit Operations**

This bill, as currently drafted, would temporarily raise tolls on seven state-owned bridges in the Bay Area by \$1.50 for five years, generating approximately \$180 million annually. SB 532 would direct this revenue to the Metropolitan Transportation Commission to help eligible transit operators avoid service cuts and maintain operations and to transform transit service pursuant to MTC's adopted Transit Transformation Action Plan, or to make specific safety, security, reliability, or cleanliness improvements. While SB 532 is co-authored by a large group of Bay Area lawmakers, including Senators Cortese and Becker, and Assembly Members Haney, Ting, Lee, Bonta, and Wicks, Senator Wiener announced on August 21 that the bill would not be moving forward this year. Senator Wiener stated, *"I will continue to make transit operations funding a major priority, and I look forward to continuing those discussions into the Fall. If a consensus emerges on a path forward that includes a future regional transit funding measure to generate ongoing funds so that all people have access to reliable, affordable transportation, I also look forward to taking a leadership role in developing and passing authorizing legislation."*

#### **SB 410 (Becker) Powering Up Californians Act**

This bill would require the California Public Utilities Commission to establish, by September 30, 2024, reasonable average and maximum target energization time periods to facilitate connecting new customers and upgrading the service of existing investor-owned utility (IOU) customers to the electrical grid. SB 410 would also require the IOUs to take the necessary steps in their annual distribution planning processes to prepare the grid for the anticipated transportation and building electrification demand as needed to meet "state decarbonization goals and federal, state, regional, and local air quality and decarbonization standards, plans, and regulations." This includes requiring IOUs to report on workforce needs to comply with SB 410 and hire accordingly, directing IOUs' future grid planning to align with, and meet, federal, state, regional, and local decarbonization and air quality goals, standards, and regulations; and providing aid to IOUs in the form of a balancing account that will allow for cost recovery of associated investments.

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

#### **Vehicles:**

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$70 million in FY 2021-22, \$65 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 cycles for FY 2021-22 and FY 2022-23 remain open](#)

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

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

companies and school districts in two \$65 million tranches. The second tranche of \$65 million was released in November 2022.

**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#). Additionally, see CARB's updated policy found [here](#) authorizing VW Environmental Mitigation Trust awards to be coupled with HVIP vouchers.

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

***Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$183 million in FY 2022-23)*** – 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:** [Funding cycles for FY 2022-23 remain 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 8/14/23**

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

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

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

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

Bill ID/Topic	Location	Summary	Position
		goals of the act and objectives specified in the most recent scoping plan. This bill contains other existing laws.	
<p><a href="#">AB 16</a> <a href="#">Dixon</a> R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	This bill is dead.	<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>	Watch

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 53</a> <a href="#">Fong, Vince</a> R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is dead.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. 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 8/14/23**

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

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 96</a> <a href="#">Kalra D</a></p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>On the Senate Floor.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matters subject to collective bargaining. This bill would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p>	<p>Watch</p>
<p><a href="#">AB 102</a> <a href="#">Ting D</a></p> <p>Budget Act of 2023.</p>	<p>Signed by Governor Newsom.</p>	<p>The Budget Act of 2023 made appropriations for the support of state government for the 2023–24 fiscal year. This bill would amend the Budget Act of 2023 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 126</a> <a href="#">Reyes D</a></p> <p>Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.</p>	<p>On the Senate Floor.</p>	<p>Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 241</a> <a href="#">Reyes D</a></p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>On the Assembly Floor.</p>	<p>Existing law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Existing law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Existing law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 316</a> <a href="#">Aguiar-Curry D</a></p> <p>Vehicles: autonomous vehicles.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

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

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

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

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

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

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 504</a> <a href="#">Reyes D</a></p> <p>State and local public employees: labor relations: disputes.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act and the Ralph C. Dills Act, regulate the labor relations of employees and employers of local public agencies and the state, respectively. Those acts grant specified employees, including, among others, certain employees of fire departments, of local public agencies and the state the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. The acts grant the Public Employment Relations Board the power to hear specified disputes in relation to these provisions and to make determinations regarding them. This bill would provide, except as specified, that it is not unlawful or a cause for discipline or other adverse action against a public employee for that public employee to refuse to enter property that is the site of a primary strike, perform work for a public employer involved in a primary strike, or go through or work behind a primary strike line. The bill would prohibit a public employer from directing a public employee to take those actions. The bill would authorize a recognized employee organization to inform employees of these rights and encourage them to exercise those rights. The bill would also state that a provision in a public employer policy or collective bargaining agreement that purports to limit or waive the rights set forth in this provision shall be void against public policy, except that the bill would require the parties to negotiate over the bill's provisions if the bill is in conflict with a collective bargaining agreement entered into before January 1, 2024, as prescribed. The bill would exempt certain public employees of fire departments and certain peace officers from these provisions. The bill would include related legislative findings. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 8/14/23**

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



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 557</a> <a href="#">Hart D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>On the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. Specifically, the bill would extend indefinitely that authority in the circumstances under which the legislative body either (1) meets for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (2) has previously made that determination. The bill would also extend the period for a legislative body to make the above-described findings related to a continuing state of emergency to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2023</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 610</a> <a href="#">Holden</a> D</p> <p>Student Transit Pass Pilot Program: free student transit passes.</p>	<p>In the Senate Appropriations 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, 2027, 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, 2028.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 719</a> <a href="#">Boerner Horvath D</a>  Medi-Cal benefits.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes the Medi-Cal program, which is administered by the State Department of Health Care Services and under which qualified low-income individuals receive health care services. The Medi-Cal program is, in part, governed and funded by federal Medicaid program provisions. Existing law establishes a schedule of benefits under the Medi-Cal program, including medical transportation and nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Existing law requires nonmedical transportation to be provided by the beneficiary's managed care plan or by the department for a Medi-Cal fee-for-service beneficiary. This bill would require the department to require Medi-Cal managed care plans that are contracted to provide nonmedical transportation or nonemergency medical transportation to contract with public paratransit service operators who are enrolled Medi-Cal providers for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public paratransit service operator. The bill would require the rates reimbursed by the managed care plan to the public paratransit service operator to be based on the department's fee-for-service rates for nonmedical and nonemergency medical transportation service, as specified. The bill would condition implementation of these provisions on receipt of any necessary federal approvals and the availability of federal financial participation.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 756</a> <a href="#">Papan D</a></p> <p>Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.</p>	<p>This is a two-year bill.</p>	<p>Existing law vests the Department of Transportation with full possession and control of all state highways. This bill would require the department, in consultation with the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state. The bill would require the department's 6PPD and 6PPD-quinone programmatic environmental review process to include, among other specified components, a pilot project at a particular highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified. The bill would require, no later than December 31, 2026, the Director of Transportation to submit a report to the Legislature describing the department's strategy to eliminate the discharge of 6PPD and 6PPD-quinone by the department to all salmon and steelhead trout bearing surface waters of the state. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 761</a> <a href="#">Friedman D</a> Transit Transformation Task Force.</p>	<p>In the Senate Transportation Committee.  This bill was folded in SB 125, and will not proceed as a standalone bill.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 817</a> <a href="#">Pacheco D</a></p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other existing laws.</p>	<p>Supported April 2023</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 819</a> <a href="#">Bryan D</a></p> <p>Crimes: public transportation: fare evasion.</p>	<p>On the Senate Floor.</p>	<p>Existing law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.</p>	<p>Watch</p>
<p><a href="#">AB 914</a> <a href="#">Friedman D</a></p> <p>Electrical infrastructure: California Environmental Quality Act: exemptions: review time period.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1374</a> <a href="#">Alvarez D</a></p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	<p>Watch</p>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1377</a> <a href="#">Friedman D</a></p> <p>Homeless Housing, Assistance, and Prevention Program: Round 3.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Existing law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This includes data on the applicant’s progress towards meeting their outcome goals, to be submitted annually, for each year of the program, and other information if the applicant has not made significant progress towards those goals. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit facilities owned and operated by a transit agency, as defined. This bill contains other existing laws.</p>	<p>Supported June 2023</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1379</a> <a href="#">Papan D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. This bill, with respect to those general provisions on teleconferencing, would require a legislative body electing to use teleconferencing to instead post agendas at a singular designated physical meeting location, as defined, rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body’s members are in person at a singular designated physical meeting location. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1484</a> <a href="#">Zbur D</a></p> <p>Temporary public employees.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. Existing law generally requires that the scope of representation under the act include all matters relating to employment conditions and employer-employee relations, while excepting the consideration of the merits, necessity, or organization of any service or activity provided by law or executive order. Existing law states that the Legislature finds and declares that the duties and responsibilities of local agency employer representatives under the act are substantially similar to the duties and responsibilities required under existing collective bargaining enforcement procedures and therefore the costs incurred by the local agency employer representatives in performing those duties and responsibilities under that act are not reimbursable as state-mandated costs. This bill would impose specified requirements with respect to the temporary employees, as defined, of a public employer who have been hired to perform the same or similar type of work that is performed by permanent employees represented by a recognized employee organization. In this regard the bill would require those temporary employees to be automatically included in the same bargaining unit as the permanent employees, as specified, upon the request of the recognized employee organization. The bill would also require a public employer to, upon hire, provide each temporary employee with their job description, wage rates, and eligibility for benefits, anticipated length of employment, and procedures to apply for open, permanent positions. By imposing new duties on local agencies that employ temporary employees, the bill would impose a state-mandated local program. The bill would require complaints alleging a violation of its provisions to be processed as unfair practice charges under the act. The bill would additionally include the same findings and declarations as set forth above. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1525</a> <a href="#">Bonta D</a></p> <p>Transportation projects: priority populations.</p>	<p>This bill is dead.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. This bill would require the agency, the Department of Transportation, and the California Transportation Commission, on or before July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each agency, Department of Transportation, or California Transportation Commission project, as defined, to, among other things, determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, as specified. The bill would require the agency, the Department of Transportation, and the California Transportation Commission, on and after July 1, 2025, to jointly evaluate all new proposed projects by the criteria, and, on or before July 1, 2026, and annually thereafter, to jointly submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations, as specified. The bill would require the agency, the California Transportation Commission, and the Department of Transportation, on or before July 1, 2026, and triennially thereafter, to jointly establish a percentage, of at least 60%, of moneys allocated for agency, Department of Transportation, or California Transportation Commission projects, excluding administrative costs, to be allocated for projects that are located in priority populations, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, and would require those entities to allocate moneys consistent with that established percentage.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1550</a> <a href="#">Bennett D</a></p> <p>Green hydrogen.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the State Air Resources Board to develop and adopt hydrogen fuel regulations to ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas emissions, criteria air pollutant emissions, and toxic air contaminant emissions, including by requiring that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable energy resources, as specified. Under existing law, a violation of those regulations, and other provisions pertaining to motor vehicle fuels, is a crime. This bill would require, on and after January 1, 2045, that all hydrogen produced and used in California for the generation of electricity or fueling of vehicles be green hydrogen, as defined, in furtherance of the state’s policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. The bill would require the state board, in consultation with the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1637</a> <a href="#">Irwin D</a></p> <p>Local government: internet websites and email addresses.</p>	<p>In the Senate Appropriations Committee.</p>	<p>The California Constitution authorizes cities and counties to make and enforce within their limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws and further authorizes cities organized under a charter to make and enforce all ordinances and regulations in respect to municipal affairs, which supersede inconsistent general laws. This bill, no later than January 1, 2029, would require a local agency, as defined, that maintains an internet website for use by the public to ensure that the internet website utilizes a “.gov” top-level domain or a “.ca.gov” second-level domain and would require a local agency that maintains an internet website that is noncompliant with that requirement to redirect that internet website to a domain name that does utilize a “.gov” or “.ca.gov” domain. This bill, no later than January 1, 2029, would also require a local agency that maintains public email addresses to ensure that each email address provided to its employees utilizes a “.gov” domain name or a “.ca.gov” domain name. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, city and county, or special district, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2023</p>
<p><a href="#">SB 5</a> <a href="#">Nguyen</a> R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>This bill is dead.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 12</a> <a href="#">Stern</a> D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This bill is dead.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 32</a> <a href="#">Jones</a> R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill is dead.</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><a href="#">SB 69</a> <a href="#">Cortese D</a></p> <p>California Environmental Quality Act: local agencies: filing of notices of determination or exemption.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires, among other things, a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the county clerk of each county in which the project will be located, as provided. CEQA authorizes a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the county clerk of each county in which the project will be located, as provided. CEQA requires the county clerk to make the notice available for public inspection and post the notice within 24 hours of receipt in the office or on the internet website of the county clerk, as specified. CEQA requires an action or proceeding challenging an act or decision of a public agency, including a local agency, on the grounds of noncompliance with CEQA to be commenced within certain time periods, as specified. This bill would require a local agency to file a notice of determination with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would authorize a local agency to file a notice of exemption with the State Clearinghouse in the Office of Planning and Research in addition to the county clerk of each county in which the project will be located. The bill would require the notice, including any subsequent or amended notice, to be posted both in the office and on the internet website of the county clerk and by the Office of Planning and Research on the State Clearinghouse internet website within 24 hours of receipt. The bill would specify that the posting of the notice by the Office of Planning and Research would not affect the applicable time periods to challenge an act or decision of a local agency, as described above. By imposing duties on local agencies, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 84</a> <a href="#">Gonzalez</a> D</p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Existing law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Existing law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 101</a> <a href="#">Skinner</a> D</p> <p>Budget Act of 2023.</p>	<p>Signed by Governor Newsom.</p>	<p>This bill would make appropriations for the support of state government for the 2023–24 fiscal year and will serve as the Budget Act of 2023-24.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 125</a> Committee on Budget and Fiscal Review  Transportation budget trailer bill.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the agency, on or before January 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. The bill would require the task force to solicit and develop a structured, coordinated process for engagement of all parties to develop policy recommendations to grow transit ridership and improve the transit experience for all users of those services. The bill would require the agency, in consultation with the task force, to prepare and submit a report of findings and policy recommendations based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics, including, among others, reforming the Transportation Development Act. The bill would repeal these provisions on January 1, 2028. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 146</a> <a href="#">Gonzalez D</a></p> <p>Public resources: infrastructure: contracting.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law authorizes the Secretary of Transportation to assume the responsibilities of the United States Secretary of Transportation under the federal National Environmental Policy Act of 1969 (NEPA) and other federal environmental laws for any railroad, public transportation, or multimodal project undertaken by state agencies, as specified. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of these responsibilities. Existing law repeals these provisions on January 1, 2025. This bill would extend the above authorization to December 31, 2033. The bill would additionally authorize the Secretary of Transportation, consistent with, and subject to the requirements of, any memorandum of understanding between the state and federal government and upon the request of a local or regional agency with the authority to implement transportation projects, to assume responsibilities under the NEPA and other federal environmental laws for any railroad, local public transportation, or multimodal project implemented by the requesting local or regional agency. The bill would impose terms and conditions similar to those with respect to the above-described authority to assume those responsibilities for projects undertaken by state agencies, including providing consent for the jurisdiction of the federal courts, as provided. The bill would require the secretary to report to the transportation policy committees of the Legislature regarding the assumption of responsibilities under the NEPA requested by a local or regional agency by December 31, 2033. The bill would repeal these provisions on December 31, 2033. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 149</a> <a href="#">Caballero D</a></p> <p>California Environmental Quality Act: administrative and judicial procedures: record of proceedings: judicial streamlining.</p>	<p>Signed by Governor Newsom.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides that in certain specified actions or proceedings, the plaintiff or petitioner may elect to prepare the record of proceedings, subject to certification of its accuracy by the public agency. CEQA requires that a copy of the certified record of proceedings be lodged with the court. This bill would authorize the public agency to deny the request of the plaintiff or petitioner to prepare the record of proceedings, as provided, in which case the bill would require the public agency or the real party in interest to bear the costs of preparation and certification of the record of proceedings and would prohibit the recovery of those costs from the plaintiff or petitioner. The bill would require the court to schedule a case management conference within 30 days of the filing of an action to review the scope, timing, and cost of the record of proceedings. The bill would require that an electronic copy of the certified record of proceedings be lodged with the court. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 410</a> <a href="#">Becker D</a></p> <p>Powering Up Californians Act.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in collaboration with the State Air Resources Board, the PUC, and other relevant stakeholders, to annually gather from state agencies, as provided, specified entities' fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors and share that data with electrical corporations to help inform electrical grid planning efforts, as specified. Existing law requires electrical corporations, as part of their distribution planning processes, to consider that produced fleet data, and other available data, to facilitate the readiness of their distribution systems to support the state's anticipated level of electric vehicle charging, as specified. This bill, the Powering Up Californians Act, would require the PUC to establish, on or before September 30, 2024, reasonable average and maximum target energization time periods, as defined, certain reporting requirements so that electrical corporation performance can be tracked and improved, and a procedure for customers to report energization delays to the PUC, as provided. The bill would require the PUC to require the electrical corporation to take any remedial actions necessary to achieve the PUC's targets and would require all reports to be publicly available, among other reporting requirements. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 411</a> <a href="#">Portantino D</a></p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>This bill is dead.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill, until January 1, 2028, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act. The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 532</a> <a href="#">Wiener D</a></p> <p>San Francisco Bay area toll bridges: toll increase: transit operating expenses.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. To the extent this bill would mandate that MTC or a transit operator provide a new program or higher level of service, the bill would impose a state-mandated local program.</p>	<p>Watch</p>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 537</a> <a href="#">Becker D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is dead.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows “just cause,” including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 747</a> <a href="#">Caballero D</a></p> <p>Land use: economic development: surplus land.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes. Existing law defines "surplus land" to generally mean land owned in fee simple by a local agency for which the local agency's governing body takes formal action in a public meeting declaring that the land is surplus and not necessary for the agency's use. Existing law defines "agency's use" to include land that is being used, is planned to be used pursuant to a written plan adopted by the local agency's governing board, or is disposed of to support agency work or operations. Existing law excludes from "agency's use" commercial or industrial uses or activities, or property disposed of for the sole purpose of investment or generation of revenue, unless the local agency is a district, except as specified, and the agency's governing body takes specified actions in a public meeting. Existing law excludes from these requirements the disposal of exempt surplus land by an agency of the state or any local government. Existing law requires a local agency to declare land as either surplus land or exempt surplus land, as supported by written findings, before a local agency may take any action to dispose of it. Under existing law, exempt surplus land includes, among other types of land, property that is used by a district for an "agency's use" as expressly authorized, land for specified developments, including a mixed-use development, if put out to open, competitive bid by a local agency, as specified, and surplus land that is subject to specified valid legal restrictions. Existing law defines for a local agency that is a district, except for those districts whose primary mission is to supply the public with a transportation system, "agency's use" to include commercial or industrial uses or activities, or property disposed of for the sole purpose of investment or generation of revenue. This bill would define the term "dispose" for these purposes to mean the sale of the surplus property or a lease of any surplus property entered into on or after January 1, 2024, for a term longer than 15 years, including renewal options, as specified. The bill would also redefine the term "agency's use" to include use for transit, property owned by a port that is used to support logistics uses, sites for broadband equipment or wireless facilities, and waste disposal sites. The bill would specify that for a local agency that is a district, "agency's use" includes commercial or industrial uses or activities, or property disposed of for the sole purpose of</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
		investment or generation of revenue, without exception. This bill contains other related provisions and other existing laws.	
<p><a href="#">SBX1 2</a> <a href="#">Skinner</a> D</p> <p>Energy: transportation fuels: supply and pricing: maximum gross gasoline refining margin.</p>	Signed by Governor Newsom.	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.	Watch